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

SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT ADDENDUM

Soul Project

Case Number: ENV-2018-3986-SCEA-REC1

Project Location: 514, 522, 530, and 550 South Shatto Place and 3119 West 6th Street Los Angeles, CA, 90020
Community Plan Area: Wilshire Community Plan Area
Council District: 13 – Mitch O'Farrell

Project Description:

The Project is an Addendum to the approved Sustainable Communities Environmental Assessment (SCEA) prepared for the Soul Project (Project) (ZA-2018-3985-MCUP-TOC-WDI-SPR and VTT 82171-CN, CPC-2020-6192-GPAJ-VZCJ-HD-CU-MCUP-SPR-HCA, VTT-83213). In accordance with the California Environmental Quality Act (CEQA), the Addendum to the SCEA analyzes proposed modifications (the Modified Project) to the Soul Project (the Approved Project) which was approved by the City of Los Angeles (City) on August 14, 2019 and demonstrates that all of the potential environmental impacts associated with the proposed modifications would be within the envelope of impacts already evaluated in the approved 2019 SCEA.

The Modified Project Site has been expanded to include a lot to the north of the Approved Project Site containing an existing 27,843 square foot office building (514 Shatto Place). The office building would be demolished as part of the Modified Project. In addition, to the office building, the Modified Project would remove the same school uses on the Project Site that were analyzed under the Approved Project. The Modified Project also extends the buildout from year 2021 (Approved Project) to 2024 (Modified Project). The Modified Project would include development of a mixed-use high rise that would contain 367 residential dwelling units with a maximum height of 483 feet and compared to the Approved Project which proposed 256 units at a height of 341 feet. The Modified Project would also include 36,400 square feet of office and commercial uses including the conversion of an existing repurposed church building into restaurant uses compared to the Approved Project which proposed 15,307 square feet of commercial and office uses.

In addition, the number of affordable units would increase from 29 units to 42 units. Overall, the Modified Project would include approximately 440,442 square feet of building area and a floor area ratio (FAR) of 6:1 compared to the 235,744 square feet of floor area (FAR of 4.25:1) under the Approved Project.

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PREPARED FOR:	**PREPARED BY:**	**APPLICANT:**
City of Los Angeles Department of City Planning	ICF	TF Shatto Limited Partnership

February 2021

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Acronyms

2009 LRTP	Metro 2009 Long Range Transportation Plan
2019 Sustainable Community pLAn	City of Los Angeles has adopted the Green New Deal
ACBMs	asbestos containing building materials
ADA	Americans with Disabilities Act
ADT	average daily traffic
AFY	acre-feet per year
ANSI	American National Standards Institute
APC	Area Planning Commission
AQMP	Air Quality Management Plan
BACT	Best Available Control Technology
Basin	South Coast Air Basin
BMP	Best Management Practice
BOS	Bureau of Sanitation
BPW	Board of Public Works
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen Code	CALGreen and Title 24 Building Standards Code
CARB	California Air Resources Board
CBC	2016 California Building Code
CCTV	circuit TV monitoring
CEQA	California Environmental Quality Act
cf	cubic feet
City	City of Los Angeles
CIWMB	California Integrated Waste Management Board
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
ColWMP	Integrated Waste Management Plan
CPUC	California Public Utilities Commission
DPM	diesel particulate matter
DTWRP	Donald C. Tillman Reclamation Plan
EIA	Energy Information Administration
EV	electric vehicle
FAR	floor area ratio
FCC	Federal Communications Commission

FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	greenhouse gas
GWMP	Groundwater Management Plan
HHRE	human health risk evaluation
HI	hazard index
HIN	High Injury Network
HMC	Hazard Management Consulting
HRA Addendum	Historical Resources Technical Report-Addendum 514-550 S. Shatto Place, Los Angeles September 2020
HVAC	heating, ventilation, and air conditioning
HWRP	Hyperion Water Reclamation Plan
I-10	Interstate 10
I-110	Interstate 110
I-605	Interstate 605
ILCR	incremental lifetime cancer risk
IRP	Integrated Resources Plan
LADBS	City of Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LAFD	Los Angeles Fire Department
LAGWRP	Los Angeles-Glendale Water Reclamation Plant
LAMC	Los Angeles Municipal Code
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LBPs	lead-based paints
LEL	lower explosive
Leq	equivalent or average sound level
LID	Low Impact Development
LOS	level of service
LSTs	Localized Significance Thresholds
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MCUP	Master Conditional Use Permit

Metro	Los Angeles County Metropolitan Transportation Authority
Mobility Plan	Mobility Plan 2035
MPO	metropolitan planning organization
MWD	Metropolitan Water District's
NAAQS	National Ambient Air Quality Standards
NFIP	National Flood Insurance Program
NMAs	Neighborhood Mobility Areas
NOX	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
O&M	Operations and Maintenance
OSHA	Occupational Safety and Health Administration
PCBs	Polychlorinated biphenyls
PCE	passenger car equivalency
PCE	tetrachloroethylene
PDF	Project Design Feature
PGAs	Priority Growth Areas
PM10	respirable particulate matter
PM2.5	fine particulate matter
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
PRMP	Paleontological Resource Management Plan
Program EIR	2016-2040 RTP/SCS Program Environmental Impact Report
Project	Soul Project
Ra	radium
RCNM	Roadway Construction Noise Model
RECs	recognized environmental conditions
RHNA	Regional Housing Needs Assessment
ROW	right-of-way
RTP/SCS PEIR	2020-2045 RTP/SCS Program Environmental Impact Report
SB	Senate Bill
SB 375	Senate Bill 375
SCAG	Southern California Association of Government

SCAG 2020–2045 RTP/SCS	2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)
SCAG MMRP	Mitigation Monitoring and Reporting Program for the RTP/SCS PEIR
SCAG Projection Horizon	SCAG's 2045 growth projections
SCAQMD	South Coast Air Quality Management District
SCEA	Sustainable Communities Environmental Assessment
SEA	Significant Ecological Area
SMP	Soil Mitigation Plan
SO2	sulfur dioxide
SVP	Society of Vertebrate Paleontology
SWIRP	Solid Waste Integrated Resources Plan
SWPPP	Stormwater Pollution Prevention Plan
TAC	toxic air contaminant
TCE	trichloroethene
TDM	Transportation Demand Management
TNM	Transportation Noise Model
TORS	Transient Occupancy Residential Structure
TPA	Transit Priority Area
TPPs	transit priority projects
Transportation Study	Transportation Impact Study for the 550 South Shatto Place Project, October 2018
US 101	U.S. Route 101
UWMP	Urban Water Management Plan
VCP	vitrified clay pipe
VMT	vehicle miles traveled
VOCs	volatile organic compounds
VTTM	Vesting Tentative Tract Map
WDRs	waste discharge requirements
WWECP	Wet Weather Erosion Control Plan
WWSI	Wastewater Service Information

SECTION 1
Introduction and Project Description

This document is an Addendum to the approved Sustainable Communities Environmental Assessment (SCEA) prepared for the Soul Project (Project) (ZA-2018-3985-MCUP-TOC-WDI-SPR and VTT 82171-CN), which was approved by the City of Los Angeles (City) on August 14, 2019. In accordance with the California Environmental Quality Act (CEQA), this Addendum to the SCEA analyzes proposed modifications to the 550 Shatto Place/Soul Project approved in August 2019, and demonstrates that all of the potential environmental impacts associated with the proposed modifications would be within the envelope of impacts already evaluated in the approved 2019 SCEA.

1.1 Background

The City prepared an SCEA pursuant to CEQA for the 550 Shatto Place/Soul Project (Approved Project) to assess potential environmental impacts. The Approved Project included the construction of a 31-story, mixed-use tower with 256 residential units and 329 underground parking stalls. The northern portion of the project site included 2,507 square feet of office space with four townhouse units above the office uses. In addition, the existing 1936 church building would be preserved and repurposed into 12,800 square feet of restaurant uses, with limited architectural alterations that will not affect the structure's historic characteristics or potential for eligibility in any federal, state, or local register of historic resources.

On August 14, 2019, the City Council approved the SCEA for the Approved Project. The SCEA concluded that all of the Approved Project's environmental impacts would be less than significant, with the implementation of mitigation measures adopted for the following impacts areas: Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Transportation, and Mandatory Findings of Significance.

Subsequent to approval of the Approved Project, the applicant purchased a lot to the north of the approved Project Site containing an existing 27,843 square foot office building (514 Shatto Place; APN 5077-004-025). As a result, the applicant has revised the Approved Project as follows:

The revised project would include the demolition of the existing office building and the development of approximately 440,442 square feet in total, inclusive of a mixed-use high-rise tower and the existing church structure which would remain (the Modified Project). The Modified Project would contain a maximum of 367 residential units and 36,400 square feet of office and commercial uses. The Modified Project would expand the previously approved mixed-use tower from 31 floors to 40 floors. Under the Modified Project, the former church building

would be converted to 19,972 square feet of restaurant uses compared to 12,800 square feet that would be converted under the Approved Project. The difference of approximately 7,175 square feet of commercial area would be added entirely within the church structure's former nave which now contains a basketball court. The Modified Project also extends the buildout from year 2021 (Approved Project) to 2024 (Modified Project).

Environmental Setting

The Project Site is bounded by Shatto Place on the west, West 6th Street on the south, West 5th Street to the north, and South Westmoreland to the east as shown in **Figure 1-1**, *Regional and Vicinity Map*. The Project Site is served by a network of regional transportation facilities providing connectivity to the larger metropolitan area. The Project Site is 0.95 miles south of U.S. Route 101 (US 101), 1.75 miles west of Interstate 110 (I-110), and 1.89 miles north of Interstate 10 (I-10). The Project Site contains approximately 66,411 square feet of lot area prior to dedication and 73,407 square feet post-dedication.

The Project Site is very close to many major bus transit lines, including LADOT DASH services, and approximately 500 feet from the Wilshire/Vermont Metro Station. The Wilshire/Vermont Station contains the B (formerly Red) and D (formerly Purple) Lines which provided direct access to North Hollywood (and the San Fernando Valley) via the B Line, and, within the next seven years, to Westwood via the D Line, in addition to both lines having direct service to the 7th & Metro Center which serves as the nexus of the majority of the region's rail lines including the A (formerly Blue) Line, B (formerly Red) Line, D (formerly Purple) Line and E (formerly Expo) Line, all ultimately connecting the Project to several of the region's job centers including Long Beach, Culver City, Koreatown, the Wilshire Corridor, Hollywood, North Hollywood, Santa Monica and the Westside. The Project Site is located near the densely populated job center of Downtown LA, Hollywood, and Wilshire Corridor, and is a short distance from thousands of jobs and retail in Westlake. The Project Site is also in close proximity to several bus lines including Metro Lines 16, 17, 18, 20, 201, 204, 720, and 351 and the Wilshire Center/Koreatown DASH line.

As shown in **Figure 1-2,** *Aerial of Project Site and Vicinity*, the Project Site is in a highly urbanized area surrounded by a mix of land uses, including commercial, office, and residential uses as well as institutional and school facilities. To the west of the Project Site, along Shatto Place, land uses include office and creative office development, surface parking, a parking structure, and educational uses such as Nobel University and county government uses including the Los Angeles County Department of Workforce, Aging and Community Services, the Los Angeles County Department of Mental Health, and the Los Angeles County Regional Park and Open Space District. The Project Site is bordered to the north along West 5th Street by multi-family housing. To the east, along South Westmoreland Avenue, uses include multi-family residential, commercial and office development. To the south of the Project Site, along West 6th Street, land uses include various commercial and office uses and related surface parking. Southwest of the Project Site is Young Oak Kim Academy, a Los Angeles Unified School District (LAUSD) middle school.

Site Background and Existing Site Conditions

The Project Site is currently occupied on the southern portion by the New Covenant Academy, a private school serving grades K-12, and on the northern portion by a four-story office building in the north.

New Covenant Academy comprises of four buildings. A one-story (plus mezzanine) 12,800 square-foot church building which was constructed in 1936 for the First English Evangelical Lutheran Church. The "L-shaped" building is designed in the Spanish Colonial Revival architectural style and is currently used by the New Covenant Academy as a basketball court/gym, a kitchen and food hall/theatre stage and classrooms. The 1936 church building on the Project Site was identified by SurveyLA, the citywide historic resources survey overseen by the City of Los Angeles' Office of Historic Resources, as appearing to be eligible through survey evaluation for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a local Historic-Cultural Monument. Therefore, the church building is treated as a historical resource as defined by CEQA. Other school uses on the Project Site include a 4,105-square-foot one-story school classroom building constructed in 1953, a 2,412-square-foot, two-story classroom building constructed in 1964, and restroom and storage facilities constructed in 2004 (1,760 square feet), and surface parking. These buildings were not identified as significant by SurveyLA and are not considered historical resources for purposes of CEQA.

The four-story office building is a concrete-framed, mid-rise, multi-tenant building with at-grade parking. This building was not identified as significant by SurveyLA and is not considered historical resource for purposes of CEQA.

550 Shatto Place

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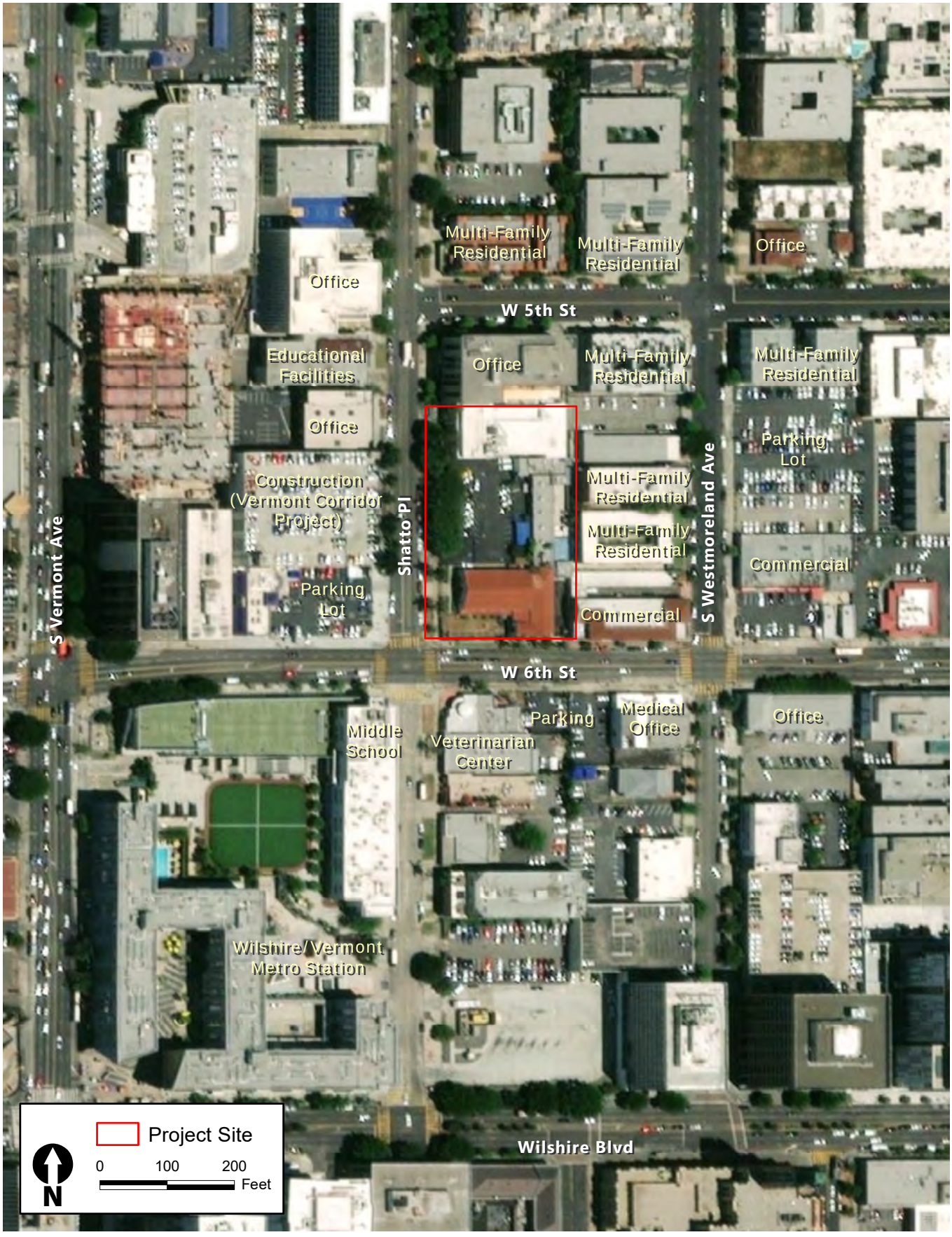
Figure 1-1
Regional Location Map



550 Shatto Place

Figure 1-2
Aerial Photograph of Project Site and Vicinity

1.2 CEQA Authority for an Addendum

A SCEA is similar in some respects to a negative declaration, primarily in that the City must find that all significant or potentially significant impacts of a project have been identified and analyzed, and those impacts have been mitigated to a less-than-significant level. CEQA establishes the type of environmental documentation required when changes to a project occur after lead agency approval, adoption or certification of the initial environmental document. Specifically, Section 15164(a) of the CEQA Guidelines states that:

An Addendum may be prepared if only minor technical changes or additions are required, and none of the conditions identified in CEQA Guidelines Section 15162 are present. The following identifies the standards set forth in section 15162 as they relate to the project:

1. Substantial changes are proposed in the project which will require major revisions to the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR [or negative declaration];

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or;

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative

The City has determined that the previously approved SCEA provides informational value relevant to analyzing the environmental impacts of the Modified Project. In addition to CEQA Guidelines Sections 15162, 15164, and Public Resources Code Section 21166, an Addendum is specifically authorized in Public Resources Code Section 21159.28(a) for residential streamlining projects such as the Modified Project. As demonstrated by the analysis in this document, the Modified Project would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts. Rather, all of the impacts

associated with the Modified Project are within the envelope of impacts addressed in the Approved SCEA and do not constitute a new or substantially increased significant impact. Therefore, there are no changes in the Modified Project; no changes in the circumstances under which the Modified Project area being undertaken; and no new information exists to meet the criteria for a Supplemental or Subsequent SCEA pursuant to CEQA Guidelines Section 15162 or Public Resources Code Section 21166.

1.3 Project Summary

Overview of Approved Project

The Approved Project that was evaluated involved the construction of a 31-story, mixed-use tower with 256 residential units and 329 underground parking stalls. Of the 256 residential units, 29 units, or 11 percent of the total, would be restricted as affordable housing for Extremely Low-Income Households. The northern portion of the project site included 2,507 square feet of office space with four townhouse units above the office uses. In addition, the existing 1936 church building would be preserved and repurposed into 12,800 square feet of restaurant uses, with limited architectural alterations that will not affect the structure's historic characteristics or potential for eligibility in any federal, state, or local register of historic resources. Overall, the Approved Project would have included 222,944 square feet of building area and a floor area ratio of 4.25 to 1.

On August 14, 2019, the City Council adopted the SCEA for the Approved Project. The SCEA incorporates all feasible mitigation measures, performance standards, and criteria set forth in the prior applicable EIRs, including the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by the Southern California Association of Governments (SCAG), and adopted in findings made pursuant to Section 21081. The SCEA also contained mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the proposed project required to be identified in the project's Initial Study. Project-specific mitigation measures were adopted for the following impact areas: Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Transportation, and Mandatory Findings of Significance.

Overview of the Modified Project

The Modified Project would involve the acquisition and demolition of the approximately 27,843 square-foot, four story, office building with at-grade parking located to the north of the Approved Project Site located at 514 Shatto Place (APN 5077-004-025). In addition to the office building, the Modified Project would remove some of the existing school structures on the Project Site that were analyzed under the Approved Project, including a 4,105-square-foot one-story school classroom building, a 2,412-square-foot, two-story classroom building, and restroom and storage facilities (1,760 square feet), and surface parking. The Modified Project also extends the buildout from year 2021 (Approved Project) to 2024 (Modified Project).

The Modified Project consists of several development components. On the northern portion of the Project Site, the Modified Project would include a new 483-foot tall high-rise building containing 367 residential units on levels 4 to 39, an 11,311 square-foot residential amenity floor on floor 3, and 3,957 square feet of restaurant space and 11,965 square feet of office space on levels 1 and 2. In addition, 506 square feet of restaurant space would be located within a central plaza. Of the 367 total dwelling units, 200 would be one-bedroom units, 100 would be two-bedroom units, 13 would be three-bedroom units and 54 would be co-living five-bedroom units. The co-living units would share common living spaces such as a kitchen, living room and other amenity spaces within the units and would have individual bedrooms and bathrooms.

Of the 367 units, 42 units would be designated as restricted affordable housing subject to Los Angeles Municipal Code (LAMC) requirements of 5 percent for Extremely Low Income households and 6 percent for Very Low Income households for for-rent units, and 11 percent Very Low Income for for-sale units. Of the 367 units, approximately 277 units would be residential condominium units and approximately 90 units would be Transient Occupancy Residential Structure (TORS) units.[1] For the new building, the Modified Project would result in an increase in height of 142 feet, 111 additional residential units, an increase of 9,458 square feet of office and creation of 3,957 square feet of new commercial uses compared to the Approved Project. In addition, the number of affordable units would increase from 29 units to 42 units.

On the southern portion of the Project Site, the Modified Project, similar to the Approved Project, would include the retention and rehabilitation of the church building for new use as restaurant space. Under the Modified Project, the former church building would be converted to 19,972 square feet of restaurant uses compared to 12,800 square feet that would be converted under the Approved Project. The difference of approximately, 7,175 square feet of commercial area would be added entirely within the former church building now occupied by the existing interior basketball court (former nave).

The alterations to the former church building as proposed under the Modified Project differ from the Approved Project in four main elements: 1) the Modified Project omits the exterior elevator and lobby addition on the north façade, proposed under the Approved Project, and instead installs an interior elevator within the former church building; 2) the Modified Project would add a metal and glass screen at the north façade of the former church building to highlight the entrance from the parking garage elevator to the church; 3) the Modified Project expands the proposed new openings on the north façade to accommodate wide, bi-folding glass doors to open the former church sanctuary to a new outdoor dining area and; 4) the Modified Project would add a new second floor within the double-height nave of the former church building.

Overall, the Modified Project would include approximately 440,442 square feet of building area and a floor area ratio (FAR) of 6:1 compared to the 235,744 square feet of floor area (FAR of 4.25:1) under the Approved Project.

[1] A TORS use would allow short-term rental for less than 30 days which is similar to a hotel use. However, unlike the transient nature of the hotel use, the TORS use allows for kitchens whereas hotel guest rooms do not.

Up to approximately 470 vehicle parking spaces would be located within four subterranean levels and at the ground level. The subterranean parking would be located directly below the new residential and commercial components; no subterranean parking would be located below the retrofitted former church building. Bicycle parking spaces pursuant to the LAMC would be provided on-site. The residential parkade entrance and drop-off would be accessed from the main driveway on Shatto Place near the north property line. Vehicle access to loading areas for the residential tower and restaurant would be from a service entrance along West 6th Street.

In addition, the Modified Project would include the creation of a new central plaza anchored with an approximately 506 square foot restaurant space. The Modified Project would provide 33,169 square feet of required open space. Additionally, the Modified Project would provide 33,045 square feet of potential recreation and Park Credit areas of open space in excess of LAMC § 12.21G requirements, and 80,045 square feet of non-credited outdoor areas, in locations such as balconies in excess of the 50 square foot credited areas.

Key details of the Modified and Approved Projects are listed in Table 1-1 and Table 1-2.

TABLE 1-1
APPROVED PROJECT AND MODIFIED PROJECT SUMMARY

Use	Approved Project	Modified Project
Existing Lot Area – (pre-dedicated)	51,236 (1.17 acres)	66,411 (1.52 acres)
Proposed Lot Area – post-dedication	56,519 sq. ft. (1.30 acres)	73,407 sq. ft. (1.69 acres)
Number of Existing Lots	3	4
Height	341 ft. / 31 Stories	483 ft. / 40 Stories
Floor Area By Use		
Total Permitted Floor Area	235,744 square feet	440,442 square feet
Proposed Residential Floor Area	220,437 square feet	404,042 square feet
Proposed Office Floor Area	2,507 square feet	11,965 square feet
Proposed Commercial Area (new building and plaza)	-	4,463 square feet
Existing Building Converted to Commercial Uses	12,800 square feet*	19,972 square feet*
Total Proposed Floor Area (entire project)	**235,744 square feet**	**440,442 square feet**
Residential:	256 units	367 units
Studio	2 units	--
One Bedroom	150 units	200 units
Two Bedroom	96 units	100 units
Three Bedroom	8 units	13 units
Five Bedroom (Co-Living / TORS Unit)	-	54 units
Affordable Units	29	42
Transient Occupancy Residential Structure (TORS)**	0	90
LAMC 12.21 G, Open Space and Amenities		
Common Open Space	10,750 square feet	16,585 square feet
Private Balconies	10,700 square feet	16,584 square feet
Total Credited Open Space	**21,450 square feet**	**33,169 square feet**

Use	Approved Project	Modified Project
Additional Open Space (Above and Beyond LAMC Code Requirements)	16,200 square feet	30,045 square feet
Non Credited Outdoor Areas		80,045 square feet
New Trees	64 (on-site and street trees)	92 (on-site and street trees)

* Approximately, 7,175 square feet of floor area would be added entirely within the church structure in the area now occupied by the existing basketball court (former nave).
** The 90 TORS units within the Modified Project are included within the 367 total units, and also within the 325 market rate units.
SOURCE: Gensler Architects

TABLE 1-2
APPROVED PROJECT AND MODIFIED PROJECT PARKING SUMMARY

Parking	Approved Project	Proposed Project
Vehicle Parking		
Residential	298	396
Commercial	25	26
Office	6	48
Total Vehicle Parking	**329**	**470**
Bicycle Parking		
Short Term	17	25
Long Term	139	175
Total Bicycle Parking	**158**	**200**

SOURCE: Gensler Architects

Commercial

Under the Modified Project, new restaurant uses, totaling up to approximately 24,435 square feet would be located in the former church building, ground level of the new residential tower, and in the central plaza. The restaurants would feature shared outside dining patios in the central plaza and along West 6th Street. The ground-level commercial uses would be accessible to the public from the sidewalk on Shatto Place and West 6th Street. A secondary pedestrian entrance to a restaurant office area would be from a pedestrian pathway located on the north side of the building, accessible from Shatto Place. Dedicated commercial parking would be provided within the first subterranean parking level with vehicle access provided from the driveway off of Shatto Place. On-site loading and service areas would be located to the east of the restaurant uses near the eastern boundary of the Project Site.

Office Space

Approximately 11,965 square feet of office uses would be included in the new building at the first and second level fronting the central plaza along Shatto Place. Parking for the office uses would be provided in the subterranean garage. Vehicle access to the office parking would be from the driveways from Shatto Place. On-site loading and move-in/out service areas would be located to the east of the proposed high-rise building.

Residential Uses

Residential uses would include approximately to 404,042 square feet of floor area and up to 367 dwelling units consisting of 200 one-bedroom units, 100 two-bedroom units, 13 three-bedroom units and 54 five-bedroom co-living units with a shared kitchen within each unit individual bathrooms for each bedroom. Of these units, 11 percent of the total would be income restricted. Residential units would be located on levels 4 through 39 of the new building. Of the 367 units, approximately 277 units would be residential condominium units and approximately 90 units would be Transient Occupancy Residential Structure (TORS) units.

Pedestrian access to the residential uses would be from a dedicated lobby area on the ground floor of the mixed-use building accessible from Shatto Place. Adjacent to the lobby are the Modified Project's mailroom and residential offices. Vehicle access to the subterranean parking would be from a driveway (ingress/egress) along Shatto Place. On-site loading and service areas would be located to the east of new mixed-use building uses along the eastern boundary of the Project Site.

Open Space

Plans, conceptual renderings and elevations of the Modified Project are shown in **Figure 1-3**, *Ground Floor Plan*, **Figure 1-4**, *Level Two Plan*, **Figure 1-5**, *View of Modified Project From Shatto Place,* **Figure 1-6,** *View of Modified Project From 6th Street and Shatto Place*, **Figure 1-7**, *View of Modified Project From Shatto Place facing South* and **Figure 1-8**, *View of Modified Project from 6th Street and Westmoreland Avenue*. The Modified Project is designed as an ensemble of buildings composed of a historic church, podium and residential tower, organized around a central plaza. The square tower massing, rectangular low podium and square plaza take on a simple composition to integrate and not overshadow the historic church building. The Modified Project has been designed to activate the pedestrian environment with the inclusion of ground-level restaurants and outdoor patio, ground-level office uses, inclusion of a public plaza and open space, perimeter landscaping, and at-grade and subterranean parking that is not visible from the street.

On the ground floor, 10,052 a publicly accessible landscaped plaza would be located on the central portion of the Project Site. At the corner of Shatto Place and West 6th Street, a corner plaza of approximately 4,598 square feet would include landscaping and seating area. The Project would provide 33,169 square feet of required open space. On level 2, an exterior dog run and interior dog care area is provided. On level 3, community rooms and gym/fitness center, and a landscaped, amenity deck with swimming pool would be provided. At the rooftop level 40, additional community rooms and landscaped areas are provided. In total, the Modified Project would provide 33,045 square feet of potential Recreation and Park Credit areas of open space in excess of LAMC § 12.21G requirements, and 80,045 square feet of non-credited outdoor areas.

There are 15 trees on the Modified Project Site and ten City trees within the Project's right-of-way (seven along Shatto Place and three along 6th Street). All of the trees are non-protected trees. The Modified Project would the remove existing trees on the Project Site. The Modified Project would remove the 15 existing trees on the Project Site and provide 92 new trees. The seven street trees along Shatto Place would be removed and of the three trees along 6th Street, two would

remain and three additional trees along 6th Street would be provided for a total of 5 trees along 6th street. Therefore, the Modified Project would provide 92 trees in total inclusive of the 8 new replacement street trees.

Parking and Access

The Modified Project would include 470 vehicular parking spaces within four levels of subterranean parking and at the ground level and 200 bicycle parking spaces, including 25 short-term and 175 long-term bicycle spaces. In comparison, the Approved Project included approximately 329 vehicle parking spaces and 158 bicycle parking spaces on-site within four subterranean levels and at the ground level. Similar to the Approved Project, parking would be provided via one full access driveway on Shatto Place. The Modified Project proposes an ingress-only secondary driveway to an internal passenger drop-off area that would connect on-site to the primary vehicular driveway lane leading to the parking garage. Additionally, access to the loading dock would be provided via a separate driveway along 6th Street, east of Shatto Place.

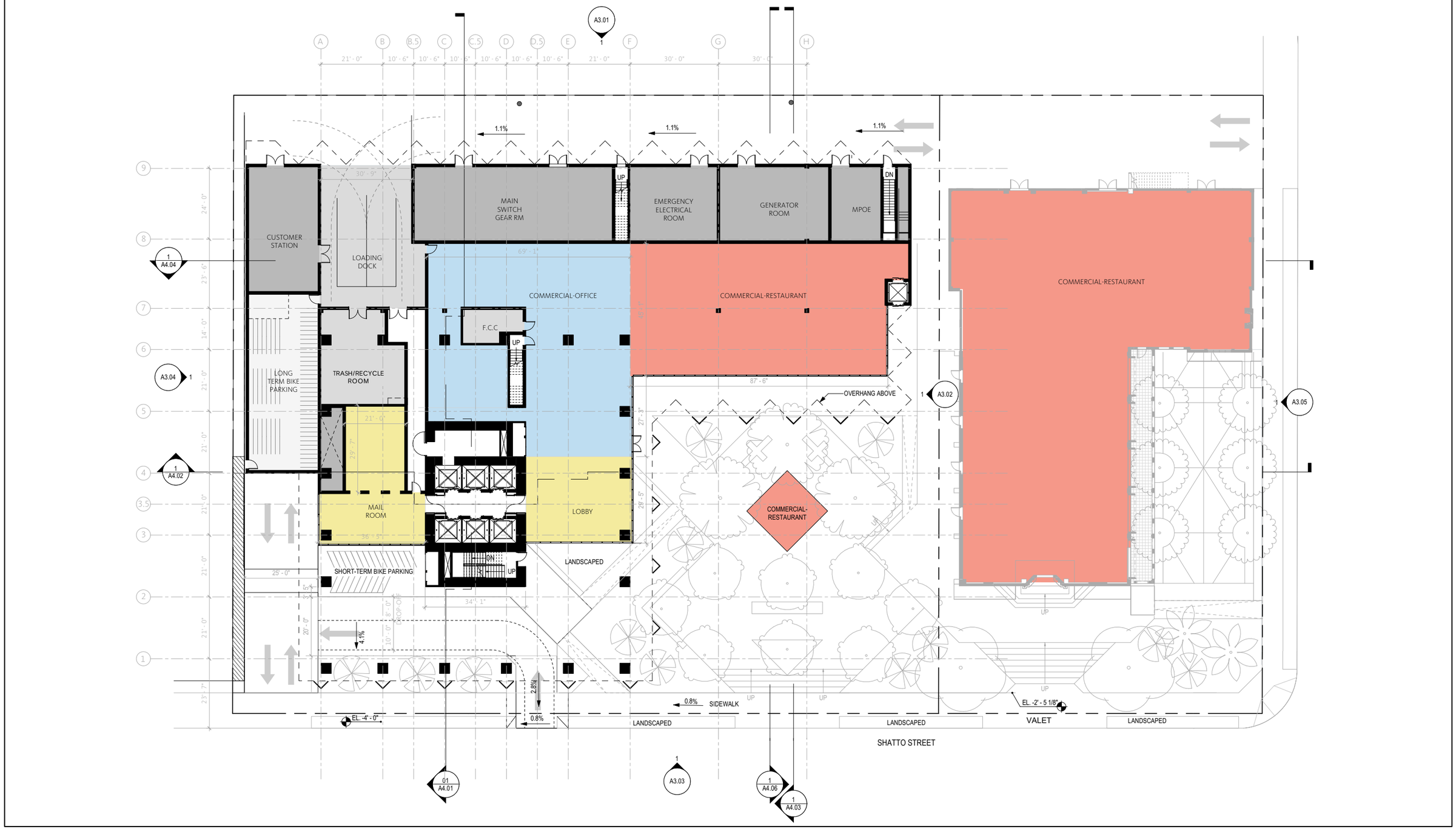


Figure 1-3 Ground Floor Plan

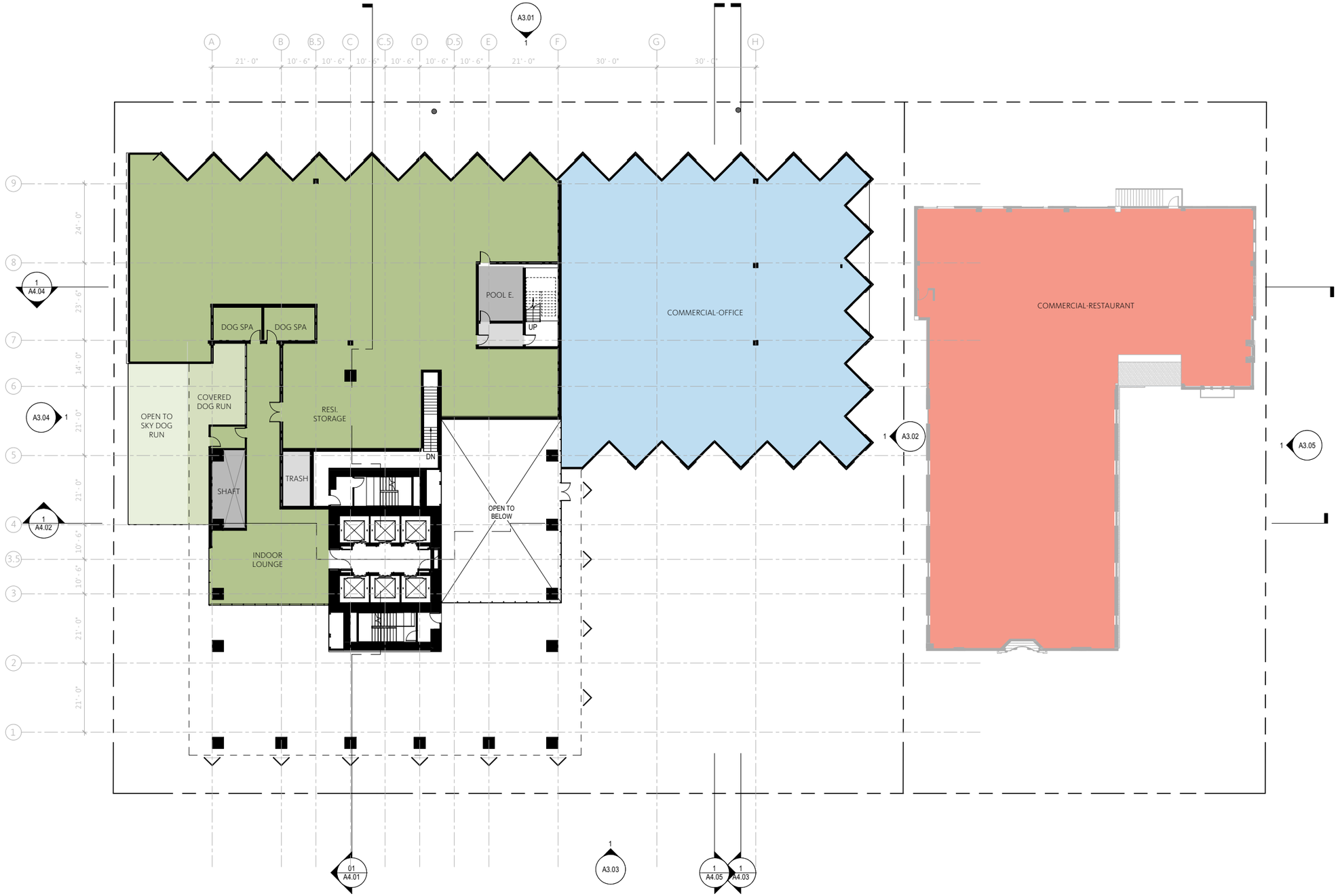


Figure 1-4
Level Two Plan

Figure 1-5
View of Modified Project From Shatto Place

Figure 1-6
View of Modified Project From 6th Street and Shatto Place

Figure 1-7
View of Modified Project from Shatto Place Facing South

Figure 1-8
View of Modified Project from 6th Street and Westmoreland Avenue

Pedestrian access to the residential units within the tower would be from a ground floor residential lobby accessible from the central plaza on Shatto Place. Pedestrian access to the restaurant uses in the former church building would also be from Shatto Place from a pedestrian entrance located to the west of the Project Site. Access to residential areas and ground floor restaurant and office use would be available via elevators and stairways in the parking levels.

Lighting and Signage

New lighting under the Modified Project would be similar to the Approved Project and would include building identification, commercial accent lighting, wayfinding, balcony lighting, and security lighting. Pedestrian areas including pathways and entryways into the Project would be well-lit for security and will be specified with LED fixtures to illuminate all walking surfaces. Light fixtures would be shielded and directed towards the areas to be lit and away from adjacent light-sensitive residential land uses.

Building identification signage for the ground-level commercial use would be visible from Shatto Place and West 6th Street. The proposed restaurant would also include patio lighting. Building branding signage would be provided at pathways and entryways at into office and residential areas. Lighting would be designed in conformance with LAMC requirements and would not exceed the foot-candle light-intensity level required at the property line of the nearest sensitive receptor.

Site Security

Similar to the Approved Project, the Modified Project would incorporate security measures for the safety of residents and visitors to the Project Site. During construction of the Project, the Project Site would be fenced and gated and monitored via surveillance cameras, security on-site, or security drive-by patrols depending on the progression of the construction site to monitor the site during off hours. During operation of the Modified Project, access to the parking structure would be controlled through gated entries, and the entry areas would be well illuminated. Site security would include controlled keycard access to residential areas, parking areas, secured entry and exit points to all buildings, security lighting within common areas and entryways, and closed circuit TV monitoring (CCTV). The mixed-use tower would include a 24-hour concierge and security personnel would be present during the evenings that would provide patrols for the entire Project Site.

Sustainability Features

Similar to the Approved Project, energy saving and sustainable design would be incorporated throughout the Modified Project. The Modified Project would be designed to meet CALGreen and Title 24 Building Standards Code (CALGreen Code). The Project would emphasize energy and water conservation, which would be achieved through the use of energy-efficient heating, ventilation, and air conditioning (HVAC) and lighting systems, and ENERGY STAR® appliances, and low-flow plumbing fixtures. The Applicant proposes that the Modified Project would include pre-wiring for electric vehicle (EV) charging spaces for 30 percent of Modified Project's parking capacity for future use. In addition, 10 percent of the Modified Project's parking capacity would include installed chargers for immediate use by EV.

Construction Schedule

Construction of the Modified Protect is anticipated to begin in the third quarter of 2021 with an estimated duration of approximately three years and would be occupied by 2024. Grading activities would include cut and fill with approximately 98,000 cubic yards being exported from the Project Site. Construction hours would occur in accordance with the LAMC requirements, which prohibit construction between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, 6:00 p.m. and 8:00 a.m. on Saturday, and at any time on Sunday. Parking for the construction workers would be provided on the Project Site or will be leased from nearby off-site parking areas.

1.4 Planning and Zoning

The Modified Project is located within the Wilshire Community Plan and has a General Plan Land Use Designation of Community Commercial. The Project Site is within two different zones. The two northern parcels are zoned CR-1. The southern parcel is zoned C2-1. The Project is located within a City of Los Angeles Transit Priority Area and a State Enterprise Zone.

Although the applicable height district limits Floor Area Ratio (FAR) to 1.5 to 1, the Applicant is requesting a General Plan Amendment from Community Commercial to Regional Center Commercial as well as a Zone Change and Height District Change from CR-1 and C2-1 to C2-2, which would allow for a FAR of 6:1.

1.5 Project Design Features

PDF AES-1: Outdoor lighting related to the Modified Project shall be designed and installed with shielding from adjacent residential properties, the public right-of-way, and from above.

PDF AIR-1: Construction equipment operating at the Project Site shall be subject to a number of requirements. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. Construction measures would include, but are not limited to the following:

- Prior to the issuance of a grading or building permit for each phase, an inventory of off-road heavy-duty construction equipment for that phase of construction, equal to or greater than 50 horsepower that will be used an aggregate of 40 or more hours, shall be provided to the Department of Building and Safety and the Department of City Planning. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification or model year specification and California Air Resources Board or South Coast Air Quality Management District operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment.

- Off-road diesel-powered equipment within the construction inventory shall meet the Tier 4 final off-road emissions standards within the Los Angeles region. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a California Air Resources Board certified Level 3 Diesel Particulate Filter or equivalent;

- All cranes and welders shall be electric-powered;
- Forklifts shall be natural gas-powered;
- The Project shall utilize low-VOC coatings where commercially available during construction activities to avoid excessive VOC emissions; and
- Trucks and other vehicles in loading and unloading queues shall be parked with engines off to reduce vehicle emissions during construction activities.

PDF AIR-2: The Project will not include fireplaces in the residential units.

PDF CULT-1: To ensure the retention and appropriate treatment and rehabilitation of all the identified character-defining features of the former church building, that would be retained as part of the Modified Project, a preservation architect or preservation professional would be retained to monitor the appropriate treatment and rehabilitation of the former church building during construction.

PDF GHG-1:

- The Project shall use energy efficient appliances;
- The Project shall use low-flow plumbing fixtures;
- The Project shall install 175 long-term and 25 short term bicycle parking spaces;
- The Project shall utilize drought-tolerant plants in its landscaping;
- The Project shall install pre-wiring for EV charging spaces for 30 percent of its parking capacity for future use and;
- Of the 30 percent EV parking spaces, 10 percent of the Project's parking capacity will include installed chargers for immediate use by electric vehicles (EV).

PDF HAZ-1: In lieu of a dewatering and vent piping system, to attenuate methane risks, the Modified Project shall include design components, such as sloping to the bottom of the mat slab one percent and an active methane detection system tied into the mechanical system. These features, along with a waterproofing/methane membrane, would allow potential methane and vapor to move outside the building limits and eliminate any methane impact. The structural mat slab and subterranean walls would be designed hydrostatically. As part of the alternative design components, LADBS would be consulted as part of the design process of the Modified Project to ensure risks associated with methane would be minimized.

PDF NOISE-1: The Project shall limit construction and demolition to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays or holidays (City observed).

PDF NOISE-2: The Project will not require or allow the use of impact pile drivers.

PDF NOISE-3: The Project will not allow any delivery truck idling for more than 5 consecutive minutes in the loading area pursuant to State regulation (Title 13 California Code of Regulations, Section 2485). Signs will be posted in delivery loading areas specifying this idling restriction.

PDF NOISE-4: The Project will not require or allow operation of any amplified sound system in the outdoor areas except for downward or inward facing speakers playing background music that will be confined to the outside ground-level dining patio areas in the central plaza and along West 6th Street and the amenity decks on levels 3 and 40.

PDF TRAF-1: The service entryway along 6th Street would be limited to right-turn in/out access

1.6 Project Requests

Discretionary entitlements, reviews, and approvals required for implementation of the Project would include, but would not necessarily be limited to, the following:

- Pursuant to Charter Section 555 and LAMC Section 11.5.6 the Applicant requests a General Plan Amendment to change the land use designation of the Project site from Community Commercial to Regional Center Commercial.

- Pursuant to Charter Section 558 and LAMC Section 12.32.F and 12.32.Q the Applicant requests a Vesting Zone Change and Vesting Height District Change from CR-1 and C2-1 to C2-2. Additionally, pursuant to LAMC Section 11.5.11(e) the Applicant requests three developer incentives:

  – Reduction in the required amount of Open Space by 25%.

  – Reduction in the amount of required Residential Parking to 0.

  – Reduction of required drive aisle width to 24 feet.

- Pursuant to LAMC Section 17.01 and Section 17.15 the Applicant requests approval of a Vesting Tentative Tract Map (VTTM) to merge four lots into one master ground lot and to re-subdivide the site into four (4) airspace lots for a high-density urban mixed-use Project containing a maximum of 367 residential dwelling units, including approximately 277 residential condominium units and approximately 90 TORS units, and up to 3 commercial condominiums. Additionally, the Applicant requests the following:

  – To merge 20 feet of an existing dedication along South Shatto Place; and provide a 7 foot easement for sidewalk purposes and a 15' x 15' corner cut easement for sidewalk purposes at the intersection of Shatto Place and 6th Street.

  – To waive the 3-foot dedication and improvements to 6th Street, adjacent to the Project site by maintaining the existing 12-foot sidewalk in lieu of the Mobility Plan's standard for Avenue II, which would require a 15-foot wide sidewalk and placement of the lot line directly against the existing church building.

  – A subsurface merger of Shatto Place between 30 feet and 37 feet from centerline of Shatto Place, beginning at seven (7) feet below the sidewalk.

  - Pursuant to LAMC Section 17.03.A, the Applicant requests the Advisory Agency waive the passageway requirement between the existing church structure being preserved and the new mixed-use tower.

  - Approval of a Haul Route in conjunction with the VTTM approval.

- Pursuant to LAMC Section 16.05 the Applicant requests Site Plan Review.

- Pursuant to LAMC Section 12.24 W.1, the Applicant requests approval of a Master Conditional Use Permit (MCUP) for the sale of a full line of alcoholic beverages for on-site and off-site consumption within ten (10) premises.

- Pursuant to LAMC Section 12.24, the Applicant requests approval of a Conditional Use Permit to permit 90 new TORS units within the Project consisting of all 54 co-living units and 36 standard apartment units on the three (3) levels above the TORS units for short-term or long-term occupancy.

- Valet Operator Permit

- Adoption of the Sustainable Communities Environmental Assessment Addendum

SECTION 2

Sustainable Communities Environmental Assessment Criteria

2.1 Introduction

The State of California adopted Senate Bill 375 (SB 375), also known as "The Sustainable Communities and Climate Protection Act of 2008," which outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California's greenhouse gas (GHG) emissions reduction mandates. SB 375 requires the State's 18 metropolitan planning organizations to incorporate a "sustainable communities strategy" (SCS) into the regional transportation plans to achieve their respective region's greenhouse gas emission reduction targets set by CARB. Correspondingly, SB 375 provides various California Environmental Quality Act (CEQA) streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria; one such CEQA streamlining tools is the SCEA.

SB 375 provides CEQA streamlining benefits to qualifying transit priority projects (TPPs). For purposes of projects in the SCAG region, a qualifying TPP is a project that meets the following four criteria (see PRC Section 21155 (a) and (b)):

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG RTP/SCS;

2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;

3. Provides a minimum net density of at least 20 dwelling units per acre; and

4. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

Qualifying TPPs that have incorporated all feasible mitigation measures, performance standards or criteria set forth in the prior applicable EIR such as SCAG's RTP/SCS Program EIR and that are determined to not result in significant and unavoidable environmental impacts may be approved with a SCEA.

On August 14, 2019, the SCEA prepared for the Soul Project (Approved Project) was approved by the City of Los Angeles. Based on a review of the entire administrative record, City the found that preparation of the 2019 SCEA (2019 Approved SCEA) for the Approved Project was in accordance with PRC Section 21155.2(b) and was appropriate for the Approved Project for the following reasons:

- The Approved Project qualifies as a TPP pursuant to PRC Section 21155.

- The Approved Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the area of the Project Sites in the 2016–2040 RTP/SCS) prepared by SCAG.

- The Approved Project contained more than 50 percent residential use; provides a minimum net density greater than 20 units an acre; and is within 0.5 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan;

- The Approved Project is a residential or mixed-use project as defined by PRC Section 21159.28(d);

- The Approved Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior environmental reports and adopted findings made pursuant to PRC Section 21081, including the 2016-2040 RTP/SCS Program Environmental Impact Report (Program EIR);

- All potentially significant or significant effects required to be identified and analyzed pursuant to CEQA in an initial study have been identified and analyzed in an initial study; and

- With respect to each significant effect on the environment required to be identified in the initial study, changes or alterations have been required in or incorporated into the Approved Project that avoid or mitigate the significant effects to a level of less than significant.

Subsequent to the approval of the Approved Project, the applicant purchased a lot to the north of the approved Project Site containing an existing 27,843-square foot office building. In accordance with CEQA, this Addendum to the 2019 Approved SCEA analyzes proposed modifications to the Approved Project that demonstrates that there are no project changes, new information, or changed circumstances that would create new or substantially worse significant environmental impacts compared to the environmental impacts already evaluated in the 2019 Approved SCEA. All of the potential environmental impacts associated with the proposed modifications (Modified Project) would be within the envelope of impacts already evaluated in the 2019 Approved SCEA.

On September 3, 2020, the SCAG's Regional Council formally adopted an update to the 2016-2040 RTP/SCS; entitled (*2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)* (SCAG 2020–2045 RTP/SCS) also known as the Connect SoCal. Under SB 375, CARB is required to adopt regional targets for GHG emissions reductions from passenger vehicle use for each of the state's metropolitan planning organization (MPO) regions and to update those targets every 8 years. The most recent update to the regional GHG reduction targets occurred in 2018. For the SCAG region, CARB has set GHG emissions reduction targets to 8 percent below 2005 per capita emissions levels by 2020 and 19 percent below 2005 per capita emissions levels by 2035. SCAG articulates its path to achieving these reductions through the SCS as part of the development of the RTP. The 2020–2045 RTP/SCS outlines strategies to achieve these targets set by CARB and balances southern California's regional future mobility and housing needs with economic, environmental, and public health goals. SCAG indicates that the 2020–2045 RTP/SCS will achieve

the per capita GHG emission reductions relative to 2005 levels of 8 percent in 2020 and 19 percent in 2035. Upon full implementation of the 2020–2045 RTP/SCS, it would achieve the 2020 and 2035 GHG emission reduction targets established by CARB.

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles including the 2016-2040 RTP/SCS to increase mobility options and achieve a more sustainable growth pattern. It should be noted, that while specific, goals, policies and principles have been updated, both the 2016-2040 RTP/SCS and SCAG 2020–2045 RTP/SCS contain similar overarching themes; namely to support a sustainable economy throughout the region, enhance mobility options, promote a sustainable environment and encourage healthy/complete communities. [1] [2]As such, the overarching themes within the 2016-2040 RTP/SCS and SCAG 2020–2045 RTP/SCS do not differ substantially and do not constitute a substantial change for evaluation under the Modified Project.

As the 2020–2045 RTP/SCS is now the adopted SCAG regional transportation and sustainability plan, the following chapter includes an analysis of the Modified Project's consistency with the adopted 2020–2045 RTP/SCS, including appliable goals, principles, land use strategies and intensities. The chapter also includes an analysis of the Modified Project's consistency with the Transit Priority Project Criteria per SB 375. The Modified Project also incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior environmental reports and adopted findings made pursuant to PRC Section 21081, including the Program EIR.

2.2 Transit Priority Project Criteria Analysis

The following analysis demonstrates that the Modified Project is a TPP is a project that meets the following four criteria in accordance with PRC Section 21155 (a) and (b)):

Consistency with Criterion 1: Project uses designation, density, building intensity, and applicable policies specified for the project area in SCAG's 2020–2045 RTP/SCS.

The Modified Project is consistent with applicable goals and policies presented within 2020–2045 RTP/SCS, as shown by the consistency analysis presented in Table 2-1.

[1] 2020–2045 RTP/SCS https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx Accessed October 13, 2020.

[2]2016-2040 RTP/SCS http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx Accessed October 13, 2020.

TABLE 2-1. CONSISTENCY ANALYSIS OF THE MODIFIED PROJECT WITH THE 2020–2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY POLICES

Goals and Policies	Consistency Assessment
2020–2045 RTP/SCS Goals	
Goal 1. Encourage regional economic prosperity and global competitiveness.	**Consistent**. The Southern California Association of Governments (SCAG) and its member agencies are responsible for aligning Regional Transportation Plans/Sustainable Communities Strategies (RTP/SCS) investments and polices with improving regional economic prosperity and competitiveness. The Modified Project would provide a new mixed-use high-rise development providing new significant new housing opportunities, and new office and restaurant space in an Opportunity Zone. The Modified Project would provide a substantial number of high-paying construction jobs and would provide an increase in sales and property taxes, thereby increasing economic prosperity at a local and regional level.
Goal 2. Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** Similar to the Approved Project, the Modified Project includes residential, office and commercial uses in the diverse Koreatown neighborhood of Los Angeles. The Project Site is located in a transit-rich and pedestrian-accessible location with connectivity to many areas within the city. As with the Approved Project, the Project Site is located within a 0.25-mile walking distance of the Metro B/D Line Wilshire/Vermont Station and Metro Rapid 754 and 720 bus stops along Vermont Avenue and Wilshire Boulevard, respectively. The Metro D route provides a connection between Mid-Wilshire/Koreatown and Downtown Los Angeles. The D Line Extension (Purple Line Extension), which is under development, will ultimately extend westward for approximately 9 miles, providing additional stations in the Miracle Mile area, the city of Beverly Hills, Century City, and Westwood. The first section of the D Line Extension between the new Wilshire/Western station and new Wilshire/La Cienega station is currently under construction and scheduled for completion in 2023.[3] The Project Site is also located in proximity to multiple bus stops with high-frequency transit service. Nearby transit service includes DASH Wilshire Center/Koreatown and regular Metro lines. The Modified Project's close location near transit enables residents and visitors to the project to reach surrounding services, jobs, and other destinations with relative ease and within a reasonable time, using a diverse array of transportation choices. This supports the goal of increased mobility, accessibility, reliability, and travel safety. The Modified Project would support public safety for travel near the project site by providing new lighting within the Project Site and around the perimeter including new building identification lighting, commercial accent lighting, wayfinding, exterior site lighting, and security lighting. Pedestrian access to the Project Site would be distinct from vehicle driveways and the Modified Project would not mix pedestrian and automobile traffic to ensure pedestrian safety. The Modified Project would be subject to site Plan review to ensure vehicle and pedestrian safety throughout the Modified Project.
Goal 3. Enhance the preservation, security, and resilience of the regional transportation system.	**Consistent.** Similar to the Approved Project, the Modified Project would be located in close proximity to the Metro B/D Line Wilshire/Vermont Station light rail station, and numerous bus lines, it would support the regional transit system by encouraging increased transit use, thereby contributing to increased ridership, preservation, and resilience of the city's multimodal transportation system in the region**.**
Goal 4. Increase person and goods movement and travel choices within the transportation system.	**Consistent**. The Modified Project would encourage the use of mass transit, walking, and bicycling, as the Modified Project would locate mixed-use residential, office and commercial development on a Project Site that is located near numerous bus lines, the Metro B/D Line Wilshire/Vermont Station, and bicycle lanes. Because the Modified Project would develop residential, office, and commercial uses within walking distance of existing bus lines and light rail transit stations, and would also provide long-term and short-term bicycle parking, the Modified Project would provide opportunities for residents and visitors to use public transit for work trips, and walk to retail businesses near the Project Area.

[3] https://www.metro.net/projects/westside/. Accessed September 16, 2020.

Goals and Policies	Consistency Assessment
	Thus, the Modified Project would encourage the utilization of mass transit as a mode of transportation to and from the Project Site area and contribute to increasing person and travel choices within the transportation system. The Modified Project would be consistent with this goal.
Goal 5. Reduce greenhouse gas (GHG) emissions and improve air quality.	**Consistent.** The same as the Approved Project, the Modified Project would be consistent with this Goal by facilitating the use of alternative modes of transportation, which would aid in reducing car trips and positively impact air quality and reduce GHG emissions. Similar to the Approved Project, energy saving, and sustainable design would be incorporated throughout the Modified Project. The Applicant proposes that the Modified Project would include pre-wiring for electric vehicle (EV) charging spaces for 30 percent of Modified Project's parking capacity for future use. In addition, 10 percent of the Modified Project's parking capacity would include installed chargers for immediate use by EV. The Modified Project includes bicycle parking spaces for the residential, office, and commercial uses of the Modified Project. The Modified Project would encourage transit, pedestrian, and bicycle travel by incorporating a mixture of land uses area surrounded by a diverse mix of land uses including residential, commercial, and office uses. The Modified Project would be within close proximity to multiple transit options. Furthermore, the Modified Project would include pedestrian-friendly landscaping and design, new perimeter street trees, streetscape improvements, and street level commercial and office uses that would enliven the pedestrian experience. The Modified Project would also include a number of sustainability features that would reduce GHG emissions and improve air quality, including energy-efficient heating, ventilation, and air conditioning (HVAC) and lighting systems, and ENERGY STAR® appliances, and low-flow plumbing fixtures and rooftop solar energy systems.
Goal 6. Support healthy and equitable communities.	**Consistent**. The Modified Project would be consistent with this Goal by facilitating the use of alternative modes of transportation and a diversity of housing options, including affordable and co-living units, which would support healthy and equitable communities. Similar to the Approved Project, the Modified Project is located in the Wilshire Community Plan area. According to data contained in the City of Los Angeles Interactive Health Atlas, the Wilshire Community Plan area has a walkability index of 50, compared to an overall citywide average of 31.[4] As the Health Atlas only tracks data at the Community Plan level, walkability data was also gathered for the Project Site specifically. According to Walkscore.com, the Project Site is rated 97 for walk score, which means daily errands can be accomplished on foot, and many residents are able to forgo owning a car.[5] The Project Site's bike score is rated "Bikeable," with a score of 67, which means the area is good for biking based on bike lanes and trails, hills, and road connectivity.[6] The Project Site is also rated "Excellent Transit" for transit score with a score of 81, which means transit is convenient for most trips. In addition, the City of Los Angeles adopted the Plan for a Healthy Los Angeles in March 2015, which provides a high-level policy vision, along with goals and objectives to elevate health as a priority for the city's future growth and development[7]. Some of the land use goals include accommodating a diversity of land uses, encouraging development near mobility options, supporting transit-oriented development, and emphasizing bicycle mobility. Similar to the Approved Project, the Modified Project would encourage pedestrian travel and bicycle by developing new residential, office, and commercial uses onsite within a mixed-use development in an urban area surrounded by a diverse mix of land uses including commercial, office, and

4 https://planning.lacity.org/interactive-health-atlas/profile/index.html#id=35. Accessed September 16, 2020.

5 https://www.walkscore.com/score/550-shatto-pl-los-angeles-ca-90020. Accessed September 16, 2020.

6 ibid.

7 https://planning.lacity.org/odocument/7f065983-ff10-4e76-81e5-e166c9b78a9e/Plan_for_a_Healthy_Los_Angeles.pdf Accessed September 16, 2020.

Goals and Policies	Consistency Assessment
	residential uses as well as institutional and school facilities. The Modified Project would be within close proximity to multiple transit options. Also similar to the Approved Project, the Modified Project would provide a variety of housing types, including income-restricted housing and co living units, thereby furthering an equitable and diverse community.
Goal 7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent**. The Modified Project would be consistent with this Goal by facilitating the use of alternative modes of transportation, which would aid in adapting to a changing climate and supporting an integrated regional development pattern and transportation network. The Modified Project encourages increased transit use, as the Modified Project would be located within 500 feet of the Wilshire/Vermont Metro Station, thereby contributing to increased ridership of the city's multimodal transportation network. The Modified Project includes bicycle parking spaces for the residential, restaurant, office, and commercial uses of the Modified Project. The Modified Project would encourage pedestrian travel by incorporating new residential, office, and commercial uses onsite within a mixed-use development, as well as locating the Modified Project in an urban area surrounded by a diverse mix of land uses including commercial, office, and residential uses as well as institutional and school facilities. The Modified Project would also comply with the California Title 24 Building Standards Code and CALGreen Code. Energy savings and a sustainable design would be incorporated throughout the Modified Project. The Modified Project would emphasize energy conservation, which would be achieved through the use of energy-efficient heating, ventilation, and air conditioning (HVAC) and lighting systems, and rooftop solar energy systems.
Goal 8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Not Applicable**. This goal is directed toward SCAG to result in more efficient travel. Nevertheless, the Modified Project would include 30% of parking spaces that would be prewired for charging electric vehicles (EVs), and 10% would have chargers installed for immediate use by EVs.
Goal 9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent.** The Modified Project is a mixed-use project that would include up to 367 dwelling units consisting of 200 one-bedroom units, 100 two-bedroom units, 13 three-bedroom units, and 54 co-living, five-bedroom units that would include individual bathrooms. Of these units, 11 percent of the total would be income restricted as affordable housing. The Modified Project would place this housing near jobs, services, and transit and provide bicycle parking and pedestrian infrastructure to incentivize increased biking and walking. The Modified Project also encourages increased transit use, as the Modified Project would be located in close proximity to the Metro Wilshire/Vermont Station and multiple bus routes, thereby contributing to increased ridership of the city's multimodal transportation system in the region and transportation options for the users of the Project Site.
Goal 10. Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent**. The Modified Project would be consistent with this Goal because the Modified Project does not propose the conversion of any natural or agricultural lands to urban use. The Modified Project is located in an urban, infill site, and there are no natural or agricultural lands on or near the Project Site.
Principle 1. Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	**Not Applicable**. This principle is directed toward SCAG in allocating transportation investments and does not apply to individual development projects, such as the Modified Project, and no further analysis is required**.**
Principle 2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability, and safety and that preserve the existing transportation system.	**Not Applicable**. This principle is directed toward SCAG in allocating transportation system funding. Nevertheless, the Modified Project would contribute to a safe, well-maintained, and efficient multimodal transportation system.
Principle 3. Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	**Not Applicable.** This principle is directed toward SCAG and lead agencies and does not apply to individual projects, such as the Modified Project. Nevertheless, the Project Site's urban infill location near mass transit and proximity to services, commercial uses, and employment opportunities promotes a pedestrian-friendly environment and supports equitable and adaptable communities. The location of the Project Site also promotes the use of a variety of transportation options, which includes walking and the use of public transportation.

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Principle 4. Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use by leveraging new transportation technologies and expanding travel choice.	**Not Applicable**. Similar to the Approved Project, the Modified Project would not involve RTP/SCS investments, but would place housing and employment options near multiple public transportation options and non-motorized transportation infrastructure, which would reduce demand for single occupancy vehicle use and leverage past and future RTP/SCS investments. As shown in Figures 2-1 and 2-2, the Modified Project would be located within a HQTA and a TPA and, as such, would support public transportation and other alternative methods of transportation that reduce single-occupancy vehicle use.
Principle 5. Encourage transportation investments that will result in improved air quality and public health, and reduced GHG emissions.	**Consistent**. Similar to the Approved Project, the Modified Project would increase housing options in a HQTA and TPA and would provide employment opportunities near multiple public transit options. The Modified Project's proximity to transit would reduce vehicle trips and associated regional and localized air pollutant and GHG emissions, which would support the goals of public health.
Principle 6. Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	**Not Applicable**. This principle is directed toward SCAG and the City of Los Angeles and not does apply to individual projects, such as the Modified Project.
Principle 7. Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.	**Not Applicable**. SCAG and its member agencies are responsible for transportation investments and ensuring that they reflect the best-known science regarding climate change vulnerability and not does apply to individual projects, such as the Modified Project.
Focus Growth Near Destinations & Mobility Options Strategy 1. Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.	**Consistent**. As stated above, the Modified Project would provide commercial, office, and residential units in a HQTA and a TPA, as shown in Figures 2-1 and 2-2. The Modified Project would place housing near jobs, services, transit and pedestrian infrastructure to incentivize increased transit use, biking and walking. The Modified Project would include bicycle parking spaces for the residential, office, and commercial uses of the Modified Project, in accordance with LAMC requirements. The Modified Project also encourages increased transit use, as the Modified Project would be located in close proximity to the Wilshire/Vermont Metro Station and numerous bus routes, thereby contributing to increased ridership of the city's multimodal transportation system in the region and transportation options for the users of the Project Site.
Focus Growth Near Destinations & Mobility Options Strategy 2. Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets.	**Consistent**. As stated above, the Modified Project would provide new jobs and housing through the introduction of office, commercial, and residential uses in a HQTA and a TPA, as shown in Figures 2-1 and 2-2. The Project Site is in close proximity to a network of regional transportation facilities that provide connectivity to the greater Los Angeles County. The Project Site is very close to many major bus transit lines, Metro and LADOT DASH bus services, and is located approximately 500 feet from the Wilshire/Vermont Metro Station. The Wilshire/Vermont Station contains the B (Red) and D (Purple) Lines and links directly to the 7th & Metro Center, which serves as the nexus of the majority of the region's rail lines, including the A (Blue) Line, B (Red) Line, D (Purple) Line and E (Expo) Line, which connect the Project Site to several of the region's job centers, including Long Beach, Culver City, Koreatown, the Wilshire Corridor, Hollywood, North Hollywood, Santa Monica, and the Westside. Similar to the Approved Project, the Modified Project is located near the densely populated job center of Downtown LA, Hollywood, and Wilshire Corridor and is a short distance from thousands of jobs and retail establishments. Because the Project Site is surrounded by land uses, including commercial, office, and residential uses, as well as institutional and school facilities, it is likely that addition to transit, visitors, workers, and residents would also walk and bicycle to and from the Modified Project to destinations. The Modified Project would support this by providing bicycle parking and providing enhanced pedestrian amenities around the Project Site.
Focus Growth Near Destinations & Mobility Options Strategy 3. Plan for growth near transit investments and support	**Consistent**. As stated above, the Modified Project would provide commercial, office, and residential uses in a HQTA and a TPA, as shown in Figures 2-1 and 2-2. The Modified Project encourages increased transit use, as the Modified Project would be located in close proximity to the Metro Wilshire/Vermont Station and multiple bus routes, thereby contributing to increased ridership of the

Goals and Policies	Consistency Assessment
implementation of first/last-mile strategies.	city's multimodal transportation system in the region and transportation options for the users of the Project Site. The D Line Extension (Purple Line Extension), which is under development, will ultimately extend westward for approximately 9 miles, providing additional stations at the Miracle Mile area, the city of Beverly Hills, Century City, and Westwood. The first section of the D Line Extension, between the new Wilshire/Western station and new Wilshire/La Cienega station, is currently under construction and scheduled for completion in 2023. [8]
Focus Growth Near Destinations & Mobility Options Strategy 4. Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.	**Consistent**. The Modified Project would acquire and demolish the approximately 27,843-square-foot, four-story office building with at-grade parking located to the north of the Approved Project Site at 514 Shatto Place. In addition to the office building, the Modified Project would remove all of the school uses on the Project Site that were analyzed under the Approved Project, including a, one-story school classroom building, a, two-story classroom building, restroom and storage facilities, and surface parking. The Modified Project would establish new and active uses, including 24,435 square feet of commercial uses and 11,965 square feet of office uses. Similar to the Approved Project, the Modified Project would retain the former church building now used for a school gym and repurpose it into restaurant uses.
Focus Growth Near Destinations & Mobility Options Strategy 5. Prioritize infill and redevelopment of underutilized land to accommodate new growth and increase amenities and connectivity in existing neighborhoods.	**Consistent**. The Modified Project would acquire and demolish a four-story office building with at-grade parking located to the north of the Project Site, as well as the one-story school classroom building, the two-story classroom building, the restroom and storage facilities, and surface parking. Similar to the Approved Project, the Modified Project would utilize and redevelop the site with market rate and affordable housing, new commercial and office uses. Furthermore, the Modified Project would include pedestrian-friendly landscaping and design, streetscape improvements, and street-level commercial uses that would enliven the pedestrian experience and increase connectivity for the entire community.
Focus Growth Near Destinations & Mobility Options Strategy 6. Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).	**Consistent**. Similar to the Approved Project, the Modified Project would facilitate the use of alternative modes of transportation, which would aid in reducing the number of solo car trips. The Modified Project includes bicycle parking spaces for the residential and commercial uses of the Modified Project. The Modified Project would encourage pedestrian travel by incorporating new residential and commercial uses onsite within a mixed-use development, as well as locating the Modified Project in an urban area surrounded by a diverse mix of land uses, including residential, commercial, institutional, and service uses. The Modified Project would be within close proximity to multiple transit options. Furthermore, the Modified Project would include pedestrian-friendly landscaping and design, streetscape improvements, a new central plaza, new perimeter street trees, and street-level commercial uses that would enliven the pedestrian experience.
Focus Growth Near Destinations & Mobility Options Strategy 7. Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking).	**Consistent**. The Modified Project would include vehicle parking spaces. Due to being located in an Enterprise zone, the Modified Project would have fewer commercial parking spaces than the LAMC would ordinarily require. Similarly, as an incentive with the requested General Plan Amendment, while the Modified Project would provide residential parking, the Applicant has requested an incentive to reduce the residential parking requirement to zero. Additionally, the Modified Project proposes allocation of designated parking for fuel-efficient, ride sharing, and alternative fuel vehicles by providing EV charging spaces for 30 percent of Modified Project's parking capacity for future use. In addition, of the 30 percent EV parking spaces, 10 percent of the Modified Project's parking capacity would include installed chargers for immediate use by EVs. The Modified Project would also provide bike parking, in compliance with the LAMC requirements.
Promote Diverse Housing Choices Strategy 1. Preserve and rehabilitate affordable housing and prevent displacement.	**Consistent**. Similar to the Approved Project, the Modified Project is an infill development proposed on an urban infill site that does not contain any existing housing units. Furthermore, the Modified Project would include affordable units.

[8] metro.net/projects/westside/ Accessed September 18, 2020

Goals and Policies	Consistency Assessment
Promote Diverse Housing Choices Strategy 2. Identify funding opportunities for new workforce and affordable housing development.	**Not Applicable.** This strategy is directed toward SCAG and does not apply to individual projects. Nevertheless, the Modified Project would be providing 367 new housing units in an urbanized area within the city of Los Angeles. Of the 367 units, 42 units would be designated as restricted affordable housing subject to LAMC requirements.
Promote Diverse Housing Choices Strategy 3. Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.	**Not Applicable**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project.
Promote Diverse Housing Choices Strategy 4. Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of GHG emissions.	**Consistent**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project. However, the Project Site's urban infill location near mass transit and proximity to services, commercial uses, institutional uses, and employment opportunities promotes a pedestrian-friendly environment and supports reduced GHG emissions. The location of the Project Site also promotes the use of a variety of transportation options, including walking and the use of public transportation, which also supports reduced GHG emissions.
Leverage Technology Innovations Strategy 1. Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space.	**Consistent**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project. However, the Modified Project would include prewiring for EV charging spaces for 30 percent of the Modified Project's parking capacity, and 10 percent of the Modified Project's parking would include installed chargers for immediate use. The Modified Project would also provide ample bike parking in compliance with LAMC requirements.
Leverage Technology Innovations Strategy 2. Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments.	**Not Applicable**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project.
Leverage Technology Innovations Strategy 3. Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation.	**Consistent**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project. However, the Modified Project would include a number of energy conservation and efficiency measures such as energy-efficient HVAC and lighting systems, ENERGY STAR® appliances, and low-flow plumbing fixtures. Further, 15 percent of the Modified Project's rooftop would include a designated solar zone.
Support Implementation of Sustainability Policies Strategy 1. Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions	**Consistent**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project. However, the Project Site's urban infill location near mass transit and proximity to services, commercial uses, and employment opportunities promotes a pedestrian- friendly environment and supports reduced GHG emissions. The location of the Project Site also promotes the use of a variety of transportation options, including walking and the use of public transportation, which also supports reduced GHG emissions.
Support Implementation of Sustainability Policies Strategy 2. Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations.	**Consistent**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project. However, the Modified Project would provide commercial and residential uses in a HQTA and a TPA, as shown in Figures 2-1 and 2-2. The Project Site is in close proximity to a network of existing and planned regional transit corridors, bus routes, and stations providing connectivity to the greater Los Angeles County.

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Support Implementation of Sustainability Policies Strategy 3. Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space.	**Not Applicable**. This strategy is directed toward SCAG and does not apply to individual projects such, as the Modified Project.
Support Implementation of Sustainability Policies Strategy 4. Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.	**Consistent**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project. However, the Modified Project would include a number of sustainability measures including energy efficiency, water efficiency, material conservation, rooftop solar technology and resource efficiency.
Support Implementation of Sustainability Policies Strategy 5. Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.	**Not Applicable**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project.
Support Implementation of Sustainability Policies Strategy 6. Continue to support long range planning efforts by local jurisdictions	**Not Applicable**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project.
Support Implementation of Sustainability Policies Strategy 7. Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	**Not Applicable**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project.
Promote a Green Region Strategy 1. Support development of local climate adaptation and hazard mitigation plans, as well as project implementation, that improves community resiliency to climate change and natural hazards.	**Consistent**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project. However, the Modified Project would facilitate the use of alternative modes of transportation, which would aid in local climate adaptation and community resiliency. The Modified Project encourages increased transit use, as the Modified Project would be located in close proximity to the Metro Wilshire/Vermont Station and numerous bus routes, thereby contributing to increased ridership of the City's multimodal transportation network. The Modified Project includes bicycle parking spaces for the residential, office, and commercial uses of the Modified Project. The Modified Project would encourage pedestrian travel by incorporating new residential, office, and commercial uses onsite within a mixed-use development, as well as locating the Modified Project in an urban area surrounded by a diverse mix of land uses, including residential, commercial, office, institutional, and service uses.

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Promote a Green Region Strategy 2. Support local policies for renewable energy production, reduction of urban heat islands, and carbon sequestration.	**Consistent**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project. However, the Modified Project would be required to comply with California Building Code Title 24. Energy saving and sustainable design would be incorporated throughout the Modified Project. The Modified Project would emphasize energy and water conservation, which would be achieved through the use of energy-efficient HVAC and lighting systems, ENERGY STAR® appliances, and low-flow plumbing fixtures. The Modified Project would include pre-wiring for EV charging spaces for 30 percent of the Modified Project's parking capacity for future use. In addition, of the 30% EV parking spaces, 10 percent of the Modified Project's parking capacity would include installed chargers for immediate use by EV.
Promote a Green Region Strategy 3. Integrate local food production into the regional landscape.	**Not Applicable**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project.
Promote a Green Region Strategy 4. Promote more resource-efficient development focused on conservation, recycling, and reclamation.	**Consistent**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project. However, the Modified Project would reduce single-passenger vehicle trips and encourage and support transit, which would reduce transportation energy demand. In addition, the Modified Project would be required to comply with California Building Code Title 24. Energy saving and sustainable design would be incorporated throughout the Modified Project. The Modified Project would emphasize energy and water conservation, which would be achieved through the use of energy-efficient HVAC and lighting systems. ENERGY STAR® appliances, and low-flow plumbing fixtures. The Modified Project would include pre-wiring for EV charging spaces for 30 percent of project's parking capacity for future use. Of the 30 percent EV parking spaces, 10 percent of the Modified Project's parking capacity would include installed chargers for immediate use by EV.
Promote a Green Region Strategy 5. Preserve, enhance, and restore regional wildlife connectivity.	**Not Applicable**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project.
Promote a Green Region Strategy 6. Reduce consumption of resource areas, including agricultural land.	**Consistent**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project. However, the Modified Project does not propose the conversation of any natural or agricultural lands to urban use. The Modified Project is located in an urban, infill site, and there are no natural or agricultural lands on the Project Site.
Promote a Green Region Strategy 7. Identify ways to improve access to public park space.	**Consistent**. This strategy is directed toward SCAG and does not apply to individual projects, such as the Modified Project. However, the Modified Project would include the creation of a new central plaza anchored with an approximately 506-square-foot restaurant space. The Modified Project would provide 33,169 square feet of required open space. Additionally, the Modified Project would provide 33,045 square feet of potential recreation and Park Credit areas of open space in excess of LAMC Section 12.21G requirements.

Use Designation, Density, and Building Intensity

For the reasons stated below, the Modified Project is consistent with the land use designation, density, and building intensity in the SCAG 2020–2045 RTP/SCS.

Land Use Designation

As noted in the 2020–2045 RTP/SCS, since 2008 there has been a substantial concentration and share of growth in HQTAs, TPAs, Specific Plan Areas, job centers, Neighborhood Mobility Areas

(NMAs) and Livable Corridors.[9] The 2020–2045 RTP/SCS builds on this land use trend and includes a set of strategies to guide integrated land use development decisions and transportation investments. The 2020–2045 RTP/SCS encourages development patterns, where implemented by local jurisdictions, and identifies the distribution of growth in existing urbanized areas or suburban town centers and opportunity areas, such as in TPAs and HQTAs.

The 2020–2045 RTP/SCS identified Priority Growth Areas (PGAs), where many land use strategies can be fully realized. These include TPAs, HQTAs, NMAs, and Livable Corridors. These categories are described below:

- **Transit Priority Areas:** TPAs are Priority Growth Areas that are within 0.5 mile of existing or planned major transit stops in the region. A *major transit* stop is defined as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. Although TPAs comprise less than 1 percent of southern California's land area, around 35 percent of new households are projected to occur within these transit rich areas. *TPAs are where TOD can be realized—where people can live, work, and play in compact, higher-density communities with ready access to a multitude of safe and convenient transportation alternatives.*[10]

- **High Quality Transit Areas:** HQTAs are a walkable transit village or corridor, consistent with the adopted RTP/SCS, and are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. A *major transit stop* is defined as a site containing a rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. HQTAs represent less than 3 percent of the region's acreage, but are projected to accommodate nearly 55 percent of new households between 2016 and 2045. *Active transportation and new developments should be context-sensitive, responding to the existing physical conditions of the surrounding area. Sensitively designed TODs can preserve existing development patterns and neighborhood character, while providing a balance of modal and housing choices.*[11]

- **Neighborhood Mobility Area**: NMAs focus on creating, improving, restoring, and enhancing safe and convenient connections to schools, shopping, services, places of worship, parks, greenways, and other destinations. NMAs are PGAs with robust residential to non-residential land use connections, high roadway intersection densities, and low-to-moderate traffic speeds.

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9 Southern California Association of Governments, 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, pg. 22.

10 2020–2045 RTP/SCS. Chapter 3. Page 51. https://www.connectsocal.org/Documents/Proposed/pfConnectSoCal-03-Plan.pdf. Accessed September 15, 2020.

11 2020–2045 RTP/SCS. Chapter 3. Page 51. https://www.connectsocal.org/Documents/Proposed/pfConnectSoCal-03-Plan.pdf. Accessed September 15, 2020

- **Livable Corridors:** The Livable Corridor strategy encourages local jurisdictions to plan and zone for increased density at nodes along key corridors and redevelop single-story under-performing retail with well-designed, higher-density housing and employment centers. Growth at strategic nodes along key corridors, many of which are within HQTAs, will make transit a more convenient and viable option.

The Modified Project would provide new residential uses in a HQTA and a TPA, as identified in the 2020–2045 RTP/SCS and shown in Figures 2-1 and 2-2. These key areas were identified by the 2020–2045 RTP/SCS to focus new growth and encourage transit-oriented development. As noted in the SCAG 2020–2045 RTP/SCS, HQTAs and TPAs are areas meant to include higher-density projects in areas with infill potential and supported by existing infrastructure. The Modified Project consists of several development components. On the northern portion of the Project Site, the Modified Project would include a new 483 foot-tall high-rise building containing 367 residential units, 3,957 square feet of restaurant space and 11,965 square feet of office space. In addition, 506 square feet of restaurant space would be located within a central plaza. On the southern portion of the Project Site, the Modified Project would include the retention and rehabilitation of the church building for new use as restaurant space (19,972 square feet).

The Project Site is located within a HQTA, as defined by SCAG, and a TPA, as defined by SB 743, that supports transit opportunities and promotes a walkable environment. The Modified Project is intended to provide a new mixed-use development with residential, office, and commercial uses near multiple transportation choices, as well as close access to commercial uses, services, and employment opportunities. The Project Site is well served by public transit as it is located less than 500 feet northwest from the Wilshire/Vermont Metro Rail Station, which serves the B (Red) and D (Purple) Lines. The Project Site is also located in close proximity to several bus lines and the Wilshire Center/Koreatown DASH line. Additionally, the Modified Project is well served by the existing regional and local road network. The Project Site is 0.95 miles south of U.S. Route 101 (US 101), 1.75 miles west of the Interstate Freeway (I-110), and 1.89 miles north of Interstate 10 (I-10).

The Modified Project would also include bicycle parking spaces and encourage pedestrian travel by enhancing the pedestrian amenities around the Project Site. The Modified Project's location near transit enables residents, employees, and patrons of the Modified Project to reach surrounding services, jobs, and other destinations with relative ease and within a reasonable time, using a diverse array of transportation choices.

As such, the Modified Project would be a transit-oriented development that has been identified to be within a HQTA and TPA. These are targeted areas for future, higher-density, transit-oriented development that supports transit uses. Accordingly, the Modified Project is consistent with the type of land use identified within these areas. As noted in the SCAG 2020–2045 RTP/SCS, SCAG's land use policies do not supersede the land use authority of cities and counties. The SCAG 2020–2045 RTP/SCS does not dictate local policies or strategies; applying the forecasted development pattern at the local level is the authority and responsibility of towns, cities, and counties. Although land use decisions are under the purview of the City of Los Angeles, the Modified Project would

nevertheless be consistent with the land use strategy and land use type envisioned in the SCAG 2020–2045 RTP/SCS.

Density and Build Intensity. Although SCAG does not identify specific density and building intensity levels for individual land use parcels or areas within the SCAG 2020–2045 RTP/SCS, it does note that a TPA, such as the one in which the Modified Project is located, is an area where TOD development can be realized in a higher density, compact community with ready access to a multitude of safe and convenient transportation alternatives. HQTAs are areas for sensitively designed transit-oriented development that can preserve existing development patterns and neighborhood character, while providing a balance of modal and housing choices.[12]

The Modified Project is located within a highly urbanized area within the city of Los Angeles, within the Wilshire Community Plan area. While the Modified Project would include the construction of a new building containing 367 residential units which would be an increase from the 256 dwelling units within the Approved Project, the Modified Project would have a slightly greater increase in density (approximately one dwelling unit per 200 square feet of lot area) as compared to the Approved Project (approximately one dwelling unit per 221 square feet of lot area). The Modified Project would include affordable and co-living units, restaurant space, and office space. In addition, restaurant uses would be located within a central plaza. The Modified Project would also include the retention and rehabilitation of the church building now use as school gym for new use as restaurant space. The Modified Project would promote pedestrian and bicycling activity by developing a new mixed-use project that would include new commercial/restaurant space, office development, and new housing, including affordable housing. The Modified Project would also provide bicycle parking spaces in compliance with the LAMC.

The Modified Project is located within a TPA and HQTA as defined by SCAG[13] and SB 743, which supports transit opportunities and promotes a walkable environment. The Modified Project is very close to many major bus transit lines, including LADOT DASH services, and approximately 500 feet from the Wilshire/Vermont Metro Station. The Wilshire/Vermont Station contains the B and D Lines and links directly to the 7th & Metro Center, which serves as the nexus of the majority of the region's rail lines, including the A Line, B Line, D Line, and E Line, connecting the Project Site to several of the region's job centers, including Long Beach, Culver City, Koreatown, the Wilshire Corridor, Hollywood, North Hollywood, Santa Monica, and the Westside. As such, the Modified Project is highly connected by transit and the regional and local road network.

[12] https://www.connectsocal.org/Documents/Adopted/0903fConnectSoCal-03-Plan.pdf, p 51.

[13] https://www.connectsocal.org/Documents/Adopted/0903fConnectSoCal-03-Plan.pdf. , p. 34.

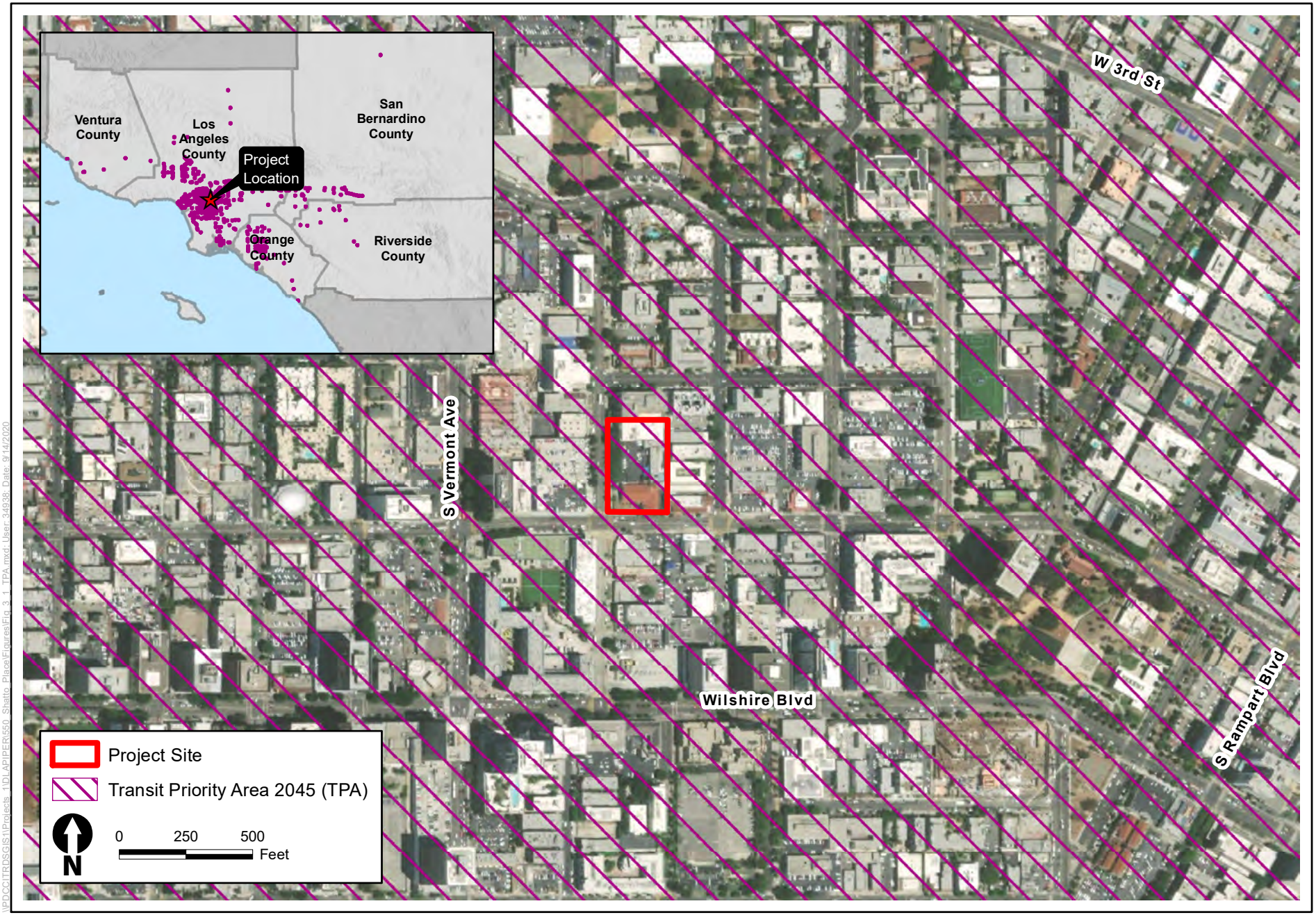

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Figure 2-1
Priority Growth Areas - Transit Priority Areas

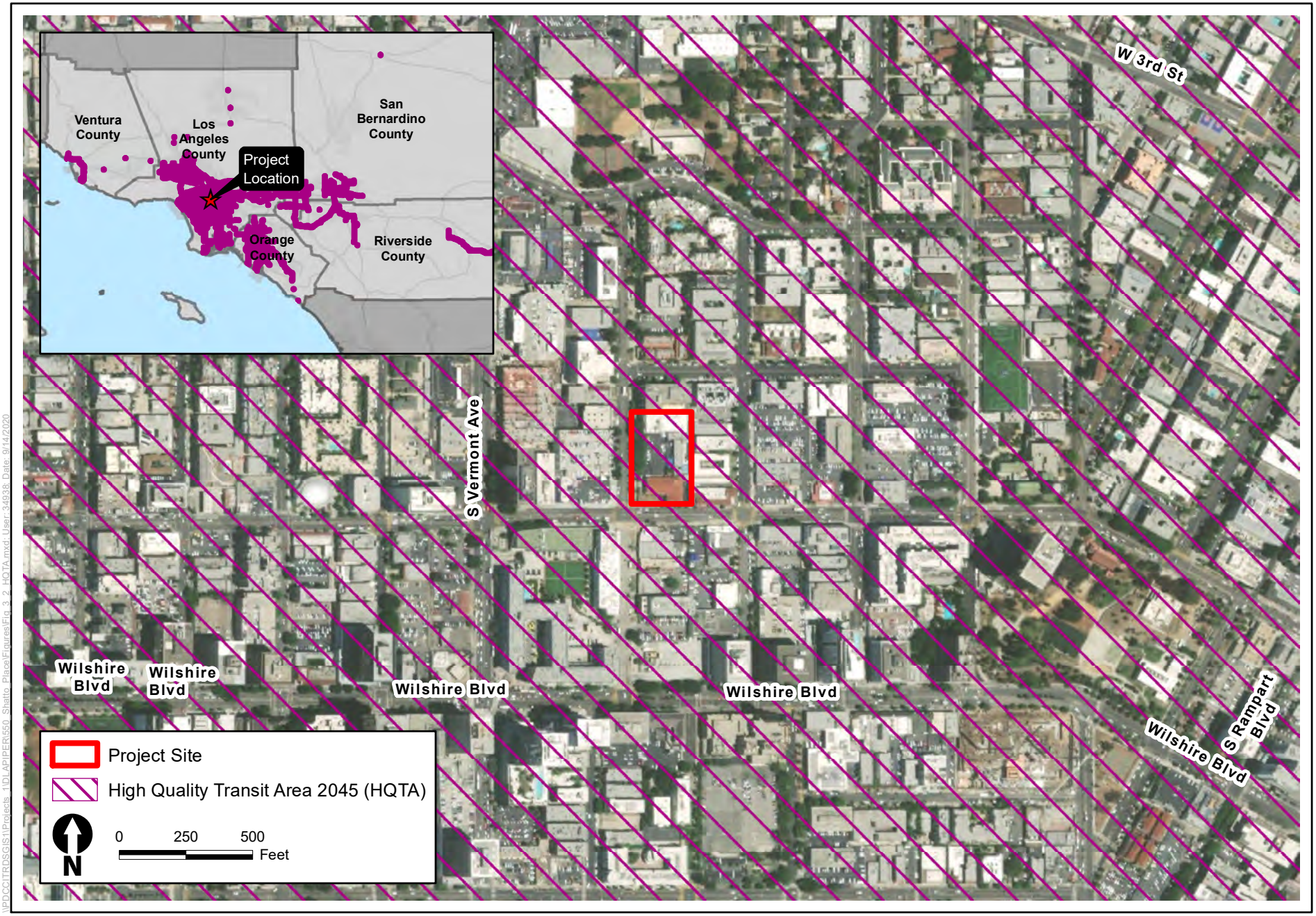

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Figure 2-2
Priority Growth Areas - High Quality Transit Areas

Consistency with Criterion 2: Based on total building square footage, the project contains at least 50 percent residential use, and if a project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75.

Table 2-2 shows the proposed land uses, dwelling units, total square feet, FAR, and percentage of use for each site.

TABLE 2-2. PROPOSED LAND USE

Land Use	Units/Square Feet	Percentage of Use
Residential	Up to 367 units 404,042 square feet	92%
Commercial/Restaurant	24,435 square feet	5%
Office Space	11,965 square feet	3%
Total Floor Area (entire project)	440,442 square feet	100%
FAR	6:1	

Consistent: As reported in Table 2-2, overall, the Modified Project includes a total floor area of approximately 440,442 square feet of floor area (FAR of 6:1), with 92 percent dedicated to residential uses. Residential uses would include approximately 404,042 square feet of floor area and up to 367 dwelling units, including one-, two-, and three-bedroom units, and co-living units.

The Modified Project includes commercial uses that comprise five percent of the total floor area, including 24,435 square feet of ground-level restaurants in the new residential tower, repurposed church building, and in the central plaza. The ground-level commercial uses would be accessible to the public from the sidewalk. Office space for the Modified Project would include 11,965 square feet of space in the newly constructed building at the first and second level fronting the central plaza. Office space would compromise 3 percent of the total floor area. As such, the Modified Project would be consistent with Criterion 2.

Consistency with Criterion 3: The project includes a minimum net density of at least 20 dwelling units per acre.

Consistent: The Project Site consists of a pre-dedicated lot area of approximately 66,411 (1.52 acres). Post dedication, the Project Site would include 73,407 square feet (1.69 acres). Therefore, the Project would provide 367 dwelling units at a density of 217 dwelling units per acre. As such, the Project would be consistent with this Criterion 3.

Consistency with Criterion 4: The project site is located within one-half mile of a major transit stop or high-quality transit corridor included in the 2020–2045 RTP/SCS.

Consistent: A major transit stop is defined as "[a] site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods" and is included in the applicable regional transportation plan (PRC Sections 21064.3 and 21155(b)). A high-quality transit corridor is "[a] corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours" (PRC Section 21155(b)).[14] The City of Los Angeles defines peak hours as between 6 a.m. and 9 a.m. and between 3 p.m. and 7 p.m.[15]

The Project Site is located less than 500 feet from the Wilshire/Vermont Station, contains the B and D Lines, and is, therefore, a major transit stop. As discussed above, the Project Site is located within a HQTA defined by SCAG and TPA under SB 743. Because the Project Site is located within 0.5 mile of a major transit stop, it is not required to further demonstrate its proximity to intersecting bus routes or high-quality transit corridors that provide bus service intervals of 15 minutes or less. However, the Project Site is also located in proximity to multiple bus stops with high-frequency transit service, as it is serviced by nearby transit lines, including DASH Wilshire Center/Koreatown, numerous local Metro bus lines, and the Wilshire Center/Koreatown DASH line. As such, the Project Site is well served by bus transit access. As such, the Project would be consistent with this Criterion 4.

[14] https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21155. Accessed September 18, 2020.

[15] City of Los Angeles Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines) https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf.

SECTION 3

Incorporation of Feasible and Applicable Mitigation Measures, Performance Standards, and Criteria from Prior Applicable EIRs

Public Resources Code (PRC) Section 21155.2 and 21159.28(a) require that, a TPP must incorporate all feasible and applicable mitigation measures, performance standards, or criteria from prior applicable EIRs, which for the project would include the 2020-2045 RTP/SCS Program Environmental Impact Report (RTP/SCS PEIR) for Southern California Association of Governments (SCAG), which was certified on May 7, 2020 (with a subsequent Addendum containing amended mitigation measures adopted on September 3, 2020). The City has complied with PRC Sections 21155.2 and 21159.28, as is explained in further detail in the remainder of this chapter.

The Mitigation Monitoring and Reporting Program for the RTP/SCS PEIR (SCAG MMRP) does not include specific project level mitigation measures that are required to be incorporated into the project. However, the SCAG MMRP does provide a list of mitigation measures that SCAG determined a lead agency can and should consider, *as applicable and feasible*, where the lead agency has concluded that a project has the potential to result in significant effects.

The RTP/SCS PEIR serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed Plan. The RTP/SCS PEIR includes mitigation measures designed to help avoid or minimize significant environmental impacts. As indicated in the RTP/SCS PEIR, it is the intent of SCAG that lead agencies and others use the information contained within the PEIR in order to "tier" subsequent environmental documentation of projects in the region. The RTP/SCS PEIR serves as a first-tier document for later CEQA review of individual projects included in the program.

Project-specific CEQA reviews, including this SCEA document, focus on project-specific impacts and mitigation measures, and need not repeat the broad analyses contained in the PEIR. As discussed by the California Supreme Court, "it is proper for a lead agency to use its discretion to focus a first-tier EIR on only the…program, leaving project-specific details to subsequent EIRs when specific projects are considered" (*In re Bay Delta Programmatic EIR Coordinated Proceedings* (2008) 43 Cal. 4th 1143, 1174).

The City has reviewed all mitigation measures contained in the RTP/SCS PEIR and determined their applicability to the project. For each such mitigation measure, the City considered whether to use the RTP/SCS PEIR mitigation measure as written, or an equally effective City mitigation measure or federal, State, regional, or City regulation, and further considered whether the mitigation would reduce a significant impact to a less than significant level. RTP/SCS PEIR mitigation measures that solely identify SCAG as a responsible entity for implementation rather than lead agencies, have been left out entirely because they are facially inapplicable. The City's determinations regarding each mitigation measure can be found immediately below in **Table 3-1**, *Project Consistency with 2020–2045 RTP/SCS Mitigation Measures*.

Table 3-1 also indicates where the City has incorporated an equally or more effective City mitigation measure or federal, State, regional, or City regulation, or has for other reasons determined that incorporation of the SCAG 2020-2045 RTP/SCS MMRP mitigation measures is not applicable and/or not required. **Table 3-2,** *Summary of the Modified Project's Potential Impacts, Project Design Features and Mitigation Measures* provides a summary of the Modified Project's potential environmental impacts, and associated project design features and mitigation measures.

TABLE 3-1. MODIFIED PROJECT CONSISTENCY WITH 2020-2045 RTP/SCS MITIGATION MEASURES

Topic	SCAG 2020-2045 RTP/SCS Mitigation Measures	Responsible Party	Applicability to Project
Aesthetics			
Impact AES-1: Potential for the Plan to have a substantial adverse effect on a scenic vista.	**PMM AES-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. e) Retain or replace trees bordering highways, so that clear-cutting is not evident. f) Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas. g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity; h) Use see-through safety barrier designs (e.g. railings rather than walls)	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. However, the Approved and Modified Project would be consistent with aspects of this measure, as described below. The Approved and Modified Project would be a mixed-use, infill project located in a TPA. The Approved and Modified Project do not contain a scenic vista, and no historic resources would be demolished or destroyed as a result of the Approved and Modified Project. Similar to the Approved Project, the Modified Project would develop the Project Site with an attractive new mixed-use development that would include substantial new open spaces and active ground level uses that would be a positive attribute to the existing visual environment. Compared to the SCAG 2016-2040 RTP/SCS, the SCAG 2020-2045 RTP/SCS PMM AES-1 includes components g) and h). The Approved and Modified Project would be substantially consistent with SCAG PMM AES-1 g), however, aspects of the SCAG MM AES-1 g) would not be applicable. While the Approved Project and Modified Project would include construction fencing, the Approved Project and Modified Project would be located in a highly urbanized, relatively flat area that is not located near ridgelines, slopes or substantial open space. As such the Approved Project and Modified Project would not require the revegetating of graded slopes. However, the Project Site would include new trees and open space walkways, a

Topic	SCAG 2020-2045 RTP/SCS Mitigation Measures	Responsible Party	Applicability to Project
			courtyard, a public pedestrian plaza, and shade trees. SCAG PMM MM AES-1 h) requires the use of see-through safety barrier designs (e.g. railings rather than walls). The Approved Project and Modified Project would not include a wall, but rather, a construction fence along the perimeter of the Project Site during construction, to minimize noise, lighting, and visual impacts and to ensure safety.
Impact AES-2: Potential to substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	See **PMM AES-1** above.		This measure is inapplicable because no mitigation is required to ensure a less than significant impact. The Approved Project and Modified Project are located within a dense, urban setting. There are no state-designated scenic highways in the vicinity of the Project Site.
Impact AES-3: Potential to substantially degrade the existing visual character or quality of public views (public views are those that are experienced from publicly accessible vantage points). In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.	**PMM AES-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable. b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. c) Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria. d) Design projects consistent with design guidelines of applicable general plans.	Lead Agency	The Approved Project and Modified Project would substantially conform to this mitigation measure. The Project Site is currently developed with school and office uses. The Approved Project and Modified Project is located in a highly urbanized area in the City of Los Angeles; therefore, the applicable threshold with respect to the Project is consistent with applicable zoning and other regulations governing scenic quality. The 1936 church building on the Project Site is treated as a historical resource as defined by CEQA. The existing 1936 church building would be preserved and repurposed into restaurant uses, with limited architectural alterations that will not affect the structure's historic characteristics or potential for eligibility in any federal, state, or local register of historic resources. In addition, similar to the Approved Project, the Modified Project would have a less than

Topic	SCAG 2020-2045 RTP/SCS Mitigation Measures	Responsible Party	Applicability to Project
	e) Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape. f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: • Use transparent panels to preserve views where sound walls would block views from residences • Use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height • Construct sound walls of materials whose color and texture complements the surrounding landscape and development g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.		significant impact on historic resources in the project area. The Approved Project and Modified Project offer a substantial amount of open space, trees, landscaping, plazas, and courtyard uses designed to create a visually inviting Project Site that would enliven the street frontages, frame the existing former church building, and offer a respite from the heavily urban uses that surround the Project Site. Similar to the Approved Project, under the Modified Project, the historic former church building on the Project Site would be repurposed as part of the Modified Project into more active restaurant uses and would remain the focal point of the Project Site. The addition of the central plaza under the Modified Project adds a greater visual separation of the Modified Project's tower from the church building; ensuring it remains prominent on the Project Site and also serves to visually open up the Project Site and create a new substantial open space feature along Shatto Place. The Approved Project and Modified Project would develop a high-quality, vibrant new mixed-use building that would enhance the existing project site and blend with the urban fabric of Koreatown area that includes numerous high-rise development and active uses. The Approved Project and Modified Project would not include the development of billboards, or extensive signage. The design composition emphasizes pedestrian-scale features such as street trees, plazas, and landscaping. The Approved Project and Modified Project would be consistent with the City's General Plan Framework and Wilshire Community

Topic	SCAG 2020-2045 RTP/SCS Mitigation Measures	Responsible Party	Applicability to Project
			Plan's goals and policies regarding scenic quality. Compared to the SCAG 2016-2040 RTP/SCS, the SCAG 2020-2045 RTP/SCS PMM AES-3 includes components f) and g). These components are not applicable, as the Approved Project and Modified Project would not include sound walls. The Approved Project and Modified Project would be consistent with applicable policies governing scenic quality and would not conflict with applicable zoning or other regulations governing scenic quality and impacts to historic resources in the project area, and impacts would be less than significant.
Impact AES-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	**PMM AES-3**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. c) Use high-pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. d) Use unidirectional lighting to avoid light trespass onto adjacent properties. e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. f) Provide structural and/or vegetative screening from light-sensitive uses. g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.	Lead Agency	The Approved Project and Modified Project substantially conform to this Mitigation Measure. Similar to the Approved Project, construction of the Modified Project would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur during evening hours. Furthermore, Mitigation Measure MM NOISE-1 and MM PS-1: A would require a construction fence along the perimeter of the Project Site. During operations, the Approved Project and Modified Project's mix of uses would generate levels of interior and exterior lighting for security, parking entrances, signage and architectural highlighting, similar to other uses in the area. The Modified Project's central plaza and associated seating, and restaurant uses would front Shatto Place, which does not contain sensitive residential uses or historic uses across from the Project

Topic	SCAG 2020-2045 RTP/SCS Mitigation Measures	Responsible Party	Applicability to Project
	h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.		Site. Furthermore, soft accent lighting used for signage, and architectural highlighting would be directed to permit visibility of the highlighted elements but would not be so bright as to cause substantial light spill off the Project Site. Outdoor lighting would be designed and installed with shielding, such that lighting would be directed and focused on the Project Site. To ensure light spillover would be minimized, the following PDF would be implemented: PDF AES-1: Outdoor lighting related to the Modified Project shall be designed and installed with shielding from adjacent residential properties, the public right-of-way, and from above. In accordance with City requirements, the exterior of the proposed structure would use materials such as, high-performance and/or low-reflective glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces that would minimize glare and reflected heat.
Agriculture and Forestry			
Impact AG-1: Potential for the Plan to 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 nonagricultural use.	**PMM AG-1**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential. b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. c) Maintain and expand agricultural land protections such as urban growth boundaries.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. The Project Site is currently fully developed and is located in an urbanized setting, and there is no farmland or agricultural activity on the project site or in the vicinity. The Project Site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP).

Topic	SCAG 2020-2045 RTP/SCS Mitigation Measures	Responsible Party	Applicability to Project
	d) Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access. f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.		
Impact AG-2: Potential for the Plan to conflict with existing zoning for agricultural use, or a Williamson Act Contract	See PMM AG-1. **PMM AG-2**: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts. b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. The Project Site is not zoned for agricultural production, there is no farmland at the Project Site, and there are no Williamson Act Contracts in effect for the Project Site.
Impact AG-3: Potential for the Plan to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).	**PMM AG-3:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. Although this is a new mitigation measure included as part of the SCAG 2020-2045 RTP/SCS, it is not applicable to the Approved or Modified Project. The Project Site and surrounding area is not zoned for forestry or timberland uses. As with the Approved Project, the Modified Project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land or timberland to non-forest uses.
Impact AG-4: Potential for the Plan to result in the loss of forest land or conversion of forest land to non-forest use.	See PMM AG-3.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. The Project

Topic	SCAG 2020-2045 RTP/SCS Mitigation Measures	Responsible Party	Applicability to Project
			Site is currently fully developed and located in an urban environment.
Impact AG-5: Potential for the Plan to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.	PMM AG-2 through AG-3 and PMM GHG-2. **PMM AG-4:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land. b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management. c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted. **PMM AG-5:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. Although this is a new mitigation measure included as part of the SCAG 2020-2045 RTP/SCS, it is not applicable to the Approved Project or Modified Project. The Modified Project Site is currently fully developed with a church building and a four story, office building with at-grade parking, and is not used for any agricultural uses and is not forest land; therefore, no agricultural use or forest land will be converted.
Air Quality			

Topic	SCAG 2020-2045 RTP/SCS Mitigation Measures	Responsible Party	Applicability to Project
Impact AQ-1: Conflict with or obstruct implementation of the applicable air quality plan.	No mitigation required.	NA	No mitigation is required.
Impact AQ-2: Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.	**Project Level Mitigation Measures** **PMM AQ-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Minimize land disturbance. b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. c) Cover trucks when hauling dirt. d) Stabilize the surface of dirt piles if not removed immediately. e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. f) Minimize unnecessary vehicular and machinery activities. g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18- Dust Palliative shall be incorporated into project specifications. j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet. Daily logging of the operating hours of the equipment should also be required. k) Ensure that all construction equipment is properly tuned and maintained. l) Minimize idling time to 5 minutes or beyond regulatory requirements—saves fuel and reduces emissions. m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. As with the Approved Project, the Modified Project's impact with respect to air quality standards are less than significant, but the Project would nevertheless substantially conform to this mitigation measure. The City would impose the existing regulatory compliance measures listed below on the Modified Project that have been identified by the California Air Resources Board (CARB) and the South Coast Air Quality Management District (SCAQMD), or other comparable measures, to reduce substantial adverse effects related to violating the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), as applicable and feasible. The Approved Project and Modified Project would comply with applicable standards of the CARB and SCAQMD, including the following rules, which would be substantially in conformance with PMM AQ-1 measures b), c), d), e), f), g), h), l), m), and p): • CARB Anti-Idling Air Toxics Control Measure: This measure, codified in Title 13 California Code of Regulations (CCR) Section 2485, applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5

Topic	SCAG 2020-2045 RTP/SCS Mitigation Measures	Responsible Party	Applicability to Project
	project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators. o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts. p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site. q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible. r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles. s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.		minutes at any given time, with certain exception for vehicles where idling is a necessary performance activity such as for concrete trucks. • SCAQMD Rule 401 – Visible Emissions: This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view. • SCAQMD Rule 402 – Nuisance: This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. • SCAQMD Rule 403 – Fugitive Dust: This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM10 emissions to less than 50 micrograms per cubic meter ($\mu g/m^3$) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures

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	t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs. u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors). v) As applicable for airport projects, the following measures should be considered: • Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines. • Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project. • Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum. w) As applicable for port projects, the following measures should be considered: • Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE). • Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress. • Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power. • Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized. • Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin. • Encourage the participation in the Green Ship Incentives. • Offer incentives to encourage the use of on-dock rail. x. As applicable for rail projects, the following measures should be considered:		(identified in the tables within the rule). Dust control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering disturbed areas and soil piles, using chemical stabilizers, removing track-out via street sweepers, and/or ceasing all activities during periods of high wind speeds. • SCAQMD Rule 1113 – Architectural Coatings: This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories. • SCAQMD Rule 1186 – PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations: This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM10 emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also SCAQMD Rule 403). • SCAQMD Rule 1138 – Similar to the Approved Project, the Modified Project will install odor-reducing equipment for restaurant equipment subject to SCAQMD Rule 1138. • SCAQMD Rule 1166 – Similar to the Approved Project, the Modified Project will comply with SCAQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil, which sets

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	• Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards. y. Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit. z. Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters. • Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside. • Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. • Disclose the potential increase in energy costs for running the HVAC system to prospective residents. • Provide information to residents on where MERV filters can be purchased. • Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. • Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time. • Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units. • Set criteria for assessing progress in installing and replacing the enhanced filtration units; and • Develop a process for evaluating the effectiveness of the enhanced filtration units. aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. bb) The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible: • Diesel nonroad vehicles on site for more than 10 total days shall have either (1)engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.		requirements to control the emission of VOC from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. • SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities: Similar to the Approved Project, the Modified Project would comply with the requirements of this rule if asbestos is found during the renovation and construction activities. With regulatory compliance, the risk related to any existing asbestos-containing building materials (ACBMs) at the project site would be reduced to acceptable levels, and the Project would result in no impact with regard to ACBMs. • SCAQMD Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines: Similar to the Approved Project, the Modified Project emergency generator would comply with the mandated emission limits and operating hour constraints of this rule, including applicable requirements of California Code of Regulations (CCR), Title 17, Section 93115 as incorporated into the rule. • In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines will meet specified fuel and fuel additive requirements and emission standards.

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	• Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. • Nonroad diesel engines on site shall be Tier 2 or higher. • Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp. • Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer. • Diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a biodiesel blend approved by the original engine manufacturer with sulfur content of 15 ppm or less. • The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following: i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment. ii. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date. • The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities.		• Nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by SCAQMD Regulation XIII, New Source Review. In addition to the above regulatory compliance measures, in order to further minimize construction and operational air pollutant emissions, the Project would include Project Design Features (PDFs), which require implementation of best management practices to minimize construction- and operational-related emissions as follows, which would be in substantial conformance with PMM AQ-1 measures j), k), n), q), and bb): PDF AIR-1: Construction equipment operating at the Project Site shall be subject to a number of requirements. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. Construction measures would include, but are not limited to the following: • Prior to the issuance of a grading or building permit for each phase, an inventory of off-road heavy-duty construction equipment for that phase of construction, equal to or greater than 50 horsepower that will be used an aggregate of 40 or more hours, shall be provided to the Department of Building and Safety and the Department of City Planning. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier

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	• The contractor shall maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator onsite, includes: i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date. ii. Any problems with the equipment or emission controls. iii. Certified copies of fuel deliveries for the time period that identify: 1. Source of supply 2. Quantity of fuel 3. Quantity of fuel, including sulfur content (percent by weight) cc) Project should exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code). The following measures can be used to increase energy efficiency: • Install programmable thermostat timers • Obtain Third-party HVAC commissioning and verification of energy savings (to be grouped with exceedance of Title 24). • Install energy efficient appliances (Typical reductions for energy-efficient appliances can be found in the Energy Star and Other Climate Protection Partnerships Annual Reports.) • Install higher efficacy public street and area lighting • Limit outdoor lighting requirements • Replace traffic lights with LED traffic lights • Establish onsite renewable or carbon neutral energy systems – generic, solar power and wind power • Utilize a combined heat and power system • Establish methane recovery in Landfills and Wastewater Treatment Plants. • Locate project near bike path/bike lane • Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block lengths,		standard. A copy of each unit's certified tier specification or model year specification and California Air Resources Board or South Coast Air Quality Management District operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. • Off-road diesel-powered equipment within the construction inventory shall meet the Tier 4 final off-road emissions standards within the Los Angeles region. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a California Air Resources Board certified Level 3 Diesel Particulate Filter or equivalent; • All cranes and welders shall be electric-powered; • Forklifts shall be natural gas-powered; • The Project shall utilize low-VOC coatings where commercially available during construction activities to avoid excessive VOC emissions; and • Trucks and other vehicles in loading and unloading queues shall be parked with engines off to reduce vehicle emissions during construction activities. PDF AIR-2: The Project will not include fireplaces in the residential units. The project would include other PDFs and mitigation measures that would also have co-benefits to air quality and would contribute to substantial conformance with PMM AQ-1 measures o), u), and cc), as follows:

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	sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers. • Provide traffic calming measures, such as: i. Marked crosswalks ii. Count-down signal timers iii. Curb extensions iv. Speed tables v. Raised crosswalks vi. Raised intersections vii. Median islands viii. Tight corner radii ix. Roundabouts or mini-circles x. On-street parking xi. Chicanes/chokers • Create urban non-motorized zones • Provide bike parking in non-residential and multi-unit residential projects • Dedicate land for bike trails • Limit parking supply through: i. Elimination (or reduction) of minimum parking requirements ii. Creation of maximum parking requirements iii. Provision of shared parking • Provide ride-sharing programs i. Designate a certain percentage of parking spacing for ride sharing vehicles ii. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles iii. Providing a web site or messaging board for coordinating rides		PDF GHG-1: • The Project shall use energy efficient appliances; • The Project shall use low-flow plumbing fixtures; • The Project shall install 175 long-term and 25 short term bicycle parking spaces; • The Project shall utilize drought-tolerant plants in its landscaping; • The Project shall install pre-wiring for EV charging spaces for 30 percent of its parking capacity for future use and; • Of the 30 percent EV parking spaces, 10 percent of the Project's parking capacity will include installed chargers for immediate use by electric vehicles (EV). PDF NOISE-3: The Project will not allow any delivery truck idling for more than 5 consecutive minutes in the loading area pursuant to State regulation (Title 13 California Code of Regulations, Section 2485). Signs will be posted in delivery loading areas specifying this idling restriction. While, impacts would be less than significant, similar to the Approved Project, the Modified Project would include MM TRAF-1 and MM TRAF-2 listed below to further reduce impacts. MM TRAF-1: The Applicant shall prepare a detailed Construction Management Plan that shall include, but not be limited to, the following elements, as appropriate: • Requiring workers and construction trucks to generally travel outside of the peak hours;

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	iv. Permanent transportation management association membership and finding requirement.		• Prohibition of construction worker parking on nearby residential streets; • Temporary traffic control during all construction activities encroaching on public rights-of-way to improve traffic flow and safety on public roadways; • Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets; • Funding to Young Oak Kim Academy to provide an adequate number of crossing guards on school days to assist the safe movement of pedestrians/students at the intersection of 6th Street/Shatto Place when the sidewalks may be closed near Shatto Place and 6th Street for the Project's related construction • Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate; • Scheduling of construction-related deliveries so as to generally occur outside the commuter peak hours; and • Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety. MM TRAF-2: There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school. The Approved and Modified Project would also support many of the recommended approaches within the SCAG Environmental Justice Toolbox,

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			in substantial conformance with PMM AQ-1 measure aa). The Approved Project and Modified Project would include characteristics and design features that support reductions in air emissions and encouragement of alternative modes of transportation. The Approved Project and Modified Project would provide new residential uses and employment opportunities in proximity to job centers in Los Angeles where people can live and work and have access to convenient modes of transportation that provides options for reducing reliance on automobiles and minimizing associated air pollutant emissions. The Modified Project would include 367 residential units, of which 200 would be one-bedroom units, 100 would be two-bedroom units, 13 would be three-bedroom units and 54 would be co-living five-bedroom units. Of the 367 units, 42 units would be designated as restricted affordable housing subject to Los Angeles Municipal Code (LAMC) requirements of 5 percent for Extremely Low Income households and 6 percent for Very Low Income households for for-rent units, and 11 percent Very Low Income for for-sale units. Of the 367 units, approximately 277 units would be residential condominium units and approximately 90 units would be Transient Occupancy Residential Structure (TORS) units[1], and up to three (3) would be commercial condominiums. SCAG PMM AQ-1 measures i), v), w), and x) are not applicable as the Modified Project is not a Caltrans, airport, port, or rail project. SCAG PMM AQ-1 measure r) is not applicable,

[1] A TORS use would allow short-term rental for less than 30 days which is similar to a hotel use. However, unlike the transient nature of the hotel use, the TORS use allows for kitchens whereas hotel guest rooms do not.

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			since the Applicant does not own or operate a construction fleet; however, this measure would be available to contractors that may be hired. SCAG PMM AQ-1 measures s) and t) are not applicable to the Modified Project as it is not located in an AB 617 community and is not a school project. SCAG PMM AQ-1 measures y) and z) are not applicable to the Project as it is not located within 500 feet of freeways or within 1,000 feet of freeways subject to enhanced MERV filtration requirements per LAMC. With implementation of CARB and SCAQMD rules, PDF AIR-1, PDF AIR-2, and other PDFs and mitigation measures that would have air quality co-benefits (PDF GHG-1, PDF NOISE-3, MM TRAF-1, and MM TRAF-2), the Project would minimize construction and operational emissions and would therefore be substantially in conformance with applicable measures in the SCAG PMM AQ-1.
Impact AQ-3: 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.	See PMM-AQ-1.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. The Approved Project and Modified Project's construction and operational emissions would not exceed SCAQMD's applicable regional pollutant thresholds or localized significance thresholds (LSTs). Based on SCAQMD's cumulative air quality impact methodology, if a project's emissions do not exceed the recommended daily thresholds for a project-specific impact, its impact would not be cumulatively considerable and would not contribute to nonattainment of applicable air quality standards in the Basin. As such, the Modified Project's cumulative impact with respect to air quality would be less than significant

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			and would not be cumulatively considerable. As such the impact would be less significant, and no mitigation measures are required.
Impact AQ-4: Expose sensitive receptors to substantial pollutant concentrations.	See PMM-AQ-1.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. The Approved and Modified Project's construction and operational emissions would not exceed SCAQMD's applicable LSTs. The Modified Project would not contribute to the formation of carbon monoxide (CO) hotspots. The Modified Project would also not result in emissions of toxic air contaminants that would have a significant impact to sensitive receptors. As such the impact related to exposure of sensitive receptors to substantial pollutant concentrations would be less than significant, and no mitigation measures are required.
Impact AQ-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	No mitigation is required.	NA	N/A
Biological Resources			
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modification, 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 US Fish and Wildlife Service.	**PMM BIO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. b) Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include:	Lead Agency	Similar to the Approved Project, the Modified Project would be substantially in conformance with this mitigation measure and/or incorporates requirements that are comparable and ensure a less than significant impact. Compared to the SCAG 2016-2040 RTP/SCS, the SCAG 2020-2045 RTP/SCS PMM BIO-1 includes new components c), d), f), g), h), j), and k). With regards to c), d), j) and k), these mitigation components would not be applicable to the Approved Project or Modified Project as discussed below. Project Specific MM BIO-3 would be comparable to SCAG 2020-2045

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	i. Impact minimization strategies ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts iii. Use of in-kind mitigation bank credits iv. Funding of research and recovery efforts v. Habitat restoration vi. Establishment of conservation easements vii. Permanent dedication of in-kind habitat c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long- term conservation strategies. d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species. e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources. f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation. g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact. h) Appoint a qualified biologist to monitor implementation of mitigation measures. i) Schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased. j) Develop an invasive species control plan associated with project construction. k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife. l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.		RTP/SCS PMM BIO-1 components g), and h). Regarding PMM BIO-1 component f), this is inapplicable. As noted in the Tree Report prepared for the Modified Project, entitled *City of Los Angeles Tree Report 514 & 550 S. Shatto Place,* prepared by Carlberg Associates, dated January 20, 2020, and the *City of Los Angeles Tree Report, 550 S. Shatto Place,* prepared by Carlberg Associates, dated May 14, 2018 prepared for the Approved Project, there are no protected trees on the Project Site. The Project Site is an infill site located in an urban area that is currently fully developed with urban uses. The Project Site does not contain any critical habitat, desert habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The Approved Project and Modified Project would not contain staging areas or construction area containing sensitive plants, wildlife species or native habitat. While there are no protected trees on the Project Site, the Modified Project would remove the 15 existing trees on the Project Site and provide 92 new trees. The 7 street trees along Shatto Place would be removed and of the three trees along 6th Street, two would remain and three additional trees along 6th Street would be provided for a total of 5 trees along 6th Street. Therefore, the Modified Project would provide 92 trees in total, inclusive of the 8 new replacement street trees.

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	m) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel. n) Project design should address the protection of habitat on both sides of a freeway to improve effectiveness of the crossings. o) Project sponsors shall consider the impacts of nitrogen deposition on sensitive species.		While the Approved and Modified Project are developed with urban uses and do not contain or provide habitat that supports candidate, sensitive or special status species, the loss of non-protected trees may result in potential impacts that may be significant related to species identified as a candidate, sensitive, or special status species. As such, Project-specific MMs BIO-1, MM BIO-2, MM BIO-3 would be implemented: MM BIO-1: Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way. MM BIO-2: Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at 213-847-3077. All trees in the public right-of-way shall be provided at a 2 to 1 ratio per the standards of the Urban Forestry Division, Bureau of Street Services, Department of Public Works. MM BIO-3: The Project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Wildlife Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). • Proposed Project activities (including disturbances to native and non-native vegetation,

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			structures and substrates) should take place outside of the breeding bird season which generally runs from March 1-August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86). • If Project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall: a) Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. b) If a protected native bird is found, the Applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31. c) Alternatively, the Qualified Biologist could continue the surveys in order

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			to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area. d) The Applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.
Impact BIO-2: 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.	See PMM BIO-1. **PMM BIO-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA. b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. The Approved Project and Modified Project are in a developed, urban area and would not be developed on existing open space. Therefore, development of the Approved Project and Modified Project would not result in adverse effects to any riparian habitat or other sensitive habitat that supports any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Compared to the SCAG 2016-2040 RTP/SCS, the SCAG 2020-2045

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	c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code. d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds. e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state- designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season. f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities. g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. Where practicable and feasible, require upland buffers that sufficiently minimize impacts to riparian corridors. h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required. i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities. j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures. k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased. l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects. m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan.		RTP/SCS PMM BIO-2 includes new components g), h), i), j), k), l), m), and o). However, these mitigation components would not be applicable to the Approved Project or Modified Project, as discussed above.

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	n) Install fencing and/or mark sensitive habitat to be avoided during construction activities. o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist. p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist. q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.		
Impact BIO-3: Have a substantial adverse effect on State or Federally Protected Wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means.	See PMM BIO-1 and PMM BIO-2. **PMM BIO-3:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency. a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible. b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters Of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW. c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACE's Final Compensatory Mitigation Rule. The USACE reviews	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. The Project Site is a fully developed urban infill site that is not located on Federally Protected Wetlands.

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	projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation: • Permittee-responsible mitigation • Contribution of in-kind in-lieu fees • Use of in-kind mitigation bank credits • Where avoidance is determined to be infeasible and d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities: • Avoidance • Impact Minimization • On-site alternatives • Off-site alternatives e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.		
Impact BIO-4: 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.	See PMM BIO-1 through PMM BIO-3. **PMM BIO-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management	Lead Agency	The Approved Project and Modified Project are substantially in compliance with this Mitigation Measure. Compared to the SCAG 2016-2040 RTP/SCS, the SCAG 2020-2045 RTP/SCS PMM BIO-1 includes new components g), i) j), and l) Nevertheless, the Approved Project and Modified Project substantially comply with the applicable components of this mitigation measure. The Project Site is currently developed and located

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	Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino. b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans. c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season. d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31. e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season. g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors. h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor. j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation. k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches. m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation.		in a highly urbanized area in the City. No wildlife corridors, or native wildlife habitat, or nursery sites are present on the Project Site or in the surrounding area. Furthermore, due to the urbanized nature of the Project Site area, the potential for native resident or migratory wildlife species movement through the site is negligible. Nonetheless, similar to the Approved Project, the Modified Project does include ornamental trees that could support raptor and/or songbird nests. The Approved Project and the Modified Project would include project-specific MM BIO-3 that would protect nesting native bird species, by avoiding nesting bird season and if that is not possible, would require the Applicant to retain a qualified biologist to prepare a nesting bird survey if any construction activities occur in the nesting season. The new building associated with the Modified Project would be nine stories taller than the Approved Project, and as a taller structure, prior to mitigation it has the potential to misdirect or confuse migratory birds, resulting in disruption of natural behavioral patterns and possible injury or death from exhaustion or collisions with buildings. PDF AES-1, would further reduce impact by requiring outdoor lighting to be designed and installed with shielding, such that lighting would be directed and focused on the Modified Project and would be shielded from adjacent residential properties, the public right-of-way, and from above. With respect to SCAG PMM BIO-4 p) r) t), u), and v) the Modified Project is a small infill site that is not located near a freeway, does not contain sensitive species and is not part of a larger

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	n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable: • Wildlife movement buffer zones • Corridor realignment • Appropriately spaced breaks in center barriers • Stream rerouting • Culverts • Creation of artificial movement corridors such as freeway under- or overpasses • Other comparable measures p) Where the lead agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions. q) Incorporate applicable and appropriate guidance (e.g. FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants. r) Implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats. s) Reduce lighting impacts on sensitive species through implementation of mitigation measures such as, but not limited to: • Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. • Design exterior lighting to confine illumination to the project site • Provide structural and/or vegetative screening from light-sensitive uses.		habitat area or wildlife corridor. The Approved Project and Modified Project does not have the potential to impact other open space or nursery site areas. The Modified Project includes design features that minimizes large, uninterrupted reflective surfaces through the inclusion of balconies, layered exterior façade screens and use of non-mirrored glass that serve to break up the surface of the building and reduce potential impacts related to bird strikes. To minimize the potential for lighting to contribute to bird strikes, the Modified Project would use outdoor lighting that would be designed to reduce night-time attraction of birds and thus strike potential. The Modified Project would include PDF AES-1, described above. With implementation of PDF AES-1, operational impacts would be less than significant.

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	• Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. • Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. t) Reduce noise impacts to sensitive species through implementation of mitigation measures such as, but not limited to: • Install temporary noise barriers during construction. • Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. • Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. • Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. • Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned • Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.		

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	• Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. u) Require large buffers between sensitive uses and freeways. v) Create corridor redundancy to help retain functional connectivity and resilience.		
Impact BIO-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	See PMM BIO-1 through PMM BIO-4. **PMM BIO-5:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist. c) If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist. d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.	Lead Agency	The Approved Project and the Modified Project would be in substantial conformance with this mitigation measure. For any trees removed as a result of the Modified Project, similar to the Approved Project, the Project Applicant would be required to comply with project-specific MM BIO-1 and MM BIO-2. MM BIO-1 would require that prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way. MM BIO-2 would require that prior to the removal or planting of any street tree or street in the public right-of-way would require approval and replacement of trees per the requirements of the Board of Public Works. Therefore, similar to the Approved Project, the Modified Project’s compliance with the implementation of MM BIO-1 and MM BIO-2 and applicable City requirements would ensure that the impact related to local policies and ordinances protecting biological resources would be reduced to less than significant.

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	f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree. g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist. h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include: • Avoidance strategies • Contribution of in-lieu fees • Planting of replacement trees • Re-landscaping areas with native vegetation post-construction • Other comparable measures developed in consultation with local agency and certified arborist.		
Impact BIO-6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	See PMM BIO-1 through PMM BIO-5. **PMM BIO-6:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. The Project Site is not subject to provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Furthermore, the Project Site is not

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	a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs. b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP. c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in SMM-BIO-2, where applicable.		located within or adjacent to an existing Significant Ecological Area.
Cultural Resources			
Impact CULT-1: Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.	**PMM CULT-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified. b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center. c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: • Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization,	Lead Agency	The Approved Project and the Modified Project would be substantially in conformance with SCAG PMM CULT-1 and/or incorporates requirements that are comparable and ensure less than significant impacts, as discussed below. Pursuant to CEQA Guidelines Section 15064.5, for the Approved Project, a *Historical Resources Assessment Report (HRA) for 550 S. Shatto Place,* was prepared by Historic Resources Group in April 2019 and an *Archaeological Resources Assessment Report* was prepared by ESA in September 2018. For the Modified Project, a *Historical Resources Technical Report-Addendum 514-550 S. Shatto Place,* (HRA Addendum) was prepared by Historic Resources Group in September 2020 and is contained in Appendix D of this addendum. A *514-550 South Shatto Place Project, Archaeological Resources Assessment Report-Addendum* was prepared by ESA in September 2020. These reports satisfy the requirements set forth in PMM CULT-1 to identify if previously evaluated or previously

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	rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible. • Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources. d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior's Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval. e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency. f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified. g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information. h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for		unknown historical resources are present. As analyzed in the *HRA Addendum*, prepared in September 2020, the office building at 514 Shatto Place is not currently listed as a historical landmark under national, state, or local programs and is not included as historically significant in any historic resource surveys of the area. Additionally, two historical resources are located in the near vicinity of the Project Site that could be impacted by the Approved Project or Modified Project: 3109 West 6th Street and 523 South Westmoreland Avenue. As determined in the *HRA Addendum*, prepared in September 2020, *and HRA for 550 S. Shatto Place,* prepared in April 2019*,* indirect impacts to these historic resources were determined to be less than significant. The HRA Addendum determined that with the implementation of the project-specific MM NOISE-5, MM NOISE-6, and MM NOISE-7, the Approved and Modified Project would not result in significant adverse impacts to potential historical resources on the Project Site or in the immediate Project vicinity as defined by CEQA. To ensure that construction of the Modified Project retains character-defining features, the following project design feature is included for the Modified Project. PDF CULT-1: To ensure the retention and appropriate treatment and rehabilitation of all the identified character-defining features of the former church building, that would be retained as part of the Modified Project, a preservation architect or preservation professional would be retained to

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	archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys. i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe. j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make		monitor the appropriate treatment and rehabilitation of the former church building during construction. As described in the *Archaeological Resources Assessment Report-Addendum* prepared by ESA in September 2020, there are no known archaeological resources identified within the slightly expanded Project Site related to the Modified Project. If unanticipated archaeological resources are encountered during ground-disturbing activities related to the Approved or Modified Project, the City of Los Angeles will contact a qualified archaeologist to evaluate and determine appropriate treatment for the resource. Based on these results, project-specific Mitigation Measures MM-CULT-1 through MM-CULT-3 would ensure that potentially significant impacts to archaeological resources are reduced to a less than significant level. MM CULT-1: Prior to the issuance of a demolition permit, the Applicant shall retain a qualified Archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards (qualified Archaeologist) to oversee an archaeological monitor who shall be present during construction activities on the Project Site such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The activities to be monitored shall also include off-site improvements in the vicinity of the Project Site that involve ground disturbance, such as utility, sidewalk, or road improvements which would encounter soils that could potentially contain archaeological resources down to a depth of 5-feet. The monitor shall have the authority to direct the pace of construction

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	recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated. l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.		equipment in areas of higher sensitivity. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified Archaeologist. Prior to commencement of excavation activities, an Archaeological Sensitivity Training shall be given for construction personnel. The training session, shall be carried out by the qualified Archaeologist, will focus on how to identify archaeological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event. MM CULT-2: In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A 25-foot buffer shall be established by the qualified Archaeologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by the qualified Archaeologist. If a resource is determined by the qualified Archaeologist to constitute a “historical resource” pursuant to State CEQA Guidelines Section 15064.5(a) or a

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			"unique archaeological resource" pursuant to PRC Section 21083.2(g), the qualified Archaeologist shall coordinate with the Applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. If any prehistoric archaeological sites are encountered within the project area, consultation with interested Native American parties will be conducted to apprise them of any such findings and solicit any comments they may have regarding appropriate treatment and disposition of the resources. The treatment plan established for the resources shall be in accordance with State CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment under CEQA. If in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the qualified Archaeologist in coordination with the City and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes. MM CULT-3: Prior to the release of the grading bond, the qualified Archaeologist shall prepare a final report and appropriate California

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			Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. The report and the Site Forms shall be submitted by the Project Applicant to the City, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the development and required mitigation measures.
Impact CULT-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.	See PMM CULT-1.	Lead Agency	The Approved Project and Modified Project substantially complies with this mitigation measure. because the City has determined that the project-specific mitigation measures MM CULT-1, MM CULT-2, and MM CULT-3 are equal to or more effective than the SCAG PMM CULT-1.
Impact CULT-3: Disturb human remains, including those interred outside of dedicated cemeteries.	**PMM CULT-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required. b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional: • Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a	Lead Agency	The City has determined that the existing regulatory requirements listed below regarding discovery of human remains would apply to the Approved Project and Modified Project and are equal to or more effective than the PMM CULT-2: California PRC Section 5097.98, as amended by Assembly Bill 2641, protects cultural resources and provides procedures in the event human remains of Native American origin are discovered during project implementation. Land owners are required to address the Project's potential impacts to human remains. PRC Section 5097.98 requires notification of the County Coroner in the event of the unanticipated discovery of

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	recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure notification in the event the Coroner is not available. • If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.		human remains and a proscribed protocol for their disposition in accordance with applicable regulations, notification of the NAHC and subsequent tribal coordination if remains are determined to be of Native American descent.
Energy			
Impact ENR-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	No mitigation is required.	NA	No mitigation is required.
Impact ENR-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	No mitigation is required.	NA	No mitigation is required.
Geology and Soils			
Impact GEO-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special	No mitigation is required.	NA	No mitigation is required.

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Publication 42; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides.			
Impact GEO-2: Result in substantial soil erosion or the loss of topsoil	**PMM-GEO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program. c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation. d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.	Lead Agency	The Approved and Modified Project are required to comply with applicable regulatory requirements that are comparable to this mitigation measure, and it is therefore not required/applicable. A *Geotechnical Consideration Memorandum* was prepared in June 2020 by Geotechnologies Inc., for the office parcel at 514 S. Shatto Place located north of the Approved Project Site. In addition, an updated Geotechnical Evaluation was prepared for the Modified Project entitled *Updated Geotechnical Engineering Investigation, Proposed Mixed-Use Development 514-530 Shatto Place, Los Angeles California*, by Geotechnologies Inc., October 14, 2020 (Updated Geotechnical Engineering Investigation) (Appendix F of this Addendum). In addition, to address paleontological resources, a *Paleontological Assessment Report-Addendum,* was prepared by ESA in September 2020 for the Modified Project. As identified in the Geotechnical Investigation, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone as defined by the State of California. Impacts related to seismic hazards, liquefaction, lateral spreading, subsidence and other geological hazards would be less than significant. The Approved and Modified Project would involve ground-disturbing activities (e.g., excavation, grading, and foundation construction) that would expose soils for a limited time and allow for possible erosion. The Modified

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			Project, like the Approved Project would be required to adhere to regulatory erosion controls imposed during site preparation and grading activities including requirements and standards designed to limit potential impacts associated with erosion. On site grading and site preparation would be required to comply with all applicable provisions of LAMC. The Approved Project and Modified Project would also be required to prepare a SWPPP in accordance with the NPDES permit. The Modified Project would comply with the City of Los Angeles' Best Management Practices Handbook, Part A Construction Activities, to control erosion and to protect the quality of surface water runoff during the Project's construction period. The Approved and Modified Project would not include the use of oil wells. Conformance with applicable regulations would ensure that the impact would be less than significant.
Impact GEO-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	No mitigation is required.		No mitigation is required.
Impact GEO-4: 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.	No mitigation is required.		No mitigation is required.
Impact GEO-5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not	No mitigation is required.		No mitigation is required.

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available for the disposal of waste water.			
Impact GEO-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**Project Level Mitigation Measures** **PMM GEO-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. b) Obtain review by a qualified paleontologist (e.g. who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface. c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources. d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible: 1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered. 2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to	Lead Agency	Compared to the SCAG 2016-2040 RTP/SCS, the SCAG 2020-2045 RTP/SCS PMM introduces PMM GEO-2, which addresses potential impacts paleontological resources, that were previously discussed under SCAG 2016-2040 RTP/SCS MM MM-CUL-1(b). Nevertheless, the Approved Project and Modified Project substantially complies with this revised mitigation measure. To address paleontological resources, a Paleontological Assessment Report-Addendum, was prepared by ESA in September 2020 for the Modified Project. As noted in the Paleontological Assessment Report-Addendum prepared for the Modified Project, similar to the Approved Project, the Modified Project has a potential to encounter paleontological resources when excavating below 5 feet. Project-specific MM GEO-1 would ensure that potentially significant impacts to previously unknown paleontological resources that are unexpectedly discovered during the Modified Project's construction are reduced to a less than significant level. MM GEO-1: *Retention of a Qualified Paleontologist*. A qualified paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards (SVP, 2010) (Qualified Paleontologist) shall be retained prior to the approval of demolition or grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of excavation and grading during construction, recovery of fossil materials, and reporting as related to paleontological resources, shall attend

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	paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP. 3. Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. 4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas. e) Avoid routes and project designs that would permanently alter unique geological features. f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education. g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.		the Project kick-off meeting and Project progress meetings on a regular basis, and shall report to the site in the event potential paleontological resources are encountered. *Construction Worker Paleontological Resources Sensitivity Training*. The Qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). In the event construction crews are phased, additional trainings shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources likely to be encountered within the Project Site and the procedures to be followed if they are found. *Paleontological Resources Monitoring and Plan*. Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use the qualified paleontologist to oversee the implementation of the PRMP. Full-time paleontological resources monitoring shall be conducted for all ground-disturbing activities that exceed 5 feet in depth. Full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the Qualified Paleontologist. Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting the standards of the SVP) under the direction of the Qualified Paleontologist.

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			Monitors shall have the authority to temporarily halt or divert work away from exposed fossils in order to recover the fossil specimens. Any significant fossils collected during Project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage. Monitors shall prepare daily logs detailing the types of activities and soils observed, and any discoveries. The Qualified Paleontologist shall prepare a final monitoring and mitigation report to document the results of the monitoring effort If construction or other Project personnel discover any potential fossils during construction, regardless of the depth of work or location, work at the discovery location shall cease in a 25-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery and made recommendations as to the appropriate treatment. If the find is deemed significant, it shall be salvaged following the standards of the SVP (SVP, 2010) and curated with a certified repository. With implementation of MM GEO-1, impacts to paleontological resources would be less than significant.
Greenhouse Gases			
Impact GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	**PMM-GHG-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including: • Use energy efficient materials in building design, construction, rehabilitation, and retrofit.	Lead Agency	Compared to the SCAG 2016-2040 RTP/SCS, the SCAG 2020-2045 RTP/SCS PMM GHG-1 includes new components most notably in a) b), d), e), h), j), k), l) and q). However, the Approved Project and the Modified Project substantially complies with this mitigation measure. The Modified Project would be consistent with the Los Angeles Green Building Code, which would reduce GHG emissions by complying with Title 24 Building Energy

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	• Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. • Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight. • Incorporate passive environmental control systems that account for the characteristics of the natural environment. • Use high-efficiency lighting and cooking devices. • Incorporate passive solar design. • Use high-reflectivity building materials and multiple glazing. • Prohibit gas-powered landscape maintenance equipment. • Install electric vehicle charging stations. • Reduce wood burning stoves or fireplaces. • Provide bike lanes accessibility and parking at residential developments. b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines. c) Include off-site measures to mitigate a project's emissions. d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: • Use energy and fuel-efficient vehicles and equipment; • Deployment of zero- and/or near zero emission technologies; • Use lighting systems that are energy efficient, such as LED technology; • Use the minimum feasible amount of GHG-emitting construction materials; • Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; • Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; • Incorporate design measures to reduce energy consumption and increase use of renewable energy; • Incorporate design measures to reduce water consumption; • Use lighter-colored pavement where feasible; • Recycle construction debris to maximum extent feasible; • Plant shade trees in or near construction projects where feasible; and		Efficiency Standards, as amended by the City, and installing Energy Star appliances. Similar to the Approved Project, the Modified Project would emphasize water conservation, which would be achieved through the use of energy star appliances, and low flow plumbing fixtures. The HVAC system would also be designed in compliance with the CALGreen Code to maximize energy efficiency with respect to heat loss and heat gain. The Modified Project would reduce mobile-source GHG emissions by including short- and long-term bike parking, prewiring 30% of the total parking spaces for EV charging, and providing EV chargers at 10% of the total parking spaces. As such, the Modified Project would be in substantial conformance with SCAG PMM-GHG-1 measures a), d), and l). Furthermore, the Modified Project would result in a net increase of trees at the Project Site over existing conditions along with other native and drought-tolerant vegetation. By locating its mixed-use residential, restaurant, and office space on a project site that is located within a HQTA and TPA near frequent bus and rail lines, the project would reduce VMT and reduce GHG emissions by encouraging the use of transit, walking, and bicycling as compared to similar stand-alone residential uses that are not located in close proximity to transit. The Project Site is an urban, infill location close to jobs, off-site housing, and services and in close proximity to existing and future public transit stops, which would result in reduced VMT, as compared to a project of similar size and land uses at a location without close and walkable access to off-site destinations and public transit stops. The Modified Project includes ample

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	• Solicit bids that include concepts listed above. e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following: • Promote transit-active transportation coordinated strategies; • Increase bicycle carrying capacity on transit and rail vehicles; • Improve or increase access to transit; • Increase access to common goods and services, such as groceries, schools, and day care; • Incorporate affordable housing into the project; • Incorporate the neighborhood electric vehicle network; • Orient the project toward transit, bicycle and pedestrian facilities; • Improve pedestrian or bicycle networks, or transit service; • Provide traffic calming measures; • Provide bicycle parking; • Limit or eliminate park supply through: i. Elimination (or reduction) of minimum parking requirements ii. Creation of maximum parking requirements iii. Provision of shared parking. • Unbundle parking costs; • Provide parking cash-out programs; • Implement or provide access to commute reduction program; f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network; g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that: • Provide car-sharing, bike sharing, and ride-sharing programs; • Provide transit passes;		bicycle parking spaces for the residential, office, and commercial uses of the Modified Project. Furthermore, the Modified Project would include pedestrian-friendly landscaping and design, new perimeter street trees, streetscape improvements, and street level commercial uses that would enliven the pedestrian experience. As such, the Modified Project would be in substantial conformance with SCAG PMM-GHG-1 measure e), f), and j). The Modified Project would also utilize low-flow kitchen and bathroom faucets, showerheads and toilets; landscaping that would consist of native and drought-tolerant plants, and include energy efficient appliances. The Modified Project would also include building features such as installation of energy-efficient lighting, heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants. As such, the Modified Project would be in substantial conformance with SCAG PMM-GHG-1 measures a), d) and l). The Modified Project would support many of the recommended approaches within the SCAG Environmental Justice Toolbox. The Modified Project would include characteristics and design features that support reductions in air emissions and encouragement of alternative modes of transportation. The Modified Project would provide new residential uses and employment opportunities in proximity to job centers in Los Angeles where people can live and work and have access to convenient modes of transportation that provides options for reducing reliance on automobiles and minimizing associated air pollutant emissions. The Modified Project would include 367 residential units, of which 200 would be

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	• Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; • Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle; • Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms; • Provide employee transportation coordinators at employment sites; • Provide a guaranteed ride home service to users of non-auto modes. i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles; j) Land use siting and design measures that reduce GHG emissions, including: • Developing on infill and brownfields sites; • Building compact and mixed-use developments near transit; • Retaining on-site mature trees and vegetation, and planting new canopy trees; • Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and • Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse. k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible. l) Require at least five percent of all vehicle parking spaces include electric vehicle charging stations, or at a minimum, require the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. m) Encourage telecommuting and alternative work schedules, such as: i. Staggered starting times		one-bedroom units, 100 would be two-bedroom units, 13 would be three-bedroom units and 54 would be co-living five-bedroom units. Of the 367 units, 42 units would be designated as restricted affordable housing subject to LAMC requirements of 5 percent for Extremely Low Income households and 6 percent for Very Low Income households for for-rent units, and 11 percent Very Low Income for for-sale units. Of the 367 units, approximately 277 units would be residential condominium units and approximately 90 units would be TORS units[2], and up to three (3) would be commercial condominiums. As such, the Modified Project would be in substantial conformance with SCAG PMM-GHG-1 measure k). The Modified Project would include PDFs, which require implementation of energy efficient designs to minimize GHG emissions, as follows: PDF GHG-1: • The Project shall use energy efficient appliances; • The Project shall use low-flow plumbing fixtures; • The Project shall install 175 long-term and 25 short term bicycle parking spaces; • The Project shall utilize drought-tolerant plants in its landscaping; • The Project shall install pre-wiring for EV charging spaces for 30 percent of its parking capacity for future use and;

[2] A TORS use would allow short-term rental for less than 30 days which is similar to a hotel use. However, unlike the transient nature of the hotel use, the TORS use allows for kitchens whereas hotel guest rooms do not.

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	ii. Flexible schedules iii. Compressed work weeks n) Implement commute trip reduction marketing, such as: i. New employee orientation of trip reduction and alternative mode options ii. Event promotions iii. Publications o) Implement preferential parking permit program p) Implement school pool and bus programs q) Price workplace parking, such as: i. Explicitly charging for parking for its employees; ii. Implementing above market rate pricing; iii. Validating parking only for invited guests; iv. Not providing employee parking and transportation allowances; and v. Educating employees about available alternatives.		• Of the 30 percent EV parking spaces, 10 percent of the Project's parking capacity will include installed chargers for immediate use by electric vehicles (EV). While impacts would be less than significant, the Modified Project would include other PDFs and mitigation measures that would further reduce impacts and have co-benefits of reducing GHG emissions and would contribute to substantial conformance with PMM GHG-1, as follows: PDF AIR-2: The Project will not include fireplaces in the residential units. PDF NOISE-3: The Project will not allow any delivery truck idling for more than 5 consecutive minutes in the loading area pursuant to State regulation (Title 13 California Code of Regulations, Section 2485). Signs will be posted in delivery loading areas specifying this idling restriction. Implementation of the above PDFs would ensure the Project would be in substantial conformance with SCAG PMM-GHG-1 measures a), b), d) and l). SCAG PMM GHG-1 measure c) is not applicable as the Project is not required to implement off-site GHG mitigation as determined in the Approved SCEA and in this SCEA Addendum. SCAG PMM GHG-1 measure g) is not applicable as the Project is located at an urban infill location within walking distance of the existing Metro B Line (Red Line) Wilshire/Vermont transit station. SCAG PMM GHG-1 measures h), m), n), p) and q) are not applicable as the Approved or Modified Project is not a school and the Applicant would not operate or serve as the employer of the office, retail, or restaurant uses.

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			Given the Approved and Modified Project's infill location in proximity to multiple transit options, its mixed-use design that provides multiple types of housing options including affordable and co-living units and retail/restaurant uses, its compliance with the City's Green Building Standards and EV charging requirements that exceed the EV charging requirements in PMM-GHG-1, and that the Project would implement PDFs and mitigation measures that would have GHG reduction benefits (PDF GHG-1, PDF AIR-2, and PDF NOISE-3), the Project would minimize GHG emissions and therefore incorporates requirements that are comparable to the applicable measures in SCAG PMM GHG-1.
Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	See PMM-GHG-1.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure less than significant impacts. As with the Approved Project, the Modified Project would be consistent with the goals of the 2017 Scoping Plan, SB 375, the 2020-2045 RTP/SCS, Los Angeles' Sustainable City PlAn and the Green Building Code. As a transit priority project under SB 375 that is located in a HQTA, the Modified Project locates a mixed-use development consisting of residential, office, and commercial uses near multiple public transit options. The urban infill location of the project site is also surrounded by a diverse mixture of land uses including commercial, office, and residential uses as well as institutional and school facilities. The diversity of land uses in proximity to the Project Site and the mix of uses associated with the project would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation,

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			which would result in corresponding reductions in mobile GHG emissions. Energy saving and sustainable design would be incorporated throughout the Modified Project. The Modified Project would be designed to meet CALGreen and Title 24 Building Standards Code (CALGreen Code). The Modified Project would emphasize energy and water conservation, which would be achieved through the use of energy-efficient heating, ventilation, and air conditioning (HVAC) and lighting systems, and ENERGY STAR® appliances, and low-flow plumbing fixtures. The Applicant proposes that the Modified Project would include pre-wiring for electric vehicle (EV) charging spaces for 30 percent of Modified Project's parking capacity for future use. In addition, 10 percent of the Modified Project's parking capacity would include installed chargers for immediate use by EV.
Hazards and Hazardous Materials			
Impact HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	**PMM HAZ-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials. b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate.	Lead Agency	The Approved Project and the Modified Project substantially conform to this Mitigation Measure, as described below. Similar to the Approved Project, the Modified Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils. However, all materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Also, all construction work would be performed consistent with applicable federal

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	c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following: • The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. • The location of such hazardous materials. • An emergency response plan including employee training information. • A plan that describes the way these materials are handled, transported and disposed. d) Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction. e) Avoid overtopping construction equipment fuel gas tanks. f) Properly contain and remove grease and oils during routine maintenance of construction equipment. g) Properly dispose of discarded containers of fuels and other chemicals. h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible. i) Identify and implement more stringent tank car safety standards. j) Improve rail transportation route analysis, and modification of routes based on that analysis. k) Use the best available inspection equipment and protocols and implement positive train control. l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size. m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments. n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident. o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first		OSHA Safety and Health Standards and Cal/OSHA requirements to ensure the safety and well-being of construction workers. A *Phase I ESA* and a *Subsurface Investigation Report* was prepared for the Approved Project. In addition, a *Phase I ESA* was prepared by AEI Consultants, on November 14, 2019, a *Mitigation Monitoring Program Addendum* was prepared by AEI on June 11, 2020 and a *Methane Mitigation System Design Intent at 514-550 S. Shatto Place, Los Angeles, CA 90020* (Methane Mitigation System Memorandum) was prepared by Methane Specialists, on October 16, 2020 for the Modified Project, (Appendix H of this Addendum). As noted in these reports, the Project Sites contain contaminated soils below 20 feet that would be removed during excavation. As such, the Approved Project and Modified Project would include the following Project specific mitigation measure: MM HAZ-1: A Site Specific Soil Mitigation Plan (SMP) will be prepared that will provide guidance to contractors for appropriate handling, screening, and management of potentially impacted or impacted soils that may be encountered at the Project Site during grading and excavation activities. These procedures will include training for construction personnel on the appropriate procedures for identification of suspected impacted soils; requirements for testing and collection of potentially contaminated soils; segregation of potentially impacted soils; and applicable soil handling and disposal procedures.

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	response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified. p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training. q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies.		The SMP will also include procedures for handling and transportation of soils with respect to nearby sensitive receptors, such as nearby residential uses and schools. In accordance with SCAQMD Rule 1166 requirements, impacted soil removed from the Project Site must comply with the following: • Be transported to an approved treatment/disposal facility. • When loading into trucks is completed, and during transportation, no excavated material will extend above the sides or rear of the truck or trailer. • Prior to covering/tarping, loaded impacted soil must be wetted by spraying with dust inhibitors. • The trucks or trailers must be completely covered/tarped prior to leaving the Project Site to prevent particulate emissions to the atmosphere. • The exterior of the trucks (including the tires) must be cleaned off prior to the trucks leaving the excavation location and leaving the disposal site before returning to the Project Site. Operation of the Modified Project's residential, office, and commercial uses would be similar to the Approved Project and would involve the use and storage of small quantities of potentially hazardous materials in the form of typical cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. Similar to the Approved Project, the use of these materials would be in small quantities and in accordance with the manufacturers' instructions for use, storage, and disposal of such products.

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			Similar to the Approved Project, compliance with applicable regulatory requirements and implementation of MM HAZ-1, impacts would be less than significant under the Modified Project. Therefore, operation of the Modified Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Compared to the SCAG 2016-2040 RTP/SCS, the SCAG 2020-2045 RTP/SCS SCAG PMM HAZ-1 includes components i) j), k) l), m), n), o), p) and q). These are not applicable to the Approved Project or the Modified Project, as the Approved Project and Modified Project do not include rail uses, and would not include tank cars, crude tank cars, or oil shipments.
Impact HAZ-2: 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.	See PMM HAZ-1. **PMM HAZ-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following: a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment; b) More stringent tank car safety standards; c) Improved rail transportation route analysis, and modification of routes based on that analysis; d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control; e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size;	Lead Agency	Similar to the Approved Project, the Modified Project substantially conforms with this mitigation measure. Compared to the SCAG 2016-2040 RTP/SCS, the SCAG 2020-2045 RTP/SCS SCAG PMM HAZ-2 includes new components a), b), c) d), e), f), g), and h). The majority of these new components are not applicable to the Approved Project or the Modified Project as neither Project would include rail uses, and would not include tank cars, crude tank cars, or oil shipments. Construction of the Approved Project and the Modified Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils typical of construction projects. However, all materials would be used, stored, and

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	f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments; g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident; h) Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials.		disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Also, all construction work would be performed consistent with applicable federal Occupational Safety and Health Administration (OSHA) Safety and Health Standards and Cal/OSHA requirements to ensure the safety and well-being of construction workers. However, construction activities or excavation activities could potentially reveal to the presence of unknown hazardous materials in Project Site soil and/or groundwater should such materials be present. Based on testing conducted for the Project as part of the *Subsurface Investigation Report*, prepared for the Approved Project, and the *Mitigation Monitoring Program Addendum*, and the Methane Mitigation System Memorandum prepared for the Modified Project, soils beneath the Project Site are considered to be non-hazardous waste when excavated and disposed of during construction activities. However, soils encountered at depths greater than approximately 20 feet below ground surface have evidence of contamination with VOCs. The Approved and Modified Project would include project-specific MM HAZ-1, listed above that would ensure that the transport and disposal of the contaminated soils removed from the Project Site would not create a significant hazard to the public or the environment. As the existing onsite buildings were constructed prior to the 1978, federal regulations banning the use of lead-based paints (LBPs). Therefore, there is potential for the presence of LBPs in the onsite buildings. Should lead-based

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			paint materials be identified, standard handling and disposal practices shall be implemented pursuant to Ca/OSHA regulations. With regulatory compliance, the risk related to any existing LBPs at the Project Site would be reduced to acceptable levels, and the Modified Project would result in no impact with regard to LBPs. Groundwater generated during dewatering activities would require treatment prior to discharge to the municipal sewer or stormwater system. As such, the Approved and Modified Project would be required to comply with the General National Pollutant Discharge Elimination System (NPDES) requirements and other applicable groundwater water discharge requirements enforced by the Los Angeles Regional Water Quality Control Board (LARWQCB) that ensure that contaminated groundwater removed during construction dewatering is treated prior to discharge to the municipal sewer or stormwater system. In addition, the Approved and Modified Project includes MM HAZ-2, to minimize the risk from contact with the contaminated groundwater during construction. There is a low likelihood of a health risk to future employees and visitors to the proposed restaurant uses on the Project Site as a result of vapor intrusion. Even so, the Approved and Modified Project includes MM HAZ-3 to ensure that the Project's repurposing of the former church building would not result in significant health risk impacts associated with vapor intrusion. MM HAZ-2: A Groundwater Management Plan (GWMP) will be prepared that includes training and protocol procedures to contractors for

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			avoiding contact with groundwater during excavation and construction of the Project and appropriate disposal protocols of contaminated groundwater. The GWMP will include a requirement for development and implementation of a safety plan to be prepared prior to commencement of construction consistent with Occupational Safety and Health Administration (OSHA) Safety and Health Standards 29 CFR 1910.120 as well as management of groundwater produced through temporary dewatering activities. The safety plan will include necessary training, operating and emergency response procedures, and reporting requirements to regulate all activities that bring workers in contact with potentially contaminated groundwater. In the unlikely event that groundwater contamination occurs, the GWMP will include remedial efforts that may include batch extraction of groundwater using an on-site dewatering system or application of a chemical amendment, such as oxygen or hydrogen source depending on the type of contamination impact. Groundwater attenuation features may include the following: waterproofing the entire subgrade area; use of waterproofing that is compatible with constituents of concern; and sealing of electrical conduits, piping, etc. to close off preferential pathways. MM HAZ-3: All concrete cuts and utility penetrations into the building pad(s) or concrete slab(s) that underlie the former church building that may occur during the remodeling/repurposing of the existing school building will be sealed via a vapor-barrier type wrap to add an additional measure of protection against potential vapor intrusion. An environmental professional would be on-site to monitor the sealing process.

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			A pathway assessment/visual monitoring of the sealing of penetration shall be conducted after construction. To ensure that impacts related to methane risks are minimized, the Modified Project may include an alternative design than is required by the City of Los Angeles Building Code Chapter 71, Methane Mitigation Standards Ordinance. Therefore, the following project design feature is included for the Modified Project. PDF HAZ-1: In lieu of a dewatering and vent piping system, to attenuate methane risks, the Modified Project shall include design components, such as sloping to the bottom of the mat slab one percent and an active methane detection system tied into the mechanical system. These features, along with a waterproofing/methane membrane, would allow potential methane and vapor to move outside the building limits and eliminate any methane impact. The structural mat slab and subterranean walls would be designed hydrostatically. As part of the alternative design components, LADBS would be consulted as part of the design process of the Modified Project to ensure risks associated with methane would be minimized. The City has determined that, with compliance with applicable regulations and incorporation of the Project specific mitigation measures described above, the Project's potential impact would be less than significant.
Impact HAZ-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-	See PMM HAZ-1 and PMM HAZ-2. **PMM HAZ-3:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse	Lead Agency	Compared to the SCAG 2016-2040 RTP/SCS, the SCAG 2020-2045 RTP/SCS SCAG includes PMM HAZ-3, which includes components of the SCAG 2016-2040 RTP/SCS MM HAZ 1

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quarter mile of an existing or proposed school	effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible. b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.		(b) that was previously addressed under the Approved Project. The Approved Project and Modified Project conform with this mitigation measure. The school closest to the Project Site is the Young Oak Kim Academy LAUSD middle school located approximately 120 feet to the southwest. Similar to the Approved Project, the Modified Project includes MM HAZ-1, which requires Project construction activities to comply with SCAQMD Rule 1166 in order to control and minimize the risk associated with excavating, transporting and disposing of potentially impacted or impacted soils that may be encountered at the Project Site. Similar to the Approved Project, construction of the Modified Project would also involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils typically used in construction. However, all such substances and materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions and are not expected to cause risk to the public or nearby schools. Thus, compliance with applicable regulations and incorporation of mitigation measures MM HAZ-1, in addition to MM HAZ-2, MM HAZ-3, and PDF HAZ-1, potential risks of exposure to hazardous materials for the public or the environment, including schools due to the Modified Project's construction would be less than significant.
Impact HAZ-4: 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	**PMM HAZ-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the	Lead Agency	The Approved and Modified Project substantially complies with this mitigation measure. According to the review of environmental database records, the

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result, would it create a significant hazard to the public or the environment.	Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects. b) Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action. d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans. e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building. f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps. g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas		Approved and Modified Project Site is not listed on any regulatory databases. The *Phase I ESA* for 514 Shatto Place noted at least one UST was historically located the southern portion of the Project Site analyzed at the under the Approved Project. No releases from the tank have been reported. No evidence of a UST was noted during the site inspection at this adjacent property and USTs were not noted. Any groundwater generated during dewatering activities under the Approved or Modified Project would require treatment prior to discharge to the municipal sewer or stormwater system. The Approved and Modified Project would also be required to comply with the NPDES requirements and other applicable groundwater water discharge requirements enforced by the LARWQCB that ensure that contaminated groundwater removed during construction dewatering is treated prior to discharge to the municipal sewer or stormwater system. The Approved and Modified Project includes MM HAZ-1, which includes features required to comply with the SCAQMD Rule 1166 which requires ongoing monitoring for VOC contaminated soils, ongoing testing of soils, the segregation and covering of VOC contaminated soils, and appropriate removal and disposal of VOC contaminated soils. A Site SMP would be prepared and approved by the SCAQMD prior to commencing soil excavation. Similar to the Approved Project, the Modified Project includes MM HAZ-2, to reduce the potential the risk from contact with the contaminated groundwater during construction.

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	affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority. i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies. j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site. l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction. m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations. n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law. o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1		MM HAZ-3 requires that all concrete cuts and utility penetrations into the former church building's foundation/slab that may occur due to the installation of subsurface piping for future water, sewer and other utilities be sealed to add an additional measure of protection against potential vapor intrusion. With regulatory compliance, the risk related to any existing ACBMs at the Project Site would be reduced to acceptable levels, and the Approved and Modified Project would result in no impact with regard to ACBMs. With regulatory compliance, the risk related to any existing LBPs at the Project Site would be reduced to acceptable levels, and the Approved and Modified Project would result in no impact with regard to LBPs. Similar to the Approved Project, compliance with applicable regulations and incorporation of mitigation measures MM HAZ-1, MM HAZ-2, and MM HAZ-3 the Approved and Modified Project's impact with respect to hazardous materials lists, including Government Code Section 65962.2, would be reduced to less than significant.

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	and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.		
Impact HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area	See PMM NOISE-1.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. The Approved Project and Modified Project are not in a designated Airport Hazard Zone. Furthermore, the Approved Project and Modified Project is not located within an airport land use plan, within two miles of a public airport or public use airport, or within the vicinity of a private airstrip.
Impact HAZ-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	See PMM HAZ-1 through PMM HAZ-4 and PMM TRA-5. **PMM HAZ-5:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions. b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks; c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.	Lead Agency	Compared to the SCAG 2016-2040 RTP/SCS, the SCAG 2020-2045 RTP/SCS SCAG includes PMM HAZ-5, which includes components of the SCAG 2016-2040 RTP/SCS MM TRA-5 (b) that was previously addressed under the Approved Project. Where applicable, the Approved Project and Modified Project substantially conform to this Mitigation Measure. The Approved Project and Modified Project are located in an established urban area that is well served by an existing roadway network. Similar to the Approved Project, the Modified Project's construction activities would be confined on-site, some construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day. Similar to the Approved Project, the Modified Project would include project-specific MM TRAF-1, which requires the development of a Construction Management Plan to ensure that adequate emergency access is maintained and that through-access for drivers, including emergency personnel,

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			along all roads would still be provided during construction. Similar to the Approved Project, the Modified Project's operation would generate traffic in the Project Site vicinity and would result in some modifications to access to the Project Site from the streets that surround it. However, adequate emergency access to the Project Site and to the surrounding area would continue to be provided. Future driveway and building configurations would comply with applicable Fire Code requirements for emergency evacuation, including proper emergency exits for patrons, employees, and residents. Project Site access and circulation plans would be subject to review and approval by the LAFD. Similar to the Approved Project, compliance with existing regulations, and MM TRAF-1 would ensure that implementation of the Modified Project would not significantly impair or physically interfere with adopted emergency response plans or emergency evacuation plans.
Impact HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	This impact is addressed under Wildfire, Impact WF-2.		
Hydrology and Water Quality			
Impact HYD-1: Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	**PMM HYD-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	Lead Agency	The Approved and Modified Project would be consistent with this mitigation measure. The Approved and Modified Project are subject to regulatory compliance measures that are capable of avoiding or reducing the potential impacts on water quality. The Approved Project and Modified Project would implement mitigation measures

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	a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. c) Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control. d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. f) Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse: g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities. i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase. j) Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff. k) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process. l) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System		MM HAZ-1, which would require a SMP that will provide guidance to contractors for appropriate handling, screening, and management of potentially impacted or impacted soils that may be encountered at the Modified Project Site during grading and excavation activities. In addition, MM HAZ-2, would require a GWMP that includes training and protocol procedures to contractors for avoiding contact with groundwater during excavation and construction of the Modified Project and appropriate disposal protocols of contaminated groundwater. The Modified Project would include a membrane that performs as a methane membrane and a waterproofing membrane in lieu of a permanent dewatering system. Development of the Approved Project and Modified Project would occur in accordance with City Building Code Chapter IX, and the Approved Project and Modified Project would prepare SWPPP, a Wet Weather Erosion Control Plan (WWECP) if required, and would be consistent with the City of Los Angeles's LID design standards, and the City of Los Angeles Development Best Management Practices Handbook. The design of structural Best Management Practices (BMP)s would be in accordance with the City of Los Angles Development Best Management Practices Handbook. The final selection of any BMPs would be made through coordination with the City of Los Angeles.

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	designs shall be completed to eliminate increases in peak flow rates from current levels. j) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.		
Impact HYD-2: Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	**PMM HYD-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Avoid designs that require continual dewatering where feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code. a) Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation. b) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. c) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.	Lead Agency	This measure is inapplicable because the Approved Project and Modified Project's impact would be less than significant, and no mitigation is required. Nevertheless, the Approved Project and Modified Project conforms with this mitigation measure. Continual dewatering during operation of the Approved or Modified Project would not occur. During construction, groundwater may be encountered, and a program of construction dewatering may be required in order to allow the excavation and installation of the subgrade parking. Construction of lower subterranean parking levels would be designed to protect against the potential adverse impacts of the water. Given the size of the Approved and Modified Project Site, such dewatering activities would be temporary and would not be of an extent that would substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the Approved or Modified Project would impede sustainable groundwater management of the basin. Operation of the Modified Project would negligibly decrease the amount of impervious surface area on the Approved Project Site (from 99 percent to 95 percent) and there would be a negligible increase in the opportunity for potential increases in recharge. The proposed building and paved surfaces would not substantially deplete groundwater supplies or interfere with groundwater recharge. With compliance with existing regulatory compliance

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			measures, the Approved Project and Modified Project's construction activities and operations would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project would impede sustainable groundwater management of the basin.
Impact HYD-3a: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.	See PMM HYD-1.	Lead Agency	The Approved Project and Modified Project substantially conform to this mitigation measure, as construction would comply with applicable NPDES and City requirements including those requiring the preparation of a Project-specific SWPPP. Further, pursuant to the City's LID Ordinance, the Approved and Modified Project would be required to capture and manage the first three-quarters of an inch of runoff flow during storm events as defined in the City's BMPs. Operation of the Modified Project would not substantially alter the existing drainage pattern of the Project Site or surrounding area such that substantial erosion or siltation on site or off site would occur.
Impact HYD-3b: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of flooding on- or off-site.	See PMM HYD-1 and PMM HYD-2.	Lead Agency	The Approved Project and Modified Project substantially conform to this mitigation measure. Project construction activities would comply with applicable NPDES and City requirements including those requiring the preparation of a SWPPP. Pursuant to the City's LID Ordinance, the Approved Project and Modified Project would be required to capture and manage the first three-quarters of an inch of runoff flow during storm events as defined in the City's BMPs. The rainwater harvesting and/or bio-filtration flow-through planters would meet the City of Los Angeles' stormwater capture and reuse criteria and LID design standards.

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Impact HYD-3c: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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.	See PMM HYD-1 and PMM HYD-2.	Lead Agency	With regard to PMM HYD-1, the Approved Project and Modified Project substantially conform to this mitigation measure. With regard to PMM HYD-2, this measure is inapplicable because the Approved Project and Modified Project's impact would be less than significant, and no mitigation is required. Nonetheless, the Approved Project and Modified Project substantially conform to PMM HYD-2. he Modified Project's impact would be less than significant as a result of the implementation of regulatory compliance measures. The Project Site is completely impervious and is not crossed by any water courses or rivers. The Modified Project would reduce the impervious area percentage on the Modified Project Site from 99 percent to 95 percent and would, thus, decrease surface water runoff which would result in flooding on-or offsite or exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. In addition, the implementation of BMPs required by the City's LID Ordinance would target runoff pollutants that could potentially be carried in stormwater runoff due to the collection of water to meet the regional LID guidelines. The Approved and Modified Project would not 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.
Impact HYD-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.	**PMM HYD-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood	Lead Agency	Compared to the SCAG 2016-2040 RTP/SCS, the SCAG 2020-2045 RTP/SCS SCAG includes PMM HYD-4 that was previously a component of SCAG 2016-2040 RTP/SCS MM-HYD-

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	flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.		8(b). This mitigation measure remains not applicable to the Approved or Modified Project as neither Project includes the development of a roadbed for a highway or rail facility. Similar to the Approved Project, the Modified Project is not located with a 100-Year or 500-Year flood plain and is not shown to be located within a tsunami hazard area in the Los Angeles General Plan Safety Element. In addition, the Approved Project and Modified Project Site are not located within the proximity of an enclosed body of water.
Impact HYD-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	See PMM HYD-2.	Lead Agency	No mitigation is required, and PMM HYD-2 is inapplicable to the Approved and Modified Project. The Approved Project and Modified Project's would comply with all provisions of the NPDES program and other applicable waste discharge requirements), as enforced by the Los Angeles Regional Water Quality Control Board (LARWQCB). The Modified Project would not obstruct implementation of the LARWQCB Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. The Approved Project and Modified Project would comply with applicable NPDES and City requirements, which would include the use of BMPs during construction and operation of the Project as detailed in a SWPPP and in the City's LID ordinance. Project construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to avoid or reduce the effects of sedimentation and erosion. In addition, the Modified Project would require approval of an erosion control plan and would be required to prepare a SWPPP in accordance with the NPDES permit.

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			The Approved and Modified Project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan and the impact would be less than significant and no mitigation measures are required.
Land Use Planning			
Impact LU-1: Potential for the Plan to physically divide an established community	**PMM LU-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Facilitate good design for land use projects that build upon and improve existing circulation patterns b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by: • Selecting alignments within or adjacent to existing public rights of way. • Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. • Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: • Alignment shifts to minimize the area affected. • Reduction of the proposed right-of-way take to minimize the overall area of impact. d) Provisions for bicycle, pedestrian, and vehicle access across improved roadways.	Lead Agency	No mitigation is required for the Approved or Modified Project. Nonetheless, the Approved and Modified Project would be substantially compliant with PMM LU-1, and/or there are aspects of it that are inapplicable as discussed below. Compared to the SCAG 2016-2040 RTP/SCS, the SCAG 2020-2045 RTP/SCS PMM LU-1 includes new components related to: a) facilitating good design, b) orientation of transportation projects, and c) implementation of any project related barriers. As the Approved and Modified Project do not involve the implementation and construction of a transportation project, PMM LU-1 b) does not apply. As the Approved and Modified Project would not create any barriers within an established community, PMM LU-1 c) would not apply. The Approved and Modified would be substantially compliant with PMM LU-1 a). The Project Site is developed with office and school-related buildings. The Modified Project, like the Approved Project, would be a mixed-use, infill project providing uses in keeping with the mixed-use character of the surrounding area and would not physically divide an established community. The Approved Project and Modified Project would not disrupt or divide an established community

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			through a change in street or land use patterns on surrounding streets.
Impact LU-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect	**PMM LU-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. Similar to the Approved Project, the Modified Project would be substantially consistent with all applicable plans, policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect associated with development of the project site. The Approved and Modified Project would be consistent with the policies and objectives of the SCAG 2020-2045 RTP/SCS, the City of Los Angeles Framework Element, the City of Los Angeles Housing Element, the Wilshire Community Plan, the 2035 Mobility Plan, and the Do Real Planning document. Specifically, the Modified Project is consistent with goals and policies to contained within these plans that aim to provide new housing and employment opportunities, improve the pedestrian environment, support mixed use development near transit, improve air quality and active transportation (e.g., bicycling and walking), and encourage new high quality development that is compatible with existing uses and development. The General Plan Amendment request for a change from Community Commercial to Regional Center Commercial land use designation and a Vesting Zone Change and Vesting Height District Change from C2-1 and CR-1 to C2-2 under the Modified Project would be consistent with the goals, objectives, and policies of the Wilshire Community Plan. The C2 zone would correspond to the Community

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			Commercial land use designation, and as such, the new zone would replace underutilized parcels and allow for development of the Modified Project's mixture of commercial, office and housing in close proximity to rail and bus line options. In addition, surrounding uses on similarly zoned C2 parcels are a mixture of primarily commercial and residential uses. In the vicinity of the Modified Project, along 6th Street, Wilshire Boulevard, 7th St and 8th Street are multiple multi-story commercial and residential buildings as well as office-tower and resident-tower high-rises located on C2 zoned parcels. Since the adoption of the Wilshire Community Plan in the year 2001, the Metro Rail system has expanded by developing the Metro Rail Red and Purple Lines, which includes the Wilshire/Vermont Metro Station in close proximity to the Modified Project. As such, the Modified Project's amendment to a C2 Zone for the Modified Project Site is consistent with the Wilshire Community Plan recommends the adoption of commercial designations and zones in areas that are recommended as transit-oriented districts. The Modified Project's General Plan Amendment to Regional Center Commercial would allow for higher intensity of commercial, office and mixed-use development that would provide greater housing and employment opportunities along the Wilshire Boulevard and 6th Street corridors. In addition, the C2 Zone Change would allow for the creation of urgently needed housing, including affordable housing within the City in proximity to rail transit and major bus routes.
Mineral Resources			

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Impact MIN-1: Potential to 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.	**PMM MIN-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects. b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as: 1. Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. 2. Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site. 3. Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations. 4. Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. As with the Approved Project, the Modified Project is not located in a designated surface mining district or mineral resource zone. The Project Site has not been used for mineral extraction. Neither the Approved Project or Modified Project would involve the production or removal of mineral resources.
Impact MIN-2 Potential to 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.	See PMM-MIN-1.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. Similar to the Approved Project, sand and gravel resources, which are mineral resources of local value in the City of Los Angeles, do not occur in the section of the Los Angeles basin occupied by the Modified Project. The Approved Project and the Modified Project would not encroach on the City's existing sand

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			and gravel mining operations or known sand and gravel resources.
Noise			
Impact NOISE-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	**PMM NOISE-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:[3] a) Install temporary noise barriers during construction. b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off- hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem. e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance. f) Designate an on-site construction complaint and enforcement manager for the project. g) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools.	Lead Agency	The Modified Project would substantially conform to this SCAG mitigation measure with the implementation of project mitigation measures and regulatory compliance measures. To the extent PMM Noise-1 is inapplicable, this is also explained below. The Approved and Modified Project is required to comply with the provisions in LAMC Section 41.40 and Section 112.05, which regulate noise from construction activities (e.g., construction activities will be prohibited between the hours of 9:00 p.m. and 7:00 a.m. on weekdays, and between 6:00 p.m. and 8:00 a.m. on any Saturday or national holiday or at any time on Sunday) and noise levels from equipment (e.g., noise level limit of 75 dBA at a distance of 50 feet for powered equipment or tools unless technically infeasible); in City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided; in LAMC Section 112.02, which requires that any heating, ventilation, and air conditioning (HVAC) system within any zone of the City not cause an increase in ambient noise levels by more than 5 dBA on any other occupied property; and in LAMC Section 114.03, which prohibits loading/unloading activities within 200 feet of any residential building between

[3] While this language is contained in the SCAG 2020-2045 RTP/SCS MMRP, PMM NOISE-1 incorrectly refers to land use impacts contained in PMM LU-1. Therefore, the consistency analysis focusses on potential noise impacts as related to NOISE-1.

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	However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. i) Where feasible, design projects so that they are depressed below the grade of the existing noise- sensitive receptor, creating an effective barrier between the roadway and sensitive receptors. j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. k) Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant. m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses; n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance. o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. q) Use of portable barriers in the vicinity of sensitive receptors during construction.		the hours of 10:00 p.m. and 7:00 a.m. of the following day. The Modified Project's compliance with the provisions in LAMC Section 41.40 and Section 112.05 during construction would be consistent with PMM NOISE-1 measure c). In addition to the above regulatory compliance measures, in order to further minimize construction and operational noise, similar to the Approved Project, the Modified Project would include PDFs entailing the implementation of specific requirements and best management practices to minimize project-related noise. The incorporation of these PDFs by the project would be consistent with PMM NOISE-1 measures b), l). The PDFs are as follows: PDF NOISE-1: The Project shall limit construction and demolition to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays or holidays (City observed). PDF NOISE-2: The Project will not require or allow the use of impact pile drivers. PDF NOISE-3: The Project will not allow any delivery truck idling for more than 5 consecutive minutes in the loading area pursuant to State regulation (Title 13 California Code of Regulations, Section 2485). Signs will be posted in delivery loading areas specifying this idling restriction. PDF NOISE-4: The Project will not require or allow operation of any amplified sound system in the outdoor areas except for downward or inward facing speakers playing background music that will be confined to the outside ground-level dining patio areas

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	r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts. s) Monitor the effectiveness of noise attenuation measures by taking noise measurements. t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities. u) Construct sound reducing barriers between noise sources and noise-sensitive land uses. v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible. y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.		in the central plaza and along West 6th Street and the amenity decks on levels 3 and 40. Furthermore, as with the Approved Project, the Modified Project would implement the following mitigation measures to reduce construction noise to less-than-significant levels consistent with PMM NOISE-1 measure a), d), e), f), g), h), n), o), p), q), and v). The mitigation measures are as follows: MM NOISE-1: The Project shall implement construction noise reduction strategies to reduce noise levels from construction affecting the noise-sensitive residential receptors located to the east of the Project Site, with a performance standard of achieving a construction noise level of less than 66 dBA Leq at the noise-sensitive residential receptors adjacent to the east of the Project Site and the university and church use directly to the north of the Project Site. The noise reduction strategies shall include one or a combination of the following to achieve the performance standard. • Use construction equipment, fixed or mobile, that individually generates less noise than presumed in the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). Examples of such equipment are medium, compact, small, or mini model versions of backhoes, cranes, excavators, loaders, or tractors; or newer model equipment; or other applicable equipment that are equipped with reduced noise-generating engines. Construction equipment noise levels shall be documented based on manufacturer's specifications. The construction contractor shall

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			keep construction equipment noise level documentation on-site for the duration of Project construction. • Noise-generating equipment operated at the Project Site shall be equipped with California industry standard noise control devices to effectively reduce noise levels, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. The reduction in noise level from noise shielding and muffling devices shall be documented based on manufacturer's specifications. The construction contractor shall keep noise shielding and muffling device documentation on-site and documentation demonstrating that the equipment has been maintained in accordance with the manufacturers' specifications on-site for the duration of Project construction. • Construction and demolition activities shall be scheduled so as to minimize or avoid operating multiple heavy pieces of equipment such as a large dozer, concrete saw, and excavator, simultaneously at the perimeter of the Project Site along the eastern boundary of the Project Site. • The Project shall provide temporary minimum 8-foot-tall construction noise barriers along property lines facing adjacent off-site residential buildings to the east and northeast and off-site university and church use adjacent to the north. The temporary barriers shall at a minimum remain in place during

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			early Project construction phases (up to the start of framing) when the use of heavy equipment is prevalent. Standard construction protective fencing with green screen or pedestrian barricades for protective walkways shall be installed along property lines facing streets or commercial buildings. All temporary barriers, fences, and walls shall have gate access as needed for construction activities, deliveries, and site access by construction personnel. The Applicant shall ensure through appropriate postings and frequent visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner (i.e., free of trash, graffiti, peeling postings and of uniform paint color or graphic treatment) throughout the construction period The construction management company's name and telephone number(s) shall be posted at a least one location along each street frontage that borders the Project Site. • The Project shall stage noise-generating construction equipment as far away from the noise-sensitive receptors adjacent to the east of the Project Site as practicable; minimize the number of noise-generating construction equipment in simultaneous use; and/or provide other noise-reducing techniques.

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			The effectiveness of the noise reduction strategies to achieve the performance standard shall be documented by on-site noise monitoring conducted by a qualified acoustical analyst using a Type 1 instrument in accordance with the American National Standards Institute (ANSI) S1.4. Noise monitoring shall be conducted during early construction phases when the use of heavy equipment is prevalent. MM NOISE-2: The Applicant shall designate a construction relations officer to serve as a liaison with surrounding residents and property owners who is responsible for responding to any concerns regarding construction. The liaison's telephone number(s) shall be prominently displayed at the Project Site. Signs shall also be posted at the Project Site that include permitted construction days and hours. In addition, no less than 30 days prior to the start of construction, the Applicant shall also meet with the principal, or other designated representatives, of Young Oaks Kim Academy, including the LAUSD's Transportation Branch, to discuss Project construction dates, the Construction Management Plan, and provide information regarding the construction relations officer who would serve as the liaison to the community. MM NOISE-3: Due to potential noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on W. 6th Street between Vermont Avenue and Shatto Place and on Shatto Place between W. 6th Street and Wilshire Boulevard during school hours. MM NOISE-4: The Project shall install a sound enclosure or equivalent noise attenuation measures for the Project's

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			operational emergency generators that shall provide a minimum noise reduction of 15 dBA. The generator would generate noise levels of approximately 81 dBA (Leq) at 25 feet with the noise attenuation measures. At Plan Check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure. With respect to operational noise, because the Approved or Modified Project would not result in any significant noise impacts on nearby noise-sensitive receptors after implementation of feasible mitigation measures, PMM NOISE-1 measures j), m), n), r), and s) would not be applicable for the Project. Furthermore, because the Approved Project and Modified Project are a mixed-use development project and is not a roadway or transportation-related facility project, PMM NOISE-1 measure i), k), t), w), x) and y) would not be applicable. The City has determined that, with compliance with City regulatory requirements, incorporation of PDF NOISE-1 through PDF NOI-4, and implementation of mitigation measures MM NOISE-1 through MM NOI-4, the Approved and Modified Project would reduce construction and operational noise impacts to less than significant. As a result, the City has determined that the Approved and Modified Project's noise impact would be less than significant, and that the Approved and Modified Project would therefore minimize effects substantially in conformance with SCAG PMM NOISE-1.

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Impact NOISE-2: Generation of excessive groundborne vibration or groundborne noise levels.	See PMM-NOISE-1. **PMM NOISE-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating noise standards, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations. b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds. c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain. d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation. e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps). f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. Construction of the project would not require high-impact construction methods such as pile driving or blasting. As such, groundborne vibration during project construction would be generated from conventional heavy construction equipment, such as bulldozers and excavators. As discussed under Impact NOISE-1 above, the project would implement MM NOISE-1 to reduce construction noise to less-than-significant levels. In particular, MM NOISE-1 would require construction equipment to be fitted with the best available noise suppression devices and requires such devices to be properly maintained per manufacturers' specifications, which is in conformance to PMM NOISE-2 measure e). Furthermore, as discussed in Impact AQ-2 above, the Approved and Modified Project would comply with existing regulatory compliance measures promulgated by CARB and the SCAQMD, including CARB's Anti-Idling Air Toxics Control Measure which does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time, with certain exception for vehicles where idling is a necessary performance activity such as for concrete trucks. Thus the project would be in conformance with PMM NOISE-2 measure f). Furthermore, the Modified Project would implement the following mitigation measures to reduce potential vibration impacts to less than significant. Therefore, the Project would

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			be in substantial conformance with PMM NOISE-2. MM NOISE-5: The Project shall implement construction vibration reduction strategies to reduce vibration levels from construction affecting vibration-sensitive receptors on the Project Site, to the east of the Project Site, and adjacent to the north of the Project Site, with a performance standard of achieving a construction vibration level of less than 0.5 inches per second PPV at the face of the on-site former church building, less than 0.3 inches per second PPV at the face of the 500 Shatto Place building, 3109 West 6th Street building and the 523 South Westmoreland Avenue building, and 72 VdB or less at occupied vibration-sensitive residential receptors adjacent to the east of the Project Site. Vibration reduction strategies shall include one or a combination of the following to achieve the performance standards. • Use construction equipment, fixed or mobile, that individually generates less vibration than presumed in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual. Examples of such equipment are medium, compact, small, or mini model versions of bulldozers, drills, or trucks; or newer model equipment with lower vibration levels; or other applicable equipment that are equipped with reduced vibration-generating engines. Construction equipment vibration levels shall be documented based on manufacturer's specifications or other equipment or testing documentation. The construction contractor shall keep construction

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			equipment vibration level documentation on-site for the duration of Project construction. • Prior to obtaining a building permit, the effectiveness of the vibration reduction strategies to achieve the performance standard shall be documented in a vibration study conducted by a qualified acoustical/vibration engineer based on detailed Project plans for Plan Check. MM NOISE-6: Prior to construction, the Applicant shall retain the services of a qualified acoustical/vibration engineer to review the proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the on-site former church building, the 500 Shatto Place building, the 3109 West 6th Street building, and the 523 South Westmoreland Avenue building. • The Applicant and qualified acoustical/vibration engineer shall conduct a pre-construction survey that visually identifies the existing conditions of the on-site former church building, the 500 Shatto Place building, the 3109 West 6th Street building, and the 523 South Westmoreland Avenue building. • During construction, the contractor shall install and maintain at least one continuously operational automated vibrational monitors on the on-site former church building, the 500 Shatto Place building, the 3109 West 6th Street building, and the 523 South Westmoreland Avenue building. The monitors shall be capable of being programmed with two predetermined vibratory velocities levels:

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			a) On-site former church building: a first-level alarm equivalent to a 0.48 inches per second PPV at the face of the on-site former church building and a regulatory alarm level equivalent to 0.5 inches per second PPV at the face of the on-site former church building. b) 500 Shatto Place building, 3109 West 6th Street building and the 523 South Westmoreland Avenue building: a first-level alarm equivalent to a 0.28 inches per second PPV at the face of the 500 Shatto Place building, the 3109 West 6th Street building and the 523 South Westmoreland Avenue building and a regulatory alarm level equivalent to 0.3 inches per second PPV at the face of the 500 Shatto Place building, the 3109 West 6th Street building and the 523 South Westmoreland Avenue building. • The monitoring system shall produce real-time specific alarms (for example, via text message and/or email to on-site personnel) when velocities exceed either of the predetermined levels. In the event of a first-level alarm, feasible steps to reduce vibratory levels shall be undertaken, including but not limited to halting/staggering concurrent activities and utilizing lower-vibratory techniques. In the event of an exceedance of the threshold level, the contractor shall review the construction work in the vicinity and investigate construction methods that would reduce vibration levels in the vicinity. If it is determined that the construction work is causing an exceedance of

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			the vibration threshold level, the contractor shall also visually inspect the on-site former church building, the 500 Shatto Place building, the 3109 West 6th Street building, and the 523 South Westmoreland Avenue building for damage. Results of the inspection shall be logged. In the event damage occurs to finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant, and if warranted, in a manner that meets the Secretary of the Interior's Standards. In addition, the Historical Resource Assessment Report (November 2018) and the Historic Resources Technical Report Addendum (September 2020) includes a mitigation measure to reduce the potential impacts to the buildings during construction: MM NOISE-7: Prior to the issuance of grading permits, the Applicant will provide a shoring plan prepared by a qualified structural engineer who meets the relevant Secretary of the Interior's Professional Standards, for review and approval by the City of Los Angeles. The shoring plan will ensure the protection of the on-site former church building on the Project Site, as well as the potential historic resources adjacent to the Project Site at 3109 West 6th Street and 523 South Westmoreland Avenue, during construction.
Impact NOISE-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project	See PMM NOISE-1.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. The Project Site is not in the vicinity of a private airstrip or airport land use plan or within two miles of a public airport of public use airport. Therefore, the Project

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expose people residing or working in the project area to excessive noise levels.			would not expose people residing or working in the project area to excessive noise levels generated from this airport, and no impact would occur.
Population and Housing			
Impact POP-1: Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure)	No mitigation required.	N/A	No mitigation is required.
Impact POP-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	**PMM-POP-1**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people. b) Prioritize the use existing ROWs, wherever feasible. c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction. d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable). e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. Nevertheless, the Approved Project and Modified Project substantially conforms to this mitigation measure. Compared to the SCAG 2016-2040 RTP/SCS, the SCAG 2020-2045 RTP/SCS PMM PMM-POP-1 includes components d) and e). The Approved and Modified Project remain consistent with the mitigation measure. There are no housing units or people dwelling on the Project Site. No housing would be removed or destroyed, and no displacement would occur with implementation of the Approved or Modified Project. Regarding PMM-POP-1 components c), construction activities are expected to be primarily contained within the Project Site boundary. However, it is expected that construction fences may encroach into the public ROW (e.g., sidewalk and roadways) adjacent to the Project Site. The curb lane on Shatto Place, which provides on-street parking, could be used intermittently throughout the construction period for equipment

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			staging, concrete pumping, etc. Temporary traffic controls would be provided to direct traffic around any closures as required in the Construction Management Plan. The use of the public ROW along Shatto Place and 6th Street may require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. The Construction Management Plan (MM TRAF-1) would include measures to ensure pedestrian safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering). Regarding PMM POP-1, component d) and e) the new housing, residents and employees that would be generated by implementation of the Modified Project were compared to, and are within , the growth projections from the SCAG 2020-2045 RTP/SCS for the City. The Approved and Modified Project is located within a TPA and complies with City and regional policies regarding the location of development and preferred development patterns for the region, including locating new development near transit and employment centers.
Public Services			
Impact PSF-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable	See PMM-PSP-1.	Lead Agency	The Approved Project and Modified Project substantially conform to this mitigation measure. In compliance with the requirements of OSHA, all construction managers and personnel would be trained in fire prevention and emergency response. Furthermore, fire suppression equipment specific to construction would be maintained on the project site. As applicable,

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service ratios, response times, or other performance objectives.			construction activities would be required to comply with the 2019 California Building Code (CBC), the California Fire Code (CFD), and Article 7: Fire Protection and Prevention (Fire Code) of Chapter V: Public Safety and Protection, of the LAMC. Construction-related traffic could result in increased travel time due to flagging or stopping of traffic to accommodate trucks entering and exiting the Modified Project Site during construction. However, the impacts of such construction activity would be temporary and would occur on an intermittent basis. To ensure impacts are minimized, a Construction Management Plan (MM TRAF-1) would be implemented. The Construction Management Plan would be prepared to minimize disruptions to through traffic flow, maintain emergency vehicle access to the Project Site and neighboring land uses, and schedule worker and construction equipment delivery to avoid peak traffic hours. The Approved and Modified Project construction activities would not be expected to adversely impact firefighting and emergency services so as to necessitate a new or expanded fire station in order to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. The Approved and Modified Project would comply with applicable LAFD requirements, including implementation of Project's Construction Traffic Management Plan, and due to the temporary nature of the necessary construction activities, the construction impact on fire protection and emergency medical services would be less than significant.

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			Furthermore, the LAFD would review the Approved or Modified Project and make recommendations, including any potential modifications to building plans to reduce the risk and susceptibility of spread of fires, as determined by LAFD.
Impact PSP-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	**PMM PSP-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated into the project description. • Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts. Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.	Lead Agency	The Approved and Modified Project would substantially comply with this mitigation measure. Construction-related traffic could result in increased travel time due to flagging or stopping of traffic to accommodate trucks entering and exiting the Modified Project Site during construction. However, the impact of such construction activity would be temporary and would occur on an intermittent basis. To ensure impacts are minimized, a Construction Management Plan (MM TRAF-1) would be implemented. The Construction Management Plan would be prepared to minimize disruptions to through traffic flow, maintain emergency vehicle access to the Project Site and neighboring land uses, and schedule worker and construction equipment delivery to avoid peak traffic hours. In addition, the Approved and Modified Project would follow the LAPD called “Design Out Crime,” recommendations to encourage project design that incorporates strategies from Crime Prevention through Environmental Design (CPTED). The Approved Project and Modified Project would incorporate security measures for the safety of residents, employees, and visitors to the Project Site. During operation, access to the parking structure would be controlled through gated entries, and the entry areas would be well illuminated.

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			In addition, the Approved and Modified Project would implement the following project design features to minimize impacts to police services: MM PS-1: A construction fence shall be constructed around the Project Site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances. MM PS-2: The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits. MM PS-3: Prior to the occupancy of the Project, the Applicant shall provide the Olympic Area Commanding Officer with a diagram of each portion of the property, including access routes, and additional information to facilitate potential LAPD responses.
Impact PSS-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered educational facilities, need	**PMM PSS-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable	Lead Agency	This measure is inapplicable because no mitigation is required to ensure less than significant impacts. None of the schools serving the Project Site is over capacity. Furthermore, since payment

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for new or physically altered educational facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.		of appropriate school fees to LAUSD is required by law and is considered to be full mitigation.
Impact PSL-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	**PMM PSL-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure less than significant impacts. The Approved Project and Modified Project's construction workers would come from an existing labor pool whose workers move between construction projects on short-term bases without requiring relocation. There would be no notable increase in library usage at the libraries serving the Project Site, and no need for the construction of library facilities to accommodate construction population. The Modified Project would result in a net increase in residential population of approximately 1,068 residents. While the closest Library to the Project Site, the Felipe de Neve Branch Library, is smaller than the facility size criteria, the second closest library to the Project Site, the Pio Pico-Koreatown Library, meets the facility size criteria for its service population. In addition, the Approved and Modified Project's residential units would be equipped to receive individual internet service, which would offer residents the opportunity to access the LAPL's online database system that includes podcasts, audiobooks, media publications, and instructional content. The remote availability of such resources reduces the demand for physical library space. In addition, the Approved Project and Modified Project would generate

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			revenue for the City's general fund that could be used for the provision of public services such as library facilities.
Parks and Recreation			
Impact REC-1: Potential to 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.	**PMM REC-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies. b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: • Increasing the accessibility to natural areas for outdoor recreation • Utilizing "green" development techniques • Promoting water-efficient land use and development • Encouraging multiple uses, such as the joint use of schools • Including trail systems and trail segments in General Plan recreation standards.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. In total, the Modified Project would provide 33,045 square feet of potential recreation and Park Credit areas of open space in excess of LAMC § 12.21G requirements, and 80,045 square feet of non-credited outdoor areas that would be tailored to meet the needs of the anticipated residential population. The Applicant met with the LADRP on October 9, 2020 and the LADRP verbally indicated that the Modified Project pay the in-lieu fee. As approved at the Los Angeles Board of Recreation and Park Commissioners hearing on January 21, 2021, the Modified Project would be required to pay an in lieu fee Payment of such fees, would provide a means for the Modified Project to support the provision of park lands in a way that would avoid potential deterioration of parks serving the Project vicinity and assist with the maintenance and expansion of new park facilities. In addition, the Approved and Modified Project would emphasize water conservation, which would be achieved through the use of energy star appliances, and low flow plumbing fixtures. Based on Bureau of Sanitation LID Standards, stormwater will be connected to the buildings' irrigation system so that collected stormwater runoff will be re-used for irrigation.

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Impact REC-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	See PMM REC-1, PMM AQ-2, and PMM NOISE-1.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. See discussion above with regard to Impact REC-1.
Transportation, Traffic, and Safety			
Impact TRA-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	No mitigation is required.	N/A	No mitigation is required.
Impact TRA-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3(b).	**PMM-TRA-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways: o include TDM mitigation requirements for new developments; o incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks;	Lead Agency	Compared to the SCAG 2016-2040 RTP/SCS MM TRA-1 (b), components of the SCAG 2020-2045 RTP/SCS PMM-TRA-1 have been modified to respond to the updated CEQA guidelines that occurred on December 28, 2018. This measure is inapplicable because no mitigation is required to ensure a less than significant impact. *CEQA Thresholds and Non-CEQA Transportation Analysis for the 550 S. Shatto Place Project Los Angeles, California,* was prepared by Gibson Transportation, dated November 2020 to assess potential traffic and circulation impacts associated with the Modified Project. The analysis was based upon updated Transportation Assessment Guidelines (TAG) developed by the Los Angeles

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	o provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; o implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; o develop TDM-specific performance measures to evaluate project-specific and system-wide performance; o incorporate TDM performance measures in the decision-making process for identifying transportation investments; o implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and o set aside funding for TDM initiatives. The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.		Department of Transportation (LADOT), July 2020. LADOT has developed a Vehicle Miles Travelled (VMT) Calculator tool to be used to assess the VMT impacts of proposed development projects within the City. The VMT Calculator also assesses the effectiveness of selected transportation demand management (TDM) measures proposed for a project based on available research. The analysis conducted for the Modified Project using the City's VMT analysis procedures and VMT Calculator. The VMT Calculator utilized the Modified Project's land uses and their respective sizes as the primary input. The VMT Calculator estimates that the Modified Project would generate 17,722 total daily VMT, 3,855 daily household VMT, and 944 daily work VMT. The Modified Project would generate 3.7 household VMT per capita and 6.5 work VMT per employee, neither of which exceed the impact threshold of 6.0 and 7.6, respectively. Therefore, the overall Modified Project would not result in a significant VMT impact and no mitigation measures would be required. In addition, for comparison purposes, the VMT Calculator was used to evaluate the Approved Project's VMT in the same manner as the Modified Project. The VMT Calculator estimates that the Approved Project would generate 10,354 total daily VMT, 2,592 daily household VMT, and 376 daily work VMT. The Approved Project would generate 4.3 household VMT per capita and 6.1 work VMT per employee, neither of which exceed the impact threshold of 6.0 and 7.6, respectively. A TDM program consists of strategies that are aimed at discouraging single-occupancy vehicle trips and

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			encouraging alternative modes of transportation, such as carpooling, taking transit, walking, and biking. Strategies included in a typical TDM program address a wide range of transportation factors, including parking, transit, commute trips, shared mobility, bicycle infrastructure, site design, education and encouragement, and management. Given that the Modified Project would not have a significant impact on VMT, the project does not propose a TDM plan as a Project Specific mitigation measure. However, the Modified Project would be designed to further reduce single occupancy trips to the Project Site through various TDM strategies that would be incorporated as design features, including provisions of LAMC-required bicycle parking and pedestrian network improvements through new or improved public facilities, connectivity, and landscaped areas within and along the frontages.
Impact TRA-3: Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	No mitigation is required.	N/A	No mitigation is required.
Impact TR-4: Result in inadequate emergency access. Impact WF-1: Substantially impair an adopted emergency response plan or emergency evacuation plan.	**PMM TRA-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional	Lead Agency	The Approved Project and Modified Project substantially conform to this mitigation measure. Both the Approved and Modified Project Site are located in an established urban area that is well served by an existing roadway network. Emergency access to the Project Site would be provided by the existing street system, and the Approved and Modified Projects are designed and would be constructed in accordance with LAMC requirements to ensure proper emergency access. As with the Approved Project, the Modified

Topic	SCAG 2020-2045 RTP/SCS Mitigation Measures	Responsible Party	Applicability to Project
	engineering standards prior to construction. Traffic control plans can and should include the following requirements: • Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. • Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. • Scheduling of truck trips outside of peak morning and evening commute hours. • Limiting of lane closures during peak hours to the extent possible. • Usage of haul routes minimizing truck traffic on local roadways to the extent possible. • Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. • Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. • Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures. • Storage of construction materials only in designated areas. • Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. • Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. • Enhance emergency preparedness awareness among public agencies and with the public at large.		Project would be reviewed by the LAFD and LADOT to ensure compliance with the City's requirements relative to the provision of emergency access and impacts would be less than significant. No policy or procedural changes to an existing emergency response plan or evacuation plan would be required due to operation of the Approved or Modified Project. Consistent with SCAG PMM TRA-2, MM TRAF-1 would include a Construction Management Plan that would provide a temporary traffic control plan, safety precautions for pedestrians and bicyclists, scheduling construction-related deliveries so as to occur outside the commuter peak hours; and installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety. SCAG PMM TRA-2 measures related to the location of sensitive land uses such as hospitals and police stations are not appliable to the Approved and Modified Project which involves the development of a mixed-use development. Similarly, SCAG PMM TRA-2 measure, related to the location of sensitive land uses such as hospitals and police stations, is not applicable to the Approved and Modified Projects involving the development of a mixed-use project.

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Tribal and Cultural Resources			
Impact TCR-1: Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 that is: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or b) A resource determined by the lead agency, in its discretion and supported by substantial evidence,	See PMM CULT-1. **PMM TCR-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria; b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited	Lead Agency	Compared to the SCAG 2016-2040 RTP/SCS, components of the SCAG 2020-2045 RTP/SCS PMM TCR-1 have been updated to include components of SCAG 2016-2040 RTP/SCS MM-CUL-2(b) which was evaluated under the Approved Project. The Approved and Modified Projects substantially conform with this mitigation measure as updated. The 2019 Approved SCEA conducted the required AB 52 consultation and determined that no identified tribal cultural resources as defined in PRC Section 21074(a)(1) that are listed or eligible for listing in the California Register of Historical

Topic	SCAG 2020-2045 RTP/SCS Mitigation Measures	Responsible Party	Applicability to Project
to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.	to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource; c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.		Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k) have been identified within the Project Site. In the unlikely event that buried prehistoric archaeological sites that might be found through consultation to be tribal cultural resources, are encountered during construction, the Applicant would be required to comply with the City's standard Conditions of Approval for the treatment of inadvertent tribal cultural resource discoveries. These standard City conditions require the immediate halt of construction activities in the vicinity of the discovery, the coordination with Native American tribes and the City, and for the development and implementation of appropriate measures for treating the discovery, to ensure a less than significant impacts
Utilities and Service Systems			
Impact USSW-1: Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals Impact USSW-2: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	**PMM USSW-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following: a) Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. b) Inclusion of a waste management plan that promotes maximum C&D diversion. c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). d) Reuse of existing structure and shell in renovation projects.	Lead Agency	The Approved Project and Modified Project substantially conforms to this mitigation measure. The Approved Project and Modified Project would comply with the City of Los Angeles Green Building Code, which requires the recycling and/or salvaging of 65 percent of non-hazardous construction and demolition waste. Construction and Demolition materials would be conveyed pursuant to the City's Waste Hauler Permit Program (Ordinance 181519), effective January 1, 2011. Under this Ordinance, all private waste haulers collecting solid waste within the City, including C&D waste, are required to obtain Assembly Bill 939 (AB 939) Compliance Permits and to transport C&D waste to City certified C&D processing facilities.

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	e) Development of indoor recycling program and space. f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities. g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required. h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target. i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices. j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities. k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. l) Integrate reuse and recycling into residential industrial, institutional and commercial projects. m) Provide education and publicity about reducing waste and available recycling services. n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.		The Approved Project and Modified Project would comply with the City's Solid Waste Integrated Resources Plan (SWIRP), most commonly known as the City's Zero Waste Plan, which provides a long-term plan through 2030 for the City of Los Angeles's solid waste programs, policies and environmental infrastructure. The SWIRP aims for the City of Los Angeles to achieve a goal of 90 percent diversion by 2025. As stated earlier with regard to Hazardous Materials impacts, MM HAZ-1, would include a Site Soil Mitigation Plan that will be used in guidance for any hazardous materials encountered at the Project Site during grading and excavation activities. Hazardous soils will be handled, transported, and disposed of in accordance with SCAQMD Rule 1166 in Class I landfills, which are located out of County.
Impact USWW-1: Require or result in the relocation or construction of new or expanded wastewater treatment or storm drainage facilities, the construction or relocation of which could cause significant environmental effects.	**Project Level Mitigation Measures**: See PMM-HYD-1. **PMM-USWW-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of	Lead Agency	Compared to the SCAG 2016-2040 RTP/SCS, components of the SCAG 2020-2045 RTP/SCS PMM-USWW-1 have been updated to include components of SCAG 2016-2040 RTP/SCS MM-USS-3(b) which was evaluated under the Approved Project.

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	wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.		Nevertheless, the intent of the mitigation measure remains the same, and the Approved Project and Modified Project substantially conform to this mitigation measure. The largely impervious existing Project Site conditions and the increase in the amount of landscaping and other pervious surfaces, would not result in a significant increase in site runoff, or any changes in the local drainage patterns. The Approved and Modified Project would implement several stormwater treatment options, such as a bio-filtration flow through planter system and a rainwater harvesting system. The required BMPs would include a bio-filtration flow through planter system or a rainwater harvesting system. The rainwater harvesting system would be connected to the Modified Project's irrigation system so that collected stormwater runoff would be re-used. The system is designed to capture runoff, store it within its chambers, and re-use it for irrigation and would be based on Bureau of Sanitation LID Standards. The Approved Project and Modified Project would be serviced by the existing public sanitary sewer main lines maintained by the City of Los Angeles Department of Public Works, Bureau of Sanitation. As noted in the City of Los Angeles Department of Public Works, Sewer System Management Plan dated January 25, 2019, the City's sewer collection system has sufficient capacity to handle peak dry-weather flows. Information provided from the Wastewater Service Information (WWSI) requested for the Modified Project dated September 23, 2020, indicates that the two existing 8-inch lines adjacent to the Project Site feed

Topic	SCAG 2020-2045 RTP/SCS Mitigation Measures	Responsible Party	Applicability to Project
			into a 20-inch mainline on Berendo Street, and that the existing design capacity of that main line is at 32 percent. Furthermore, as noted in an interdepartmental correspondence from the Los Angeles Sanitation and Environment Department to the City of Los Angeles Planning Department dated December 3, 2020, the Los Angeles Sanitation and Environment Department has reviewed the sewer/storm drain lines serving the Project Site area and found no potential problems and/or other potential maintenance issues. Drainage structures and improvements within the City are subject to review and approval by the City's Department of Public Works and Department of Building and Safety. As required by the Department of Public Works, all public storm facilities must be designed in conformity with the standards set forth by Los Angeles County.
Impact USWW-2: 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.	See PMM UWW-1.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure less than significant impacts. Given the current capacity of the Hyperion Service Area, the Hyperion Treatment Plant would have ample capacity to serve the Approved Project and Modified Project's wastewater generation.
Impact USWS-1: Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.	**PMM USWS-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.	Lead Agency	Compared to the SCAG 2016-2040 RTP/SCS, SCAG 2020-2045 RTP/SCS PMM-USWS-1 includes a new mitigation component d). The Approved Project and Modified Project continue to be in substantial conformance with this mitigation measure. The net increase of water demand from the Project would be within the projections of the City of Los Angeles's 2015 Urban Water Management Plan and no new or

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	b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non- potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.		expanded entitlements for water supply would be required. The Approved Project and Modified Project would emphasize water conservation, which would be achieved through the use of energy star appliances, drought resistant landscaping, and low flow plumbing fixtures. The Modified Project's BMPs would include a bio-filtration flow through planter system or a rainwater harvesting system. The rainwater harvesting system would be connected to the Modified Project's irrigation system so that collected stormwater runoff would be re-used for irrigation and would be based on Bureau of Sanitation LID Standards.
Impact USWS-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.	See PMM-USWS-1.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. The Approved Project and the Modified Project's increase in water demand would fall within the available and projected water supplies reported in the 2015 UWMP for the City for 2040 normal, dry and multiple dry years. In addition, the Approved Project and the Modified Project would emphasize water conservation, which would be achieved through the use of energy star appliances, and low flow plumbing fixtures.
Wildfire			
Impact WF-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.	**PMM WF-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition.	Lead Agency	Compared to the SCAG 2016-2040 RTP/SCS, PMM WF-1 is a new mitigation measure under the SCAG 2020-2045 that has been included to respond to the updated CEQA guidelines that occurred on December 28, 2018. Previously, wildfire issues were addressed under SCAG 2016-2040 RTP/SCS MM-HAZ-8(b) as evaluated under the Approved Project.

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Impact HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place. c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary. d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses. e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures. f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place. g) Include external sprinklers with an independent water source to reduce flammability of structures. h) Include local solar power paired with batteries to reduce power flow in electricity lines. i) For developments in high fire-prone areas, have a fire protection plan for residents and businesses. j) Provide fire hazard and fire safety education for homeowners in or near fire hazard areas. k) Developments in fire-prone areas should have fire-resistant feature, such as: • Ember-resistant vents • Fire-resistant roofs • Surrounding defensible space • Proper maintenance and upkeep of structures and surrounding area		Nevertheless, as evaluated under the 2019 SCEA, this (and the previous version of the) measure is inapplicable because no mitigation is required to ensure a less than significant impact. The Approved Project and Modified Project Site are located within a highly urbanized area and is not located adjacent to any wildlands. The Project Site is not located in an area of moderate or very high fire hazard. Additionally, the Project Site is not located in or near state responsibility areas of lands classified as very high fire hazard severity zones. The Project Site is not located in a sloped area or near areas with a large amount of overgrown and unmanaged vegetation. As such, PMM WF-1 would not be applicable.
Impact WF-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment.	See PMM HAZ-4. **PMM WF-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to • Submit a fire protection plan including the designation of fire watch staff;	Lead Agency	Compared to the SCAG 2016-2040 RTP/SCS, PMM WF-1 is a new mitigation measure under the SCAG 2020-2045 that has been included to respond to the updated CEQA guidelines that occurred December 28, 2018. Previously wildfire issues were addressed under SCAG 2016-2040 RTP/SCS MM-HAZ-8(b) as evaluated under the Approved Project. Nevertheless, as evaluated in the 2019

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	• Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities; • Locate construction and maintenance equipment in designated "safe areas" such that they do not discharge combustible materials; and Designate trained fire watch staff during project construction to reduce risk of fire hazards.		SCEA, this (and the previous version of the) measure is inapplicable because no mitigation is required to ensure a less than significant impact. The Approved Project and Modified Project Site would not require the installation or maintenance of associated infrastructure that would exacerbate fire risk or that would result in temporary or ongoing impacts to the environment.
Impact WF-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes.	See PMM WF-1, PMM WF-2PMM HYD-1, and PMM HAZ-4.	Lead Agency	This measure is inapplicable because no mitigation is required to ensure a less than significant impact. The Approved Project and Modified Project are located in a relatively flat area with little topography that would expose people or structures to landslides. The Approved Project and Modified Project are not located within the proximity of an enclosed body of water and are not located within a landslide inventory area. The Approved Project and Modified Project would not contain uses or activities that would expose people or structures to significant risks.

TABLE 3-2. SUMMARY OF THE MODIFIED PROJECT'S POTENTIAL IMPACTS, PROJECT DESIGN FEATURES AND MITIGATION MEASURES

	No Impact/ Less Than Significant	Less Than Significant with Mitigation	Significant and Unavoidable	SCAG RTP/SCS Mitigation Measure	Project Design Feature	Project Mitigation Measure
Aesthetics						
Except as provided in Public Resources Code Section 21099, would the project:						
a. Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐	☐	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	☒	☐	☐	☐	☐	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☒	☐	☐	☐	☐	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☒	☐	☐	☐	☒	☐
Agricultural and Forestry Resources						
In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts on forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project, and forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:						
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☒	☐	☐	☐	☐	☐
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	☒	☐	☐	☐	☐	☐
c. Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☒	☐	☐	☐	☐	☐
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☒	☐	☐	☐	☐	☐
e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☒	☐	☐	☐	☐	☐

	No Impact/ Less Than Significant	Less Than Significant with Mitigation	Significant and Unavoidable	SCAG RTP/SCS Mitigation Measure	Project Design Feature	Project Mitigation Measure
Air Quality						
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:						
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard?	☒	☐	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐	☐	☐
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐	☐	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, 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?	☒	☐	☐	☐	☐	☐

	No Impact/ Less Than Significant	Less Than Significant with Mitigation	Significant and Unavoidable	SCAG RTP/SCS Mitigation Measure	Project Design Feature	Project Mitigation Measure
Cultural Resources						
Would the project:						
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☒	☐	☐	☒	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐	☐	☒
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☒	☐	☐	☐	☐	☐
Energy						
Would the project:						
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐	☐	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐	☐	☐
Geology, Soils, and Paleontological Resources						
Would the project:						
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:						
1. 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.	☒	☐	☐	☐	☐	☐
2. Strong seismic ground shaking?	☒	☐	☐	☐	☐	☐
3. Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐	☐	☐
4. Landslides?	☒	☐	☐	☐	☐	☐
b. Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐	☐	☐
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 an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☐	☐	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☒	☐	☐	☐	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	☒	☐	☐	☐	☐	☐

		No Impact/ Less Than Significant	Less Than Significant with Mitigation	Significant and Unavoidable	SCAG RTP/SCS Mitigation Measure	Project Design Feature	Project Mitigation Measure
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐	☐	☒
Greenhouse Gas Emissions							
Would the project:							
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐	☒	☐
b.	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐	☐	☐
Hazards and Hazardous Materials							
Would the project:							
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐	☐	☒
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐	☒	☒
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐	☐	☒
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐	☐	☒
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the project area?	☒	☐	☐	☐	☐	☐
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐	☐	☒
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☒	☐	☐	☐	☐	☐
Hydrology and Water Quality							
Would the project:							
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☒	☐	☐	☐	☒
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐	☐	☐

	No Impact/ Less Than Significant	Less Than Significant with Mitigation	Significant and Unavoidable	SCAG RTP/SCS Mitigation Measure	Project Design Feature	Project Mitigation Measure
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:						
1. Result in substantial erosion or siltation on or off site;	☒	☐	☐	☐	☐	☐
2. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site;	☒	☐	☐	☐	☐	☐
3. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☒	☐	☐	☐	☐	☐
4. Impede or redirect flood flows?	☒	☐	☐	☐	☐	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☒	☐	☐	☐	☐	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☒	☐	☐	☐	☐	☐
Land Use and Planning						
Would the project:						
a. Physically divide an established community?	☒	☐	☐	☐	☐	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐	☐
Noise						
Would the project:						
a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	☐	☒	☐	☐	☒	☒
b. Generate excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐	☐	☒

	No Impact/ Less Than Significant	Less Than Significant with Mitigation	Significant and Unavoidable	SCAG RTP/SCS Mitigation Measure	Project Design Feature	Project Mitigation Measure
c. Be located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	☒	☐	☐	☐	☐	☐
Population and Housing						
Would the project:						
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☒	☐	☐	☐	☐	☐
b. Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐	☐	☐
Public Services						
Would the project:						
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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 following public services:						
Fire protection?	☒	☐	☐	☐	☐	☐
Police protection?	☐	☒	☐	☐	☐	☒
Schools?	☒	☐	☐	☐	☐	☐
Parks?	☒	☐	☐	☐	☐	☐
Other public facilities?	☒	☐	☐	☐	☐	☐
Recreation						
Would the project:						
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐	☐	☐
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☒	☐	☐	☐	☐	☐

	No Impact/ Less Than Significant	Less Than Significant with Mitigation	Significant and Unavoidable	SCAG RTP/SCS Mitigation Measure	Project Design Feature	Project Mitigation Measure
Transportation						
Would the project:						
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☒	☐	☐	☐	☒
b. Conflict or be inconsistent with State CEQA Guidelines section 15064.3, subdivision (b)?	☒	☐	☐	☐	☐	☐
c. Substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐	☒	☐
d. Result in inadequate emergency access?	☒	☐	☐	☐	☐	☐
Tribal Cultural Resources						
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:						
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐	☐	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐	☐	☐
Utilities and Service Systems						
Would the project:						
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐	☐	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☒	☐	☐	☐	☐	☐
c. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐	☐	☐
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☒	☐	☐	☐	☐	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☒	☐	☐	☐	☐	☐

	No Impact/ Less Than Significant	Less Than Significant with Mitigation	Significant and Unavoidable	SCAG RTP/SCS Mitigation Measure	Project Design Feature	Project Mitigation Measure
Wildfire						
Would the project:						
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐	☐	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks of, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☒	☐	☐	☐	☐	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts on the environment?	☒	☐	☐	☐	☐	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☒	☐	☐	☐	☐	☐
Mandatory Findings of Significance						
Would the project:						
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☐	☒
b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐	☐	☒
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐	☒

SECTION 4

Comparative Evaluation of Environmental Impacts

4.1 Aesthetics

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under CEQA for several categories of development projects including the development of infill projects in transit priority areas (TPAs). PRC Section 21099(a)(7) defines a TPA as an area located within 0.5 mile (2,640 feet) of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." As defined in PRC Section 21064.3, a major transit stop is a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.[1]

PRC Section 21099(d)(1) states that a project's aesthetic impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential or employment center project, and

2. The project is located on an infill site within a TPA.

Further provisions of SB 743 provide that this legislation "does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies" (PRC Section 21099(d)(2)(A)), and that "aesthetic impacts do not include impacts on historical or cultural resources." Section 21099(d)(2)(B). The City of Los Angeles Zoning Information File ZI No. 2452 also notes that the limitation of aesthetic impacts pursuant to PRC Section 21099 does not include impacts to historic or cultural resources.

The project would be a mixed-use, infill project located in a TPA. The project is not located within a state designated scenic highway and no historic resources would be demolished, destroyed or relocated as a result of the project. The 1936 church building on the Project Site was identified by SurveyLA, the citywide historic resources survey overseen by the City of Los Angeles' Office of Historic Resources, as appearing to be eligible through survey evaluation for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a local Historic-Cultural Monument. Therefore, the church building is treated as a historical resource as defined by

[1] The City of Los Angeles defines Peak Periods to be between 6:00 to 9:00 a.m. and 3:00 to 7:00 p.m. https://planning.lacity.org/ordinances/docs/toc/TOCGuidelines.pdf.

CEQA. The existing 1936 church building would be preserved and repurposed into restaurant uses, with limited architectural alterations that will not affect the structure's historic characteristics or potential for eligibility in any federal, state, or local register of historic resources. In addition, there are several historic resources in the immediate area. Therefore, the project's potential aesthetic impacts to historic resources have been analyzed below. In addition, the Approved Project's potential impacts on cultural and historic resources are discussed in detail in Sections 5.5, *Cultural Resources* and 5.7, *Geology and Soils.*

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the 2019 Approved SCEA. Refer to Section 5.1, *Aesthetics*, of the 2019 Approved SCEA for an in-depth discussion of these features of the existing environmental setting and potential impacts with regard to aesthetics.

The Approved Project Site evaluated in the 2019 Approved SCEA and was developed with school uses, a former church building, a one-story school classroom building, a two-story classroom building, restroom and storage facilities and surface parking. All of the structures except for the former church building on the Project Site would be demolished. The Project Site under the Modified Project has been expanded slightly to the north to include the four-story office building with at-grade parking located at 514 S. Shatto Place. This structure would also be demolished in addition to the structures evaluated under the Approved Project.

In addition, at the time of the preparation of the 2019 Approved SCEA, directly to the northeast of the Project Site was a privately commissioned mural associated with the creative office space located at 515 Shatto Place. Since the publishing of the 2019 Approved SCEA, the private mural has been removed from the office frontage. In addition, the parking structure across from the Project Site on Shatto Place has been demolished and a new 10-level garage, associated with the mixed-use County of Los Angeles Vermont Corridor project, is under construction. The Vermont Corridor was previously evaluated as a related project under the 2019 Approved SCEA.

2019 Approved SCEA

Substantial Adverse Effect on a Scenic Vista

Less Than Significant Impact. As described in the 2019 Approved SCEA, the Approved Project is located in a highly urbanized area surrounded by a mix of land uses, including commercial, office, residential, as well as institutional and school facilities with various architectural styles and building heights. The Project Site is developed with a private school that utilizes various buildings on the Project Site including a "L-shaped" two-story former historic church. The former church building's western and southern facades have a distinctive Spanish Colonial Revival architecture and is a positive visual presence on the Project Site.

The Project Site does not include any public vantages of any scenic vistas. In addition, as noted in the 2019 Approved SCEA directly to the northeast of the Project Site, was a privately commissioned mural associated with the creative office space located at 515 Shatto Place; the

building's exterior was adorned with a scenic three-paneled mural. Due to distance, topography, and intervening development, there are no public scenic vistas across the Project Site. As this mural no longer exists, the Approved Project would not impede or obscure public views of the mural. Therefore, the 2019 Approved SCEA determined that the Approved Project would result in less than significant impacts on scenic vistas an no mitigation is required.

Scenic Resources within a State-Designated Scenic Highway

No Impact. The Approved Project is located within a dense, urban setting. State scenic highways are regulated by the California Department of Transportation under the California Scenic Highway Program. There are no state-designated scenic highways in the vicinity of the Project Site. Therefore, the Approved Project would have no impact to existing scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state-designated scenic highway. Therefore, as evaluated in the 2019 Approved SCEA, no impact would occur and no mitigation is required.

Visual Character or Quality of Public Views of the Site and its Surroundings (if the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality)

Less Than Significant Impact. The Project Site is in an urbanized area and would not conflict with applicable zoning and regulations that govern scenic quality such as Design Related Goals, Policies, and Objectives of the City of Los Angeles General Plan Framework Element, Wilshire Community Plan, and Citywide Design Guidelines. The Approved Project is designed to integrate the new mixed-use building and the former church building into a cohesive, pedestrian-friendly environment that would enliven the street front along West 6th Street with a ground level restaurant and outdoor patio, ground level office uses, perimeter landscaping, and at-grade and subterranean parking that is hidden from the street. At the corner of West 6th Street and Shatto Place, a new street level public plaza area would include landscaping, public art, and a water feature serving to activate the street; providing a public benefit and serving as a key visual Project component.

The Approved Project would repurpose and revitalize the historic former church building into a more active use as a restaurant that would feature a new outdoor patio and seating area that would enliven the street front along West 6th Street. As noted in the *Historical Resources Assessment Report (HRA) for 550 S. Shatto Place*, prepared in April 2019 for the Approved Project, the proposed alterations would have no impact on the former church building's Spanish Colonial Revival façades, and the former church building's noted historical architecture features would remain unaltered. As such, the former church building would remain eligible for historic designation as identified in SurveyLA.

As noted in the *(HRA) for 550 S. Shatto Place*, prepared for the Approved Project, there are two historical resources located in the near vicinity of the Project Site: 3109 West 6th Street and 523 South Westmoreland Avenue. These are properties are located immediately to the east of the Project Site.

3109 West 6th Street is significant for its historic character as a commercial building constructed along a former streetcar line, which is expressed on the south (primary) façades, facing West 6th Street. The Approved Project would have no impact on this façade or the building's orientation toward the street. Therefore, after completion of the Approved Project the 3109 West 6th Street property would remain eligible for historic designation as identified in SurveyLA.

523 South Westmoreland Avenue is significant for its historic character as a brick apartment house. The building's design features are expressed primarily on its east (primary) façade, facing South Westmoreland Avenue. After construction of the Approved Project, the apartment building's historic character as a brick apartment house would remain intact, and the property would remain eligible for historic designation as identified by SurveyLA.

Therefore, the Approved Project would have a less than significant impact on these historic resources. Furthermore, the Approved Project would upgrade the visual character of the Project Site by providing new trees and landscaping along the Approved Project's perimeter. Native and drought tolerant plants would express the rich California planting palette. Along the street front, the new landscaping would serve to create an inviting pedestrian environment. A landscaped area, open space, and dog run area would be provided on the north side of the Project that also serve as a buffer area from the office uses to the north. Landscaping, open spaces, and trees would be provided along the eastern portion of the Project Site providing a buffer from the residential and commercial uses to the east.

Los Angeles Municipal Code

Zoning, Floor Area and Density

The LAMC implements the City's General Plan Framework and Wilshire Community Plan's goal and policies regarding scenic quality through detailed development regulations including permitting specific land use types, building heights, and density at the parcel level.

The Project Site straddles two different zones. The northern two parcels, where the new building would be developed, is zoned CR-1. The parcel on the southern portion of the Project Site occupied by the former church building is zoned C2-1. Both the CR-1 and C2-1 zones have a permitted FAR of 1.5:1. The total allowable base dwelling units on the Project Site is 141 units.

Per the TOC Tier 4 guidelines, the Project Site is permitted a FAR of up to 4.25 times the Buildable Area of the Project Site and an increase in base density of 80 percent for eligible Tier 4 projects in exchange for the provision of affordable housing units. The Approved Project would be consistent with the Tier 4 requirements of LAMC Section 12.22-A.31 as it is located within 750 feet of a train line or rapid bus stop and it would set aside 11 percent of the total number of its residential units (29 units of the 256 units) as affordable for Extremely Low Income households. Therefore, the permitted Buildable Area for the Project Site is 55,469 sf (22,961 sf within the C2-1 zoned portion of the property and 32,508 sf within the CR-1 portion), which permits a maximum total of 235,744 sf of floor area and 256 dwelling units.

The Approved Project would meet these requirements as it would include a maximum total of 235,744 sf of floor area (4.25:1 FAR) and would include 256 housing units. The Approved Project conforms with the underlying zoning regulations.

Setbacks

Various setback requirements help new development blend and respond to the surrounding urban form, improving the scenic quality of the built environment. Pursuant to TOC Tier 4 guidelines, developments may utilize any or all of the yard requirements for the RAS3 zone. As such the Project is permitted additional incentives for rear and side yard setbacks to be consistent with the RAS3 zone per LAMC Section 12.10.5. As such, for commercial uses no ground floor setbacks are required. For the residential uses, 5-foot side and rear setbacks are required. The Approved Project would meet the requirements of the RAS3 zone, by providing the required 5-foot side and rear yards for the residential uses. The Approved Project also conforms with the setback requirements.

Open Space

As it relates to scenic quality, LAMC Section 12.21-G requires that open space be provided with the development of new residential uses. This supports development of a healthy and sustainable city and ensure residents have access to adequate light, air, open space, and recreational facilities.

The Approved Project would be required to provide 28,600 sf of open space for the Approved Project's maximum 256 units. Per the TOC Tier 4 guidelines, the Approved Project would be eligible for a 25 percent decrease in the open space requirement. Therefore, the open space requirement for the Approved Project would be 21,450 sf.

The Approved Project would provide up to the required 21,450 sf of credited open space. As currently designed, the Approved Project would an additional 42,775 sf of uncredited open space, consisting of landscaped space at the ground level, gym/fitness room, and community rooms and swimming pool.

Pursuant to LAMC Section 12.21-G,2, one tree per four units is required to be provided on site (street trees may be included). Therefore, the Approved Project would provide 64 trees for the proposed 256 residential dwelling units. As the Approved Project has been designed with a unified architectural aesthetic and would promote the pedestrian experience through a new streetscape design that would substantially increase landscape amenities, including the provision of ground level commercial uses, street trees, an outdoor plaza, and landscaping, the Approved Project would not conflict with applicable zoning or other regulations governing scenic quality.

As the Approved Project would be consistent with applicable zoning and other regulations governing scenic quality, the 2019 Approved SCEA determined that impacts associated with the Approved Project would be less than significant and no mitigation measures are required.

Light and Glare

Less Than Significant Impact. The area surrounding the Project Site is characterized by high ambient light levels from street front commercial uses, streetlights, architectural and security lighting, indoor building illumination, and vehicle lights along adjacent roadways.

Construction activities would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur during evening hours. Furthermore, construction-related illumination would be used for safety and security purposes only, and per Mitigation Measure MM NOISE-1, the Applicant would provide and maintain a construction fence along the perimeter of the Project Site during construction. Based on compliance with regulatory requirements and implementation of Mitigation Measure MM NOISE-1, impacts on light and glare during construction would be less than significant.

During operations, the Approved Project's mix of uses would generate levels of interior and exterior lighting for security, parking entrances, signage and architectural highlighting, similar to other uses in the area. Soft accent lighting used for signage, and architectural highlighting would be directed to permit visibility of the highlighted elements but, would not be so bright as to cause substantial light spill off the Project Site. Outdoor lighting would be designed and installed with shielding, such that lighting would be directed and focused on the Project Site and not on adjacent residential properties including the historic 523 South Westmoreland Avenue residential property in accordance with LAMC lighting regulations. In addition, proposed signage and outdoor lighting would be subject to applicable regulations contained within the LAMC that limit lighting intensity or direct glare onto exterior glazed windows or glass doors on any property containing residential units, including the historic residential 523 South Westmoreland Avenue property.

Regarding the historic 3109 West 6th Street property, this commercial use is located at the active corner of West 6th Street and South Westmoreland Avenue and it is already subject to a high degree of ambient lighting related to vehicles and streetlights. Furthermore, the more intensive taller building associated with the Approved Project is set back at the northeast corner of the Project Site and separated from the 3109 West 6th Street property. The distance and the lack of a direct line of sight would also minimize light intrusion onto this use.

The Approved Project's building materials include concrete with painted concrete balcony slabs clad in a prefinished aluminum window system with double-glazed vision glass units, and opaque spandrel units. In accordance with City requirements, the exterior of the proposed structure would use materials such as, high-performance and/or low-reflective glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces that would minimize glare and reflected heat. Based on the above, glare impacts are not expected to be substantial or to adversely affect day or night views. Therefore, the 2019 Approved SCEA determined that the Approved Project's glare impacts are considered less than significant.

Shade/Shadow

Less Than Significant Impact. A project impact would normally be considered significant if shadow-sensitive uses would be shaded by Project-related structures for more than

three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (PST), between early November and mid-March or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (PDT) between early mid-March and early November.

As analyzed the in 2019 Approved SCEA, the Approved Project would not significantly increase the shading of nearby shadow-sensitive uses based on the significance thresholds stated above, and a less than significant impact would occur. No mitigation measures are required.

Cumulative Impacts: Aesthetics

Development of the Approved Project in conjunction with related projects would result in an incremental intensification of land uses in a heavily urbanized area of the City of Los Angeles. Because of the area's dense urban fabric, public scenic views are generally available only through public street corridors and from public parks that have street corridor views or are set back from existing buildings.

Related projects in combination with the Approved Project are located within designated urban lots planned for development and would not encroach upon public views through street corridors. Although some views of architecturally or historically important buildings could be obscured by taller buildings constructed within a line of sight over existing low rise development and parking lots, there would be limited potential for such occurrences and views of primary facades of architecturally or historically important buildings would not likely be affected. In addition, most development of a larger scale would be subject to environmental review and indirect impacts on historic resources or other scenic resources would be mitigated to the degree feasible. Accordingly, as the Approved Project would not have direct or indirect impacts on scenic resources, its contribution to impacts on views of scenic resources from other related projects would not be cumulatively considerable and cumulative impacts would be less than significant.

Because the visual character of the area is defined by a range of diverse architecture that is generally not cohesive, and in many areas, like the Project Site, lacks a high level of visual quality, it is anticipated that new development would in general upgrade the visual quality of the area. New development subject to discretionary approval would conform to the City's or County's design standards, and it is therefore anticipated that new development would reflect high quality design and would not degrade the visual character of the area. Accordingly, as the related projects and the Approved Project would not degrade the visual character of the Project area, the Approved Project's contribution to adverse impacts on visual character would not be cumulatively considerable and cumulative impacts would be less than significant.

Cumulative light and glare effects would be consistent with the existing urban environment, which is characterized by high ambient light levels. Because lighting, including illuminated signage and outdoor lighting would be subject to regulations contained within the LAMC, compliance would ensure that impacts regarding lighting for the Project and related projects would not significantly impact sensitive uses. Accordingly, the Approved Project's contribution to impacts would not be cumulatively considerable and cumulative impacts would be less than significant.

As the Approved Project would not have a significant glare impact and impacts from related projects would not be proximate enough to result in combined glare effects, the Approved Project's contribution to glare impacts would not be cumulatively considerable and cumulative impacts would be less than significant. The Approved Project's shade and shadow impacts would not be cumulatively considerable and cumulative impacts would be less than significant.

Therefore, the 2019 Approved SCEA determined that the cumulative impacts would be less than significant and no mitigation measures are required.

Analysis of the Modified Project

Similar to the Approved Project, SB 743 and Los Angeles Zoning Information File ZI No. 2452 exclusions would apply to the Modified Project. Similar to the Approved Project, the existing 1936 church building would be preserved and repurposed into restaurant uses, with limited architectural alterations that will not affect the structure's historic characteristics or potential for eligibility in any federal, state, or local register of historic resources. In addition, there are several historic resources in the immediate area. Therefore, the Modified Project's potential aesthetic impacts to historic resources have been analyzed below. In addition, the Modified Project's potential impacts on cultural and historic resources are discussed in detail in Sections 4. 5, *Cultural Resources* and 4.7, *Geology and Soils.*

Substantial Adverse Effect on a Scenic Vista

Less Than Significant Impact. Similar to the Approved Project, the Modified Project Site does not include any public vantages of any scenic vistas. Due to distance, topography, and intervening development, there are no public scenic vistas across the Project Site. In addition, since 2019 Approved SCEA was prepared, the privately commissioned mural associated with the creative office space located at 515 Shatto Place has since been removed. Therefore, similar to the Approved Project, the Modified Project would result in less than significant impacts on scenic vistas. No mitigation was required.

Scenic Resources within a State-Designated Scenic Highway

No Impact. Similar to the Approved Project, there are no state-designated scenic highways in the vicinity of the Modified Project. Therefore, the Modified Project, would have no impact to existing scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state-designated scenic highway and no mitigation is required.

Visual Character or Quality of Public Views of the Site and its Surroundings (if the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality)

Less Than Significant Impact Similar to the Approved Project, the Modified Project is designed to create an attractive, cohesive new mixed-use development that would blend with the neighborhood context.

Similar to the Approved Project, the Modified Project offers a substantial amount of open space, trees, landscaping, plazas, and courtyard uses designed to create a visually inviting Project Site that would enliven the street frontages, frame the existing former church building, and offer a respite from the heavily urban uses that surround the Project Site. Similar to the Approved Project, under the Modified Project, the historic former church building on the Project Site would be repurposed

as part of the Modified Project into more active restaurant uses and would remain the focal point of the Project Site.

One notable visual change related to the Modified Project, is the creation of a new central plaza that is more than 100 feet wide, fronting Shatto Place. This central plaza is located between the new tower and former church building and would include restaurant seating, landscaping, and approximately 506 square foot of restaurant space. By contrast, the Approved Project did not include an expansive central plaza and the new building and church building were instead separated by a pedestrian walkway. The addition of the central plaza under the Modified Project adds a greater visual separation of the Modified Project's tower from the church building; ensuring it remains prominent on the Project Site and also serves to visually open up the Project Site and create a new substantial open space feature along Shatto Place.

In addition, the Modified Project includes the development of a new porte-cochere in front of the tower edge facing Shatto Place which would draw pedestrian activity to the base of the tower. and an off-street drop-off area.

On the southern portion of the Project Site, the Modified Project, similar to the Approved Project, would include the retention and rehabilitation of the church building for new use as restaurant space. The alterations to the former church building as proposed under the Modified Project differ from the Approved Project in four main elements: 1) the Modified Project omits the exterior elevator and lobby addition on the north façade, proposed under the Approved Project, and instead installs an interior elevator within the former church building; 2) the Modified Project would add a metal-and-glass screen at the north façade of the former church building to highlight the entrance from the parking garage elevator to the church; 3) the Modified Project expands the proposed new openings on the north façade to accommodate wide, bi-folding glass doors to open the former church sanctuary to a new outdoor dining area; and 4) the Modified Project would add a new second floor within the double-height nave of the former church building.

As noted in the *Historical Resources Technical Report-Addendum 514-550 S. Shatto Place, Los Angeles September 2020*, (HRA Addendum), prepared for the Modified Project, the proposed alterations to the former church building under the Modified Project would have no significant impact on the former church building's scenic Spanish Colonial Revival façades, and the former church building's noted historical architecture features would remain unaltered.[2] Similar to the Approved Project, the former church's architectural features would remain viewable and would not result in visual impacts to this historic scenic resource and the former church building would remain eligible for historic designation as identified in SurveyLA.

As noted in the HRA Addendum prepared for the Modified Project, similar to the Approved Project, two historical resources are located in the near vicinity of the Project Site: 3109 West 6th Street and 523 South Westmoreland Avenue located immediately to the east of the Project Site.

[2] Page 49 of the Historical Resources Technical Report-Addendum 514-550 S. Shatto Place, Los Angeles September 2020

The Modified Project would be nine stories taller, than the Approved Project; adding more height and density on a parcel that is currently developed with low-scale commercial and institutional buildings and a surface parking lot. However, the tower of the Approved Project was located in the east portion of the Project Site, closer to the two adjacent historic properties; the taller tower of the Modified Project is located farther away, in the northwest corner of the expanded Project Site. The greater separation lessens any potential additional impact caused by the larger Modified Project to the two properties' integrity of setting, which was already not a significant impact. Additionally, the Modified Project, like the Approved Project, would not materially alter either 3109 West 6th Street or 523 South Westmoreland Avenue; both buildings would remain intact on their current sites, and would retain the physical characteristics that convey their historic significance and would remain eligible for historic designation as identified by SurveyLA. Therefore, similar to the Approved Project, the Modified Project would not result in any significant impact to historical resources in the vicinity of the Modified Project Site. While the tower of the Modified Project would be nine stories taller than the Approved Project, the tower in the Modified Project would be compatible with other high- rise development in the surrounding area. Multi-family residential in the immediate vicinity, include the nearby "Vermont" project to the southwest of the Project Site, that includes two high-rise towers (23-stories and 29-stories) and a seven-story apartment building immediately abutting the Metro Wilshire/Vermont Purple Line and Red Line portals to the southwest.

Additionally, the County of Los Angeles recently constructed the Vermont Corridor Project, a 20-story, tower to the west of the Project Site. An additional 10-level garage that would replace existing parking structure fronting onto Shatto Place is presently under construction.

Los Angeles Municipal Code

Zoning, Floor Area and Density

The LAMC implements the City's General Plan Framework and Wilshire Community Plan's goal and policies regarding scenic quality through detailed development regulations including permitting specific land use types, building heights, and density at the parcel level.

Similar to the Approved Project, the Modified Project Site straddles two different zones. The Project Site is split-zoned C2-1 in the southern portion of the Project Site and CR-1 in the northern portion of the Project Site. The Project Site currently has a General Plan Land Use designation of Community Commercial.

The applicable height district limits Floor Area Ratio (FAR) to 1.5 to 1. The Modified Project would require a General Plan Amendment from Community Commercial to Regional Center Commercial as well as a Zone Change and Height District Change from CR-1 and C2-1 to C2-2, which would allow for a FAR of 6:1.

The Modified Project would require a Zone Change to Height District 2, which limits height only by the amount of available Floor Area permitted on the site. Height District 2 restricts FAR to 6 times the Buildable Area of the Lot (FAR of 6:1). The Project Site would qualify for a FAR of up to 6 times the Buildable Area of the lot in exchange for the provision of affordable housing units.

The buildable area for the Project Site is 73,407 square feet which permits a maximum of 440,442 square feet of Floor Area.

Setbacks

Various setback requirements help new development blend, and respond to, the surrounding urban form, improving the scenic quality of the built environment.

Per LAMC Section 12.22.A.18, mixed used projects can utilize zero (0) ft setbacks on the portions of a project fronting streets, private streets or alleys. No setbacks are required for commercial uses. As the Modified Project does not contain residential uses on the ground floor, no setbacks would be necessary. Otherwise, the Modified Project would include the following setbacks pursuant to LAMC 12.16.C:

- Side Yards: Minimum 5 ft. + 1 ft. for each story over 2, not to exceed 16 ft.
- Rear Yards: Minimum 15 ft. + 1 ft. for each story above 3rd level, not to exceed 20 ft.

Open Space

The Modified Project would be required to provide 44,225 square feet of open space for the Modified Project's associated 367 residential units. However, pursuant to LAMC 11.5.11.e. the Modified Project is requesting developer incentives to reduce the required amount of Open Space by 25 percent. The Modified Project would provide 33,169 square feet of required open space. Additionally, the Modified Project would provide 33,045 square feet of potential recreation and Park Credit areas of open space in excess of LAMC § 12.21G requirements, and 80,045 square feet of non-credited outdoor areas in locations such as private balconies in excess of the 50 square foot credited areas.

Pursuant to LAMC Section 12.21-G,2, one tree per four units is required to be provided on site (street trees may be included). Therefore, the Modified Project would provide 92 trees and 10 street trees. As the Modified Project has been designed with a unified architectural aesthetic and would promote the pedestrian experience through a new streetscape design that would substantially increase landscape amenities, including the provision of ground level commercial uses, street trees, outdoor plazas, and landscaping, the Modified Project would not conflict with applicable zoning or other regulations governing scenic quality.

As the Modified Project would be consistent with applicable zoning and other regulations governing scenic quality. The impact associated with the Modified Project would be similar to the Approved Project and would be less than significant.

Light and Glare

Less Than Significant Impact. Similar to the Approved Project, construction of the Modified Project would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur during evening hours. Furthermore, Mitigation Measure MM NOISE-1 which would require a construction fence along the perimeter of the Project Site during construction would remain applicable under the Modified Project. Based on compliance with regulatory requirements and implementation of Mitigation Measure MM NOISE-

1, the Modified Project's impacts on light and glare during construction would be the same as the Approved Project and would be less than significant.

During operations, the Modified Project's mix of uses would generate levels of interior and exterior lighting for security, parking entrances, signage and architectural highlighting, similar to other uses in the area. While the addition of the new central plaza and associated seating, and restaurant uses under the Modified Project would create more lighting along Shatto Place than the design of the Approved Project, these uses would front Shatto Place, which does not contain residential uses or historic uses across from the Project Site. Furthermore, soft accent lighting used for signage, and architectural highlighting would be directed to permit visibility of the highlighted elements but would not be so bright as to cause substantial light spill off the Project Site. Outdoor lighting would be designed and installed with shielding, such that lighting would be directed and focused on the Project Site and not on adjacent residential uses including the historic 523 South Westmoreland Avenue residential property in accordance with LAMC lighting regulations. To ensure light spillover would be minimized, PDF AES-1 would require that outdoor lighting be designed and installed with shielding, such that lighting would be directed and focused on the Modified Project and would be shielded from adjacent residential properties, the public right-of-way, and from above. In addition, proposed signage and outdoor lighting would be subject to applicable regulations contained within the LAMC that limits lighting intensity or direct glare onto exterior glazed windows or glass doors on any property containing residential units including the historic residential 523 South Westmoreland Avenue property.

Regarding the historic 3109 West 6th Street property, this commercial use is located at the active corner of West 6th Street and south Westmoreland Avenue and it is already subject to a high degree of ambient lighting related to vehicles and streetlights. Furthermore, the more intensive taller building is set back from the northeast corner of the Project Site where the 3109 West 6th Street property is located, minimizing light intrusion onto this property.

The Approved Project's building materials include concrete with painted concrete balcony slabs clad in a prefinished aluminum window system with double-glazed vision glass units, and opaque spandrel units. In accordance with City requirements, the exterior of the proposed structure would use materials such as, high-performance and/or low-reflective glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces that would minimize glare and reflected heat. Based on the above, glare impacts are not expected to be substantial or to adversely affect day or night views. Therefore, the glare impact is considered less than significant.

Shade/Shadow

Less Than Significant Impact. A project impact would normally be considered significant if shadow-sensitive uses would be shaded by Project-related structures for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (PST), between early November and mid-March or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (PDT) between early mid-March and early November.

As analyzed the in the shade shadow diagrams prepared for the Modified Project, the Modified Project would not significantly increase the shading of nearby shadow-sensitive uses such as the

historic 3109 West 6th Street and 523 South Westmoreland Avenue properties located immediately to the east of the Project Site (Appendix A). Based on the significance thresholds stated above, and a less than significant impact would occur. No mitigation measures are required.

Cumulative Impacts: Aesthetics

Less Than Significant Impact. There are no related projects with which the project would combine to create a new significant or substantially worse significant impact than was evaluated in the Approved SCEA. As evaluated under the Approved SCEA, projects in combination with the Modified Project are located within designated urban lots planned for development and would not encroach upon public views through street corridors. Although some views of architecturally or historically important buildings could be obscured by taller buildings constructed within a line of sight over existing low rise development and parking lots, there would be limited potential for such occurrences and views of primary facades of architecturally or historically important buildings would not likely be affected. Similar to the Approved Project, the Modified Project would not have direct or indirect impacts on scenic resources, its contribution to impacts on views of scenic resources from other related projects would not be cumulatively considerable and cumulative impacts would be less than significant.

Similar to the Approved Project, the Modified Project would develop the Project Site with an attractive new mixed-use development that would include substantial new open spaces and active ground level uses that would be a positive attribute to the existing visual environment. New development subject to discretionary approval would conform to the City's or County's design standards, and it is therefore anticipated that new development would reflect high quality design and would not degrade the visual character of the area. Accordingly, as the Modified Project's contribution to adverse impacts on visual character would not be cumulatively considerable and cumulative impacts would be less than significant.

Cumulative light and glare effects would be consistent with the existing urban environment, which is characterized by high ambient light levels. Accordingly, the Modified Project's contribution to light and glare impacts would not be cumulatively considerable and cumulative impacts would be less than significant. Similar to the Modified Project, the Approved Project would not contribute to cumulative shadow effects and cumulative impacts would be less than significant and no mitigation measures are required.

Overall, cumulative aesthetics impacts would be less than significant.

Findings Related to Aesthetics

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA. The Modified Project would not result in new significant environmental impacts related to aesthetics, and there would not be a substantial increase in the severity of impacts described in the 2019 Approved SCEA.

Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to aesthetics, requiring major revisions to the 2019 Approved SCEA.

Project Design Features

To ensure that any light intrusion impacts are minimized to surrounding areas following completion of the Modified Project, the following project design feature is included:

> **PDF AES-1:** Outdoor lighting related to the Modified Project shall be designed and installed with shielding from adjacent residential properties, the public right-of-way, and from above.

Mitigation Measures

While aesthetic impacts are less than significant without mitigation, Mitigation Measure MM NOISE-1 which would require a construction fence along the perimeter of the Project Site during construction would remain applicable under the Modified Project.

4.2 Agricultural Resources

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the 2019 Approved SCEA. The Project Site under the Modified Project has been slightly expanded to the north to include the four story, office building with at-grade parking located to the north of the Approved Project Site located at 514 S. Shatto Place that would be demolished in addition to the structures evaluated under the Approved Project. This new area does not include any agricultural uses or is zoned for agricultural uses. Refer to Section 5.2, *Agricultural Resources*, of the 2019 Approved SCEA for an in-depth discussion of these features of the existing environmental setting and potential impacts with regard to agricultural resources.

2019 Approved SCEA

Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, to Non-Agricultural Use

No Impact. As described in the 2019 Approved SCEA, the Project Site is located within a highly urbanized area and is currently developed with a private school and existing buildings include school related buildings and a surface parking lot. No agricultural uses, or related farmland operations, are present within the Project Site or surrounding area. The Project Site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP). The urban character of the Project Site would be consistent with the FMMP's definition of "Urban and Built-Up Land," which does not constitute farmland. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses.

Conflict with the Existing Zoning for Agricultural Use, or a Williamson Act Contract

No Impact. The Williamson Act of 1965 allows local governments to enter into contract agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space use. The Project Site is not zoned for agricultural uses and would not be rezoned to permit agricultural uses and is not subject to a Williamson Act contract. Therefore, the Approved Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract.

Conflict with Existing Zoning for, or Cause Rezoning of, Forest Land, Timberland or Timberland Zoned Timberland Production

No Impact. As described in the 2019 Approved SCEA, the Approved Project's Project Site is currently developed with school related-buildings and paved parking and is not zoned for forestry or timberland uses. The northern parcel where the new building would be developed, is zoned CR-1. The parcel on the southern portion of the Project Site, occupied by the school building is zoned C2-1. Thus, the Approved Project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land or timberland to non-forest uses.

Result in the Loss of Forest Land or Conversion of Forest Land to Non-Forest Use

No Impact. As discussed above and in the 2019 Approved SCEA, the Project Site is currently zoned CR-1 and C2-1 and is not zoned for forestry or timberland use. There are no agricultural or forest designations on the Project Site. The Approved Project would not result in the loss of forest land or conversion of forest land to non-forest use.

Involve Other Changes in the Existing Environment which, Due to their Location or Nature, could Result in Conversion of Farmland, to Non-Agricultural Use

No Impact. As described in the 2019 Approved SCEA, the Project Site does not contain farmland, forest land, or timberland. Accordingly, the Approved Project would not result in the conversion of farmland to non-agricultural uses or forest land to non- forest uses.

Cumulative Impacts: Agricultural Resources

As described in the 2019 Approved SCEA, the related projects are located within a developed, urbanized area of the City of Los Angeles generally zoned for commercial and residential uses and their project sites do not support existing farming, agricultural or forest-related operations. Therefore, development of the related projects together with the Approved Project would not result in the conversion of State-designated agricultural land from an agricultural use to a non-agricultural use, or result in the loss of forest land or the conversion of forest land to non-forest use. Therefore, no cumulative impacts on agriculture and forest resources would occur.

Analysis of the Modified Project

Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, Non-Agricultural Use

No Impact. Similar to the Approved Project, the Modified Project Site is located within a highly urbanized area and is currently developed with a private school and existing buildings include school related buildings and a surface parking lot. The Modified Project would involve the acquisition and demolition of a four story, office building with at-grade parking located to the north of the Approved Project Site. As with the Approved Project, no agricultural uses, or related farmland operations, are present within the Project Site or surrounding area. The Modified Project Site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the FMMP.[3]

Conflict with the Existing Zoning for Agricultural Use, or a Williamson Act Contract

No Impact. Similar to the Approved Project, the Modified Project is not zoned for agricultural uses presently and will not be rezoned to permit agricultural uses. The Modified Project is also not subject to the Williamson Act contract. Therefore, the Modified Project would not conflict with any zoning for agricultural uses or a Williamson Act contract.

Conflict with Existing Zoning for, or cause Rezoning of, Forest Land, Timberland or Timberland Zoned Timberland Production

No Impact. Similar to the Approved Project, the Modified Project is currently located within a highly urbanized area. The Project Site and surrounding area is not zoned for forestry or timberland uses. As with the Approved Project, the Modified Project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land or timberland to non-forest uses.

Result in the Loss of Forest Land or Conversion of Forest Land to Non-Forest Use

No Impact. As discussed above, the Modified Project Site is located in a highly urbanized area and is not zoned for forestry or timberland use. There are no agricultural or forest designations on the Project Site. The Modified Project would not result in the loss of forest land or conversion of forest land to non-forest use.

[3] State of California Department of Conservation, California Important Farmland Finder, https://maps.conservation.ca.gov/dlrp/ciff/, Accessed September, 2020.

Involve Other Changes in the Existing Environment which, due to their Location or nature, could Result in Conversion of Farmland, to Non-Agricultural Use

No Impact. Similar to the Approved Project, the Project Site does not contain farmland, forest land, or timberland. Accordingly, the Modified Project would not result in the conversion of farmland to non-agricultural uses or forest land to non- forest uses.

Cumulative Impacts: Agricultural Resources

As with the Approved SCEA, the related projects to the Modified Project are located within a developed, urbanized area of the City of Los Angeles generally zoned for commercial and residential uses and their project sites do not support existing farming, agricultural or forest-related operations. Therefore, development of the related projects together with the Modified Project would not result in the conversion of State-designated agricultural land from an agricultural use to a non-agricultural use, or result in the loss of forest land or the conversion of forest land to non-forest use. Therefore, no cumulative impacts on agriculture and forest resources would occur.

Findings Related to Agricultural Resources

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Adopted SCEA. The Modified Project would not result in new significant environmental impacts related to agricultural resources, and there would not be a substantial increase in the severity of impacts described in the 2019 Approved SCEA. With the exception of the acquisition and demolition of the four-story office building with at-grade parking located to the north of the Approved Project Site, the Project site and surrounding area have not been further developed or modified. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to agricultural resources that would require major changes to the 2019 Approved SCEA.

Project Design Features

No project design features were required for agricultural or forest resources in the 2019 Approved SCEA, and no project design features are required for the Modified Project.

Mitigation Measures

No mitigation measures were required for agricultural or forest resources in the 2019 Approved SCEA, and no mitigation is required for the Modified Project.

4.3 Air Quality

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the 2019 Approved SCEA. Subsequent to approval of the Approved Project, the applicant purchased a lot to the north of the approved Project Site containing an existing 27,843 square foot office building

(514 S. Shatto Place). The office building would be demolished as part of the Modified Project and would offer the opportunity to create a higher intensity of commercial and mixed-use development on the Project Site that would provide greater housing and employment opportunities within a Transit Oriented Area. The related project, the Vermont Corridor Project, which is a mixed-use project with office, retail and restaurant uses and located approximately 90 feet west of the Project Site at its closest point on the east side of Vermont Avenue north of 6th Street, is undergoing construction (as of September 2020). This related project was identified and considered in the 2019 Approved SCEA for cumulative impacts. Therefore, construction and future operation of the Vermont Corridor Project related project does not constitute a significant change to the environmental setting. No significant changes to the pertinent air quality regulations have occurred since the preparation of the 2019 Approved SCEA. As such, refer to Item 5.3, *Air Quality*, of the 2019 Approved SCEA for an in-depth discussion of the existing environmental setting.

The Project Site is located within the South Coast Air Basin (Basin) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) for air quality planning. The SCAQMD has established an Air Quality Management Plan (AQMP) that contains policies and measures to achieve federal and State standards for improved air quality. The current 2016 AQMP was identified and considered in the 2019 Approved SCEA and remains the applicable AQMP for the SCAQMD.

2019 Approved SCEA

Conflict with Air Quality Plans

Less than Significant Impact. The 2019 Approved SCEA determined that project-related construction and operational activities were anticipated to be consistent with the applicable air quality management plan (AQMP). The SCAQMD 2016 AQMP is the applicable plan for the South Coast Air Basin, the region in which the Project Site is located, and includes emission control measures that would be applicable to the Approved Project. Growth projections within the 2016 AQMP are based on the Southern California Association of Government (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the City of Los Angeles' General Plan.

The 2019 Approved SCEA determined that the Approved Project would not conflict with the ability of federal, State, and local agencies to implement fair-share emissions strategies outlined in the 2016 AQMP. Control strategies in the AQMP, applicable to control temporary emissions from construction activities, include MOB-08 and MOB-10 (as denoted in the 2016 AQMP),[4] which are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment by accelerating the replacement of older, emissions-prone engines with newer engines that meet more stringent emission standards. Further, the Approved Project would use construction contractors that are required by State regulation to be in compliance with the California Air Resources Board

[4] AQMP measure MOB-08 (2016 AQMP) apply to on-road mobile sources and are the accelerated retirement of older on-road heavy-duty vehicles to reduce emissions of NO_X and particulate matter. AQMP measure MOB-10 (2016 AQMP) apply to off-road mobile sources and are the extension of the Surplus Off-Road Opt-In for NO_X (SOON) provision for construction/industrial equipment to encourage the accelerated retirement of older off-road heavy-duty equipment to reduce emissions of NO_X.

(CARB) Air Toxics Control Measure (ATCM) that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation that aims to reduce emissions through the installation of diesel particulate matter filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. The Approved Project would also comply with SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403 (Fugitive Dust).

Further, the 2019 Approved SCEA determined that the Approved Project would not conflict with goals to reduce vehicle miles traveled (VMT) and associated mobile source emissions. The AQMP includes Transportation Control Measures that are intended to reduce regional mobile source emissions. The Project Site's urban infill location and the Approved Project's mixed-use design and land uses, which increase the density at a site located within a City of Los Angeles Transit Priority Area (TPA), would support measures related to reducing vehicle trips for residents, patrons, and employees by increasing residential and commercial density near public transit.

The Approved Project would result in an increase in short-term employment during construction and long-term population and employment during operations, but because the Approved Project is located within a City of Los Angeles TPA and provides for needed housing and affordable housing, the population growth generated by the Approved Project would not conflict with the City's and SCAG's growth policies and projections on which the 2016 AQMP is based.

The 2019 Approved SCEA determined that the Approved Project would also not conflict with the goals of the 2016-2040 RTP/SCS. As stated above, the Approved Project would be located in a designated TPA and would provide needed housing and employment in the area and would be consistent with growth projections in the 2016-2040 RTP/SCS.

The 2019 Approved SCEA would also be consistent with the City's General Plan Air Quality Element. The Approved Project adheres to goals and policies outlined in the Air Quality Element, such as minimizing construction emissions through compliance with the ATCM and emissions reductions strategies in the 2016 AQMP. Further, the Approved Project co-locates varying land uses in close proximity and provides access to high quality transit. The Approved Project also would comply with the City's Green Building Code.

Therefore, because the 2019 Approved SCEA determined that the Approved Project would be consistent with the 2016 AQMP and growth projections incorporated in the 2016 AQMP from the 2016-2040 RTP/SCS and the City's General Plan, and consistent with the City's policies in the City's General Plan Air Quality Element, the Approved Project would have a less than significant impact related to conflict with applicable goals and policies, and no mitigation would be required.

Result in a Cumulatively Considerable Net Increase of any Non-Attainment Criteria Pollutant

Less than Significant Impact. The 2019 Approved SCEA determined that construction of the Approved Project would contribute to local and regional air pollutant emissions during Project construction (short-term or temporary) and Project occupancy (long-term). However, construction and operation of the Approved Project would result in less-than-significant impacts relative to the

maximum daily emissions as compared to the SCAQMD regional significance thresholds for construction and operational phases for criteria air pollutant emissions in which the region is non-attainment under the California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS) (i.e., ozone precursors of volatile organic compounds [VOCs] and nitrogen oxides [NO_X], respirable particulate matter [PM10], and fine particulate matter [PM2.5}). In addition, construction and operational emissions from the Approved Project would not exceed the SCAQMD regional significance thresholds for attainment or maintenance criteria air pollutants (i.e., carbon monoxide [CO] and sulfur dioxide [SO_2]).

Construction of the Approved Project would generate emissions from heavy-duty equipment operations and truck traffic during construction activities. In addition, fugitive dust emissions may result from other construction activities. During the finishing phase, the application of architectural coatings (i.e., paints) and other building materials may release VOCs. The Approved Project would implement PDF AIR-1 to minimize construction-related emissions. PDF AIR-1 states that construction equipment operating at the Project Site shall be subject to a number of requirements to minimize emissions including that specified equipment meet the Tier 4 final off-road emissions standards or utilize electric and natural gas fuel in place of diesel fuel. With implementation of PDF AIR-1, the Approved Project's maximum regional construction emissions would not exceed the thresholds for non-attainment pollutants of ozone precursors (i.e., VOC and NO_X), PM10, and PM2.5 or for attainment and maintenance criteria air pollutants (i.e., CO and SO_2). Therefore, construction emission impacts would be less than significant and mitigation measures are not required.

The operation of the Approved Project has the potential to generate net additional criteria pollutant emissions through the additional vehicle trips traveling to and from the Project Site and from the energy demands of its on-site uses, including from natural gas combustion, and area sources such as landscaping equipment and the use of consumer products. The Approved Project would also produce criteria pollutant emissions from its on-site diesel-fueled emergency generator. The Approved Project's maximum net regional operational emissions would not exceed the thresholds for non-attainment pollutants of ozone precursors (i.e., VOC and NO_X), PM10, and PM2.5 or for attainment and maintenance criteria air pollutants (i.e., CO and SO_2). Therefore, the Approved Project would have a less-than-significant impact on air quality resulting from regional operational emissions and mitigation measures are not required.

As the Approved Project's criteria pollutant emissions would be below the SCAQMD significance thresholds, the Approved SCEA determined that measurable health impacts from the Approved Project's construction and operational emissions would not be expected to occur and health impacts would be less than significant.

Expose Sensitive Receptors to Substantial Pollutant Concentrations

Less than Significant Impact. As discussed in the 2019 Approved SCEA, the closest sensitive land uses to the Project Site included multifamily residential uses approximately 170 to 900 feet to the north, multifamily residential uses approximately 10 feet to the east, and Young Oak Kim Academy (school) approximately 130 feet to the southwest. The Approved Project's construction

and operational emissions would not result in any exceedances of the SCAQMD Localized Significance Thresholds (LSTs) for construction or operations.

Construction of the Approved Project would generate on-site emissions of fugitive dust and equipment exhaust emissions; however, the Approved Project would be required to comply with SCAQMD Rule 403 to limit fugitive dust emissions and would implement PDF AIR-1, which requires that construction equipment operating at the Project Site shall be subject to a number of requirements to minimize emissions including that specified equipment meet the Tier 4 final off-road emissions standards or utilize electric and natural gas fuel in place of diesel fuel. The maximum on-site emissions from construction of the Approved Project would not cause or contribute to an exceedance of the LSTs at sensitive receptors. Therefore, construction of the Approved Project would not expose sensitive receptors to substantial pollutant concentrations and construction impacts would be less than significant and mitigation measures are not required.

Long-term on-site operational emissions would result from the energy (natural gas) demands of its on-site uses, area sources such as landscaping equipment and the use of consumer products, and from its on-site diesel-fueled emergency generator. The maximum on-site emissions from operation of the Approved Project would not cause or contribute to an exceedance of the LSTs and would not expose sensitive receptors to substantial pollutant concentrations. Therefore, operational impacts would be less than significant and mitigation measures are not required.

Vehicular trips associated with the Approved Project would contribute to traffic in the surrounding areas and could lead to elevated concentrations of carbon monoxide (CO) causing a CO hotspot. The 2019 Approved SCEA determined that the increased traffic volume generated by the Approved Project would not result in significantly elevated CO concentrations above the ambient air quality standards. Therefore, the Approved Project would not expose sensitive receptors to substantial CO hots pot pollutant concentrations and CO hotspot impacts would be less than significant and mitigation measures are not required.

Construction of the Approved Project would result in sensitive receptor exposure to temporary toxic air contaminant (TAC) emissions associated with diesel particulate matter (DPM) emissions from heavy construction equipment. The Approved Project would comply with the CARB ATCM that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, the CARB In-Use Off-Road Diesel Vehicle Regulation, and would implement PDF AIR-1; compliance with these would minimize emissions during construction. Emissions from construction equipment associated with the Approved Project are expected to result in less than significant health risk impacts.

As the Approved Project consists of residential, office, and restaurant uses, the Approved Project would not include sources of substantive TAC emissions identified by the SCAQMD or CARB siting recommendations. The emergency generator would operate a maximum of 50 hours per year for maintenance and testing activities, and be subject to the controls contained in SCAQMD's Rule 1470. The Approved Project's restaurant operations would be subject to SCAQMD Rule 1138-Control of Emissions from Restaurant Operations, which would limit TAC emissions. Thus, with

regulatory compliance, operation of the Approved Project would result in less than significant health risk impacts and mitigation measures are not required.

Result in other emissions such as those leading to odors adversely affecting a substantial number of people

Less than Significant Impact. The Approved Project's construction and operational emissions would not exceed the regional thresholds for non-attainment pollutants of ozone precursors (i.e., VOC and NO_X), PM10, and PM2.5 or for attainment or maintenance criteria air pollutants (i.e., CO and SO_2). Odors associated with construction activities are not those typically associated with odor complaints. As discussed previously, SCAQMD Rule 1113 will limit the amount of VOCs in architectural coatings and solvents. In addition, the Approved Project would comply with the applicable provisions of the CARB ATCM regarding idling limitations for diesel trucks. Through mandatory compliance with SCAQMD Rules, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people.

The Approved Project's proposed uses are not associated with odor complaints and would not be expected to generate nuisance odors at nearby sensitive receptors during operation. Restaurant uses could generate odors from cooking operations; however, the use of standard range hoods and proper cleaning of cooking equipment and housekeeping practices would prevent adverse odors. If charbroiling were to occur in the restaurant uses, emissions control requirements consistent with SCAQMD Rule 1138 would minimize the potential for odorous emissions. Additionally, the existing Project Site is located adjacent to existing restaurant uses located to the west and to the east of S. Westmoreland Avenue along W. 6th Street. As such, the Approved Project would not introduce land uses associated with odorous emissions that are not already characteristic of similar uses within the vicinity. The Approved Project's other emissions such as those leading to odors would be less than significant, and mitigation measures are not required.

Cumulative Air Quality Impacts

Less than Significant Impact. The 2019 Approved SCEA determined that the Approved Project's construction would be consistent with the 2016 AQMP and would incorporate emission reduction strategies, as applicable, consistent with the 2016 AQMP. The Approved Project's location, design, and proposed land uses would also be consistent with the 2016 AQMP. The 2016 AQMP includes transportation control strategies intended to reduce regional mobile source emissions. The Approved Project would be developed at an urban, infill site in close proximity to existing residential uses, businesses, services, and numerous public transportation options. As such, the Approved Project's proximity to existing uses and to public transit would allow the Approved Project's projected growth to be accommodated by existing transportation resources and decreases the time and cost of traveling as well as vehicular demand and associated pollutants, consistent with the 2016 AQMP. Further, the Approved Project's increase in population, housing, and employment would also be consistent with the 2016 RTP/SCS growth projections upon which the 2016 AQMP is based. Therefore, impacts with respect to AQMP consistency would be less than significant.

The 2019 Approved SCEA determined that Project-related construction and operational emissions would be less than the applicable SCAQMD significance thresholds, which are designed to assist the region in attaining the applicable State and national ambient air quality standards. In addition, the Approved Project would not conflict with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants. Therefore, the Approved Project's construction and operational cumulative impacts would be less than significant and would not be cumulatively considerable, and mitigation measures are not required.

Analysis of the Modified Project

For the Modified Project, revised air quality modeling has been completed to evaluate the changes to the Approved Project construction schedule and land use mix. As such, the analysis of the Modified Project changes and the findings related to Air Quality are based on emissions modeling conducted for the Modified Project, with the modeling output files provided in Appendix B. To quantify air quality emissions, the California Emissions Estimator Model (CalEEMod, Version 2016.3.2) and the California Air Resources Board (CARB) on-road vehicle emissions factor (EMFAC 2017) model were utilized and compared the net change in air quality emissions between the Approved Project and the Modified Project. Like the Approved Project, the emissions analysis for the Modified Project accounts for compliance with mandatory SCAQMD Rule 403 measures regarding the control of fugitive dust. For modeling purposes within CalEEMod, compliance with Rule 403 is accounted for by incorporating watering three times daily, which the SCAQMD estimates a 61 percent control efficiency for fugitive dust PM10 and PM2.5 emissions. The analysis also accounts for compliance with SCAQMD Rule 1113 requiring the use of low VOC coatings, Rule 1138 that limits emissions from restaurant charbroiling by requiring the installing of a control device, and Rule 1470 that limits new stationary emergency standby diesel-fueled engines greater than 50 brake horsepower to 50 hours per year for maintenance and testing. In addition, the emissions analysis accounts for implementation of PDF AIR-1, which requires that construction equipment operating at the Project Site shall be subject to a number of requirements to minimize emissions, particularly NO_X, PM10 and PM2.5 emissions, including that specified equipment meet the Tier 4 final off-road emissions standards or utilize electric and natural gas fuel in place of diesel fuel.

Conflict with Air Quality Plans

Less than Significant Impact. Similar to the Approved Project, the Modified Project would not conflict with the ability of federal, State, and local agencies to implement fair-share emissions strategies in the applicable 2016 AQMP. Like the Approved Project, the Modified Project would not conflict with goals to reduce VMT and associated vehicles emissions given that the Project Site is located within a designated City of Los Angeles TPA. Pursuant to the methodology provided in Chapter 12 of SCAQMD's 1993 CEQA Air Quality Handbook, consistency with the 2016 AQMP is affirmed when a project: (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation, and (2) is consistent with the growth assumptions in the AQMP.

Emission Control Measures

The Modified Project would result in short-term construction and long-term operational emissions. However, like the Approved Project, the Modified Project would implement control strategies in the AQMP, as applicable. Control strategies in the AQMP, applicable to control temporary emissions from Modified Project construction activities, include MOB-08 and MOB-10 (as denoted in the 2016 AQMP),[5] which are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment by accelerating the replacement of older, emissions-prone engines with newer engines that meet more stringent emission standards. Furthermore, the Modified Project would use construction contractors that are required by State regulation to be in compliance with the CARB ATCM that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation that aims to reduce emissions through the installation of diesel particulate matter filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. The Modified Project would also comply with SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings) that limits the amount of VOCs in architectural coatings and solvents. Like the Approved Project, the Modified Project would implement PDF AIR-1 to minimize construction emissions by requiring that construction equipment operating at the Modified Project Site be subject to a number of requirements including that specified equipment meet the Tier 4 final off-road emissions standards or utilize electric and natural gas fuel in place of diesel fuel. Compliance with these requirements meets or exceeds the applicable AQMP requirements for emission control strategies intended to reduce emissions from construction equipment and activities.

Regarding operational emissions, like the Approved Project, the Modified Project would not conflict with goals to reduce VMT and associated mobile source emissions. The AQMP includes Transportation Control Measures that are intended to reduce regional mobile source emissions. While the majority of the AQMP Transportation Control Measures are implemented by cities, counties, and other regional agencies such as SCAG and SCAQMD, the Modified Project Site's urban infill location and the Modified Project's mixed-use design and land uses consisting of multi-family residential, office, and commercial/restaurant uses in the diverse Koreatown neighborhood of Los Angeles, which increase the density at a site located within a City of Los Angeles TPA, would support strategies for reducing VMT for residents, patrons, and employees by increasing residential and commercial density and jobs near public transit. The Project Site is served by a network of regional transportation facilities providing connectivity to the larger metropolitan area. The Project Site is located less than 500 feet northwest of the Wilshire/Vermont Metro Rail Station, which serves the Metro Purple Line and the Metro Red Line. The Project Site is also in close proximity to several bus lines. Additionally, like the Approved Project, operation of the Modified Project would comply with applicable rules for controlling emissions including SCAQMD Rule 1113 (Architectural Coatings) that limits the amount of VOCs in architectural coatings and solvents and Rule 1138 (Control of Emissions from Restaurant Operations) that limits emissions from restaurant

[5] AQMP measure MOB-08 (2016 AQMP) applies to on-road mobile sources and mandates the accelerated retirement of older on-road heavy-duty vehicles to reduce emissions of NO_X and particulate matter. AQMP measure MOB-10 (2016 AQMP) applies to off-road mobile sources and mandates the extension of the Surplus Off-Road Opt-In for NO_X (SOON) provision for construction/industrial equipment to encourage the accelerated retirement of older off-road heavy-duty equipment to reduce emissions of NO_X.

charbroiling by requiring the installing of a control device, such as a catalytic oxidizer, to reduce VOC, PM10 and PM2.5 emissions.

As discussed in the next section, construction and operation of the Modified Project would not exceed the SCAQMD significance thresholds, with implementation of the above AQMP-consistent emission control strategies. Therefore, the Modified Project would not increase the frequency or severity of an air quality standards violation or cause a new violation.

Growth Projections

The Modified Project would result in an increase in short-term employment during construction and long-term population and employment during operations. Construction jobs under the Modified Project would generally be small in number, temporary in nature, and filled by local construction workers already living and working in the region at similar short-term construction jobs, and therefore, these jobs would not conflict with the long-term employment projections upon which the AQMP are based.

During operations, like the Approved Project, the Modified Project would provide for needed housing and affordable housing in the City. The Los Angeles area is experiencing a severe market-rate and affordable housing shortage and the Mayor has called for 100,000 new housing units by 2021.[6] The Modified Project would make progress towards the City's goal and would provide market-rate and affordable housing units to help ameliorate the housing shortage in the City. The Modified Project would include up to 367 dwelling units of a variety of housing types consisting of 200 one-bedroom units, 100 two-bedroom units, 13 three-bedroom units, and 54 co-living, five-bedroom units that would include individual bathrooms. As discussed below in Item 4.14, *Population and Housing*, the population and employment growth generated by the Modified Project would be greater than the Approved Project, but would be well within the SCAG population and employment growth for the City area. The Modified Project would result in approximately 1,068 additional residents and would generate a net negative employment of 37 employees (refer to Table 4.2-20 in Item 4.14, *Population and Housing*). Based on the 2012 population and the 2040 projected population in the SCAG 2016-2040 RTP/SCS, the projected population for the City in the Project buildout year 2024 would be approximately 4,172,886.[7] Compared to the baseline 2020 population of 4,049,317 (refer to Table 4.2-21 in Item 4.14, *Population and Housing*), the Modified Project would represent approximately 0.86 percent of the projected population growth.

Furthermore, in the currently approved Housing Element of the City's General Plan, which is the 2013–2021 Housing Element that was adopted by the City Council on December 3, 2013, the 5th Cycle Regional Housing Needs Allocation (RHNA) identified in the Housing Element indicates that the City's housing needs assessment allocation includes 82,002 housing units of which 35,412 units, or 43.2 percent, would be for above moderate-income households. The remaining

6 City of Los Angeles, Mayor's Office, "Garcetti says housing shortage, minimum wage linked in Los Angeles," October 30, 2014. https://www.lamayor.org/garcetti-says-housing-shortage-minimum-wage-linked-los-angeles. Accessed September 2018.

7 SCAG, 2016-2040 RTP/SCS, Demographics & Growth Forecast Appendix, Table 11, April 2016. Based on linear interpolation of 2012 and 2024 population data. While SCAG has adopted its 2020-2045 RTP/SCS, the currently adopted 2016 AQMP is based on growth projections from the 2016-2040 RTP/SCS, and thus remains the applicable document from which to evaluate growth projections for 2016 AQMP purposes.

56.8 percent of the needed housing units consist of 13,728 moderate-income units (16.8 percent), 12,435 low-income units (15.2 percent), 10,213 very-low-income units (12.5 percent), and 10,213 extremely-low-income units (12.5 percent).[8] The Draft RHNA for the 6th RHNA Cycle which would cover the planning period October 2021 through October 2029 is planned for adoption by SCAG in October 2020. This RHNA allocation for City of Los Angeles identified the need to provide 455,577 new units with 259,209 of these units identified as for affordable housing for the planning period. Similar to the Approved Project, the Modified Project is a mixed-income project that would offer a mixture of unit sizes and would also include co-living units. Specifically, the Modified Project would provide 367 units, and of these, 42 units would be designated as restricted affordable housing subject to LAMC requirements of 5 percent for Extremely Low Income households and 6 percent for Very Low Income households for for-rent units, and 11 percent Very Low Income for for-sale units. In addition, 54 units would be co-living units with five-bedrooms. The co-living units would share common living spaces such as a kitchen, living room and other amenity spaces within the units and would have individual bedrooms and bathrooms; offering greater opportunities for affordability, convenience and social connections than traditional apartment rentals. Thus, the Modified Project would support the RHNA by contributing to the overall housing supply and affordable housing supply.

Additionally, in 2016, voters in the City passed Measure JJJ (Affordable Housing and Labor Standards Related to City Planning), which provides that development projects with 10 or more residential units may only receive General Plan Amendments or certain zoning changes if the project, among other requirements, includes a component of affordable housing or the developer pays in-lieu fees into the City's Affordable Housing Trust Fund.[9] Thus, while the Modified Project proposes a General Plan Amendment and Zone Change, pursuant to LAMC Section 11.5.6(a) development bonuses shall include discretionary General Plan amendments, zone changes, and height district changes such as those proposed here; it does not conflict with adopted City policy and voter mandates for housing and affordable housing. Therefore, like the Approved Project, the Modified Project would not conflict with the City's and SCAG's growth policies and projections on which the 2016 AQMP is based. Therefore, similar to the Approved Project, the Modified Project would not conflict with the 2016 AQMP and the impact would be less than significant and no mitigation measures would be required. Furthermore, like the Approved Project, the Modified Project would make progress toward the City's housing needs as described in the City's General Plan Housing Element and RHNA.

City's General Plan Air Quality Element

In addition to the Modified Project's consistency with the 2016 AQMP, the Modified Project would be consistent with the applicable policies of the City's General Plan Air Quality Element. The City of Los Angeles Air Quality Element of the General Plan includes Citywide policies regarding a range of City resources and services, some of which are relevant to air quality. The Modified Project would result in the development of substantively similar types of land uses as the Approved Project and would be located in an area well served by public transportation options. Like the Approved

[8] Ibid, Table 1.29 (pg. 1-79).

[9] City of Los Angeles, Bureau of Contract Administration, Measure JJJ, https://bca.lacity.org/measure-JJJ. Accessed October 12, 2020.

Project, the Modified Project would also comply with and implement emission control measures, including measures to minimize construction emissions. Therefore, the consistency analysis provided in the Approved SCEA demonstrating consistency with the City's General Plan Air Quality Element also applies to the Modified Project. As such, Modified Project construction and operations would not conflict with or be inconsistent with applicable air quality policies of the General Plan and the impact would be less than significant and no mitigation measures would be required.

Result in a Cumulatively Considerable Net Increase of any Non-Attainment Criteria Pollutant

Less than Significant Impact

Construction Emissions

Like the Approved Project, the Modified Project would involve demolition of some of the existing uses (i.e., surface parking lot and some of the existing school related buildings). The existing former church building currently on the Project Site would remain and be repurposed into a restaurant that would feature a new outdoor patio. Subsequent to approval of the Approved Project, the applicant purchased a lot to the north of the approved Project Site containing an existing 27,843 square foot office building. The office building would be demolished as part of the Modified Project and would offer the opportunity to create a higher intensity of mixed-use residential, office, and commercial/restaurant development on the Project Site that would provide greater housing and employment opportunities within a City of Los Angeles TPA. The 2019 Approved SCEA evaluated construction of the Approved Project with an expected construction duration of approximately 26 months with buildout in year 2021. The Modified Project would have an expected construction duration of approximately 37 months with buildout in year 2024, assuming maximum intensity of daily construction activities.

Construction activities would include demolition, excavation, grading, building construction, architectural coatings, paving, and renovation of the former building. Heavy-duty off-road equipment, such as excavators, loaders, cranes, and paving equipment would be used during construction. Approximately 18 haul truck trips (9 inbound and 9 outbound truck trips) would occur per day during demolition. Site grading and excavation would result in approximately 98,000 cubic yards of soil export with approximately 162 haul truck trips (81 inbound and 81 outbound haul truck trips) per day during excavation.[10] Building foundation and intermittent concrete pouring would generate up to approximately 52 concrete truck trips (26 inbound and 26 outbound truck trips) in a day, limited to days when concrete pouring activities would occur on a weekly, or intermittent basis throughout foundation and building construction. Construction would generate emissions from the use of these heavy-duty off-road equipment, haul and concrete trucks, and from vendor supply truck that would delivery construction material to the Project Site and from construction worker vehicle trips.

Construction may commence at a later date or construction could occur over a longer period of time than that analyzed in this air quality impact analysis. If either or both of these occur,

[10] Excavation volume provided by Forme Development and includes a 20 percent contingency factor. Truck trips estimated based on 14 cubic yard average haul capacity provided by Forme Development.

construction impacts would be less than those analyzed, because a more energy-efficient and cleaner burning construction equipment fleet mix would be expected in the future, pursuant to State regulations that require construction equipment fleet operators to phase-in less polluting heavy-duty equipment. Furthermore, in event that daily construction intensities are lower than analyzed herein, the construction duration could be spread out for a longer period of time which would result in reduced peak daily emissions. As a result, should the Modified Project construction commence on a later date, or occur over a longer period of time than that analyzed in this air quality impact analysis, air quality impacts would be less than the impacts disclosed herein.

Based on the emissions modeling for the Modified Project using CalEEMod (Version 2016.3.2) and EMFAC2017, and accounting for regulatory compliance with SCAQMD Rules 403 and 1138, a comparison of the short-term construction emissions associated with the Modified Project and the Approved Project (without and with incorporation of PDF AIR-1) is shown in Table 4.2-1 and Table 4.2-2. As shown, the Modified Project's regional construction emissions would be greater than the Approved Project, but would remain less than the SCAQMD significance thresholds. Therefore, the Modified Project would not result in any new significant impact. Similar to the Approved Project, the Modified Project would not result in a cumulatively considerable increase in emissions due to construction-related emissions and the impact would be less than significant. No mitigation is required.

TABLE 4.2-1
MAXIMUM REGIONAL CONSTRUCTION EMISSIONS WITHOUT PDF AIR-1 (POUNDS PER DAY)

Source	VOC	NOx	CO	SO_2	PM10[a]	PM2.5[a]
Approved Project Maximum Daily Emissions	**17**	**55**	**48**	**<1**	**25**	**8**
Modified Project Individual Phases						
Demolition	2	24	17	<1	1.9	1.2
Grading/Excavation	4	66	38	<1	7.0	3.6
Utilities/Trenching	<1	3	4	<1	0.3	0.2
Foundations	3	40	45	<1	8.1	2.9
Building Construction	3	36	40	<1	7.9	2.7
Architectural Coating/Finishing	7	2	5	<1	1.2	0.4
Paving	1	5	8	<1	0.4	0.3
Renovation of Existing Use	1	6	9	<1	0.4	0.3
Modified Project Overlapping Phases						
Grading/Excavation + Utilities/Trenching	5	69	42	<1	7.3	3.8
Building Construction + Architectural Coating/Finishing + Renovation of Existing Use	11	44	54	<1	9.5	3.4
Paving + Architectural Coating/Finishing + Renovation of Existing Use	8	13	22	<1	2.0	1.0
Modified Project Maximum Daily Emissions	11	69	54	<1	9.5	3.8
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

NOTES:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B

[a] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.
SOURCE: ESA, 2020.

TABLE 4.2-2
MAXIMUM REGIONAL CONSTRUCTION EMISSIONS WITH PDF AIR-1 (POUNDS PER DAY)

Source	VOC	NOx	CO	SO_2	PM10[a]	PM2.5[a]
Approved Project Maximum Daily Emissions	**14**	**29**	**60**	**<1**	**24**	**7**
Modified Project Individual Phases						
Demolition	<1	6	17	<1	0.9	0.3
Grading/Excavation	2	45	41	<1	5.9	2.6
Utilities/Trenching	<1	2	4	<1	0.1	<0.1
Foundations	2	25	52	<1	7.2	2.1
Building Construction	1	23	42	<1	7.2	2.1
Architectural Coating/Finishing	7	<1	5	<1	1.1	0.3
Paving	<1	1	9	<1	0.1	0.1
Renovation of Existing Use	<1	2	17	<1	0.2	0.1
Modified Project Overlapping Phases						
Grading/Excavation + Utilities/Trenching	2	46	46	<1	6.0	2.6
Building Construction + Architectural Coating/Finishing + Renovation of Existing Use	9	26	65	<1	8.5	2.4
Paving + Architectural Coating/Finishing + Renovation of Existing Use	7	4	32	<1	1.4	0.4
Modified Project Maximum Daily Emissions	9	46	65	<1	8.5	2.6
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

NOTES:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B.
[a] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.
SOURCE: ESA, 2020.

Operational Emissions

The Modified Project would result in net increases in both area and mobile source emissions over existing conditions. Similar to the Approved Project, operation of the Modified Project has the potential to generate net additional criteria pollutant emissions through the additional vehicle trips traveling to and from the Project Site. In addition, emissions would result from the energy demands of its on-site uses, including from natural gas combustion, and area sources such as landscaping equipment and the use of consumer products. The Modified Project would also generate criteria pollutant emissions from its on-site diesel-fueled emergency generator.

Operational emissions were estimated for buildout year 2024. Mobile source emissions were estimated using on-road vehicle emission factors from EMFAC2017 and estimated Modified Project VMT from the LADOT analysis tool, City of Los Angeles VMT Calculator Version 1.3 (July 2020), which is designed to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits. Some of the key factors built into the VMT Calculator include travel behavior zones, mixed-use development methodology,

population, and employment assumptions, and transportation demand management (TDM) measures. Refer to Item 4.17, *Transportation*, below for additional information regarding the City's VMT Calculator.

The Modified Project's building energy (natural gas) and area source emissions were estimated using CalEEMod. For building energy, the current regulation is the Title 24-2019 Building Energy Efficiency Standards. The current version of CalEEMod incorporates factors for compliance with the prior Title 24-2016 standards; therefore, correction factors are incorporated into CalEEMod to account for the Title 24-2019 standards in effect. Similar to the Approved Project, the Modified Project does not include any fireplaces or hearths within the residential units; therefore, the Project would not result in fireplace emissions.

Other area source emissions resulting from operation of the Modified Project include equipment used to maintain landscaping, such as lawnmowers and trimmers. Emissions of VOCs from the use of consumer products and architectural coatings are also included based on SCAQMD-specific emission factors for land uses in the South Coast Air Basin. The Modified Project does not include any fireplaces or hearths within the residential units.

Stationary source emissions from the emergency generator were estimated separately outside of CalEEMod. The emergency generator capacity, estimated at a total of approximately 1,500 kilowatts (2,012 horsepower) for the high-rise building, would result in emissions associated with periodic maintenance and testing generator. Its emissions were calculated based on compliance with the mandated emission limits and operating hour constraints contained in SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which limits maintenance and testing to 50 hours per year.

Emissions from the existing site uses were also updated from the modeling conducted in the 2019 Approved SCEA to account for the existing 27,843 square foot office building (514 S. Shatto Place). Existing emissions from the office building primarily consist of mobile source emissions from workers and visitors driving to and from the office use and building energy (natural gas) demand and area sources (landscaping and consumer products/architectural coatings). Existing emissions from the office building were combined with the existing site emissions estimated in the 2019 Approved SCEA.

Based on the emissions modeling for the Modified Project, a comparison of the long-term operational emissions associated with the Modified Project and the Approved Project is shown in Table 4.2-3. As shown, the Modified Project's regional operational emissions would be greater than the Approved Project but would remain less than the SCAQMD significance thresholds. Therefore, the Modified Project would not result in any new significant impacts. Similar to the Approved Project, the Modified Project would not result in a cumulatively considerable increase in emissions due to operational-related emissions and impacts would be less than significant. No mitigation is required.

TABLE 4.2-3
MAXIMUM NET REGIONAL OPERATIONAL EMISSIONS (POUNDS PER DAY)

Operational Activity	VOC	NO_X	CO	SO_2	PM10	PM2.5
Approved Project Maximum Net Daily Emissions	**8**	**33**	**50**	**<1**	**5**	**1**
Modified Project Emissions						
Area (Consumer Products, Landscaping, Natural Gas Fireplaces)	12	<1	35	<1	0.2	0.2
Energy (Natural Gas)	<1	3	2	<1	0.2	0.2
Motor Vehicles	5	9	45	<1	14.0	3.8
Stationary (Emergency Generator)[a]	2	30	17	<1	0.1	0.1
Modified Project Total	**19**	**42**	**99**	**<1**	**14.5**	**4.3**
Existing Site Emissions						
Area (Consumer Products, Landscaping)	1	<1	<1	<1	<0.1	<0.1
Energy (Natural Gas)	<1	<1	<1	<1	<0.1	<0.1
Motor Vehicles	1	2	7	<1	1.6	0.4
Existing Site Total	**2**	**2**	**7**	**<1**	**1.6**	**0.5**
Modified Project Maximum Net Daily Emissions	**17**	**40**	**92**	**<1**	**12.9**	**3.9**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

NOTES:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B.
[a] Emergency generator emissions are based on regulatory compliance with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines) and maintenance or testing for 2 hours in a single day.
SOURCE: ESA, 2020.

Similar to the Approved Project, as the Modified Project's criteria pollutant emissions would be well below the SCAQMD significance thresholds, measurable health impacts from the Modified Project's construction and operational criteria pollutant emissions would not be expected to occur and no new health impact would occur.

Expose Sensitive Receptors to Substantial Pollutant Concentrations

Less than Significant Impact. The air quality-sensitive land uses within the vicinity of the Modified Project include air quality-sensitive receptor uses identified in the 2019 Approved SCEA and other uses based on proximity to the Modified Project Site. The air quality sensitive receptors located in close proximity to the Modified Project Site, inclusive of the lot to the north of the approved Project Site (514 S. Shatto Place), include the following land uses:

- **North** – The land uses north of the Project Site consists of commercial, church, and adult school (World Mission University) uses, which are not air quality-sensitive uses, and air quality-sensitive multifamily residential uses located within approximately 170 to 800 feet of the northern boundary of the Project Site.
- **East** – Land uses immediately east of the Project Site consist of air quality sensitive multifamily residential uses, located within 10 feet of the eastern and northeastern boundary of the Project Site, as well as a surface parking lot that is not an air quality-sensitive use.

- **South** – Land uses south of the Project Site consist of commercial and medical office uses, which are not air quality-sensitive uses, and the air quality sensitive Young Oak Kim Academy (school use) located 130 feet southwest of the southern boundary of the Project site.
- **West** – Land uses west of the Project Site include commercial buildings, an adult school (Nobel School of Business), and parking lots, none of which are air quality-sensitive uses. As stated above, this land use category does not meet the criteria of the land use categories that contain sensitive receptors.

The localized air quality analysis for the Modified Project was conducted using the same screening criteria methodology as for the Approved Project as described in the SCAQMD *Localized Significance Threshold Methodology* (June 2003, revised July 2008).[11] The closest existing sensitive receptors to the Project Site are the multifamily residential uses immediately to the east/northeast of the Project Site and the Young Oak Kim Academy southwest of the Project Site. Therefore, the thresholds used for the LST analysis were based on the approximately 1.5-acre Project Site in the Central Los Angeles Source-Receptor Area with sensitive receptors located adjacent to the Project Site (i.e., within 25 meters).

Construction Localized Emissions

Daily localized construction emissions generated by the Modified Project were compared to the Approved Project and the applicable SCAQMD LSTs. Like the Project, the Modified Project would incorporate PDF AIR-1 into the Project, which includes specific baseline development features that will be implemented by the Project Applicant and agreed to by the City.

A comparison of the short-term localized construction emissions associated with the Modified Project and the Approved Project (without and with incorporation of PDF AIR-1) is shown in Table 4.2-4 and Table 4.2-5. As shown, the Modified Project's localized construction emissions would be greater than the Approved Project for localized NO_X and similar to the Approved Project for localized CO, PM10, and PM2.5. Like the Approved Project, the Modified Project's localized emissions would be less than the SCAQMD significance thresholds. Therefore, construction of the Modified Project would not result in any new significant impacts. Similar to the Approved Project, construction of the Modified Project would not expose sensitive receptors to substantial pollutant concentrations and the impact would be less than significant. No mitigation is required.

[11] South Coast Air Quality Management District, Localized Significance Thresholds, (2003, revised 2008).

TABLE 4.2-4
MAXIMUM LOCALIZED CONSTRUCTION EMISSIONS WITHOUT PDF AIR-1 (POUNDS PER DAY)

Source	NOx	CO	PM10[a]	PM2.5[a]
Approved Project Maximum Daily Emissions	**31**	**33**	**3.8**	**2.6**
Modified Project Individual Phases				
Demolition	21	16	1.4	1.0
Grading/Excavation	38	32	3.6	2.4
Utilities/Trenching	3	4	0.2	0.2
Foundations	27	28	0.9	0.9
Building Construction	24	24	0.7	0.7
Architectural Coating/Finishing	2	2	0.1	0.1
Paving	5	8	0.2	0.2
Renovation of Existing Use	6	8	0.3	0.3
Modified Project Overlapping Phases				
Grading/Excavation + Utilities/Trenching	42	37	3.8	2.6
Building Construction + Architectural Coating/Finishing + Renovation of Existing Use	31	34	1.0	1.0
Paving + Architectural Coating/Finishing + Renovation of Existing Use	13	18	0.6	0.6
Modified Project Maximum Daily Emissions	42	37	3.8	2.6
SCAQMD Localized Significance Threshold [b]	91	864	6.5	4.0
Exceeds Threshold?	No	No	No	No

NOTES:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B

[a] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

[b] Localized thresholds based on a 1.5-acre site with a receptor distance within 25 meters in SRA #1: Central Los Angeles.
SOURCE: ESA, 2020.

TABLE 4.2-5
MAXIMUM LOCALIZED CONSTRUCTION EMISSIONS WITH PDF AIR-1 (POUNDS PER DAY)

Source	NOx	CO	PM10[a]	PM2.5[a]
Approved Project Maximum Daily Emissions	**5**	**44**	**2.4**	**1.4**
Modified Project Individual Phases				
Demolition	3	16	0.4	0.1
Grading/Excavation	17	36	2.5	1.4
Utilities/Trenching	2	4	<0.1	<0.1
Foundations	13	35	0.1	2.0
Building Construction	11	25	<0.1	<0.1
Architectural Coating/Finishing	<1	2	<0.1	<0.1
Paving	1	9	<0.1	<0.1
Renovation of Existing Use	2	17	<0.1	<0.1
Modified Project Overlapping Phases				
Grading/Excavation + Utilities/Trenching	19	40	2.5	1.4
Building Construction + Architectural Coating/Finishing + Renovation of Existing Use	13	45	0.1	0.1
Paving + Architectural Coating/Finishing + Renovation of Existing Use	3	29	0.1	0.1
Modified Project Maximum Daily Emissions	19	45	2.5	1.4
SCAQMD Localized Significance Threshold [b]	91	864	6.5	4.0
Exceeds Threshold?	No	No	No	No

NOTES:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B.
[a] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.
[b] Localized thresholds based on a 1.5-acre site with a receptor distance within 25 meters in SRA #1: Central Los Angeles.
SOURCE: ESA, 2020.

Operational Localized Emissions

The Modified Project would result in a net increase in on-site localized operational emissions over existing conditions. Daily localized operational emissions generated by the Modified Project were compared to the Approved Project and the applicable SCAQMD LSTs. A comparison of the long-term localized operational emissions associated with the Modified Project and the Approved Project is shown in Table 4.2-6. As shown, the Modified Project's localized operational emissions would be slightly greater than the Approved Project but would be less than the SCAQMD significance thresholds. Therefore, operation of the Modified Project would not result in any new significant impacts. Similar to the Approved Project, operation of the Modified Project would not expose sensitive receptors to substantial pollutant concentrations and the impact would be less than significant. No mitigation is required.

TABLE 4.2-6
MAXIMUM LOCALIZED OPERATIONAL EMISSIONS (POUNDS PER DAY)

Operational Activity	NOx	CO	PM10	PM2.5
Approved Project Maximum Daily Emissions	**26**	**36**	**<1**	**<1**
Modified Project Emissions				
Area (Consumer Products, Landscaping, Natural Gas Fireplaces)	<1	35	0.2	0.2
Energy (Natural Gas)	3	2	0.2	0.2
Stationary (Emergency Generator)[a]	30	17	0.1	0.1
Modified Project Maximum Daily Emissions	**33**	**54**	**0.5**	**0.5**
SCAQMD Localized Significance Threshold [b]	91	864	2.0	1.5
Exceeds Threshold?	No	No	No	No

NOTES:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B.
[a] Emergency generator emissions are based on regulatory compliance with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines) and maintenance or testing for 2 hours in a single day.
[b] Localized thresholds based on a 1.5-acre site with a receptor distance within 25 meters in SRA #1: Central Los Angeles.
SOURCE: ESA, 2020.

CO Hotspots Analysis

According to the SCAQMD, high levels of CO are associated with traffic congestion and with idling or slow-moving vehicles.[12] Localized areas where ambient concentrations exceed State and/or federal standards are termed "CO hotspots."[13] Similar to the analysis provided in the 2019 Approved SCEA, the potential for the Modified Project to cause or contribute to CO hotspots was evaluated by comparing impacted intersections with prior studies conducted by the SCAQMD in support of their AQMPs. As discussed below, this comparison provides evidence supporting the conclusion that the Modified Project would not cause or contribute to the formation of CO hotspots, that CO concentrations at impacted intersections would remain well below the ambient air quality standards, and that no further CO analysis is warranted or required.

As discussed in the 2019 Approved SCEA, the SCAQMD conducted CO modeling for the 2003 AQMP for the most congested intersections in the South Coast Air Basin. In the 2003 AQMP, the SCAQMD notes that the intersection of Wilshire Boulevard and Veteran Avenue is the most congested intersection in Los Angeles County with an average daily traffic volume of about 100,000 vehicles per day.[14] This intersection is located near the on- and off-ramps to Interstate 405 in West Los Angeles. The evidence provided in Table 4-10 of Appendix V of the 2003 AQMP shows that the peak modeled CO concentration due to vehicle emissions at these four intersections was 4.6 ppm (1-hour average) and 3.5 ppm (8-hour average) at Wilshire Boulevard and Veteran Avenue.[15] Existing maximum background concentrations for this Wilshire Boulevard and Veteran Avenues intersection are 2.2 ppm (1-hour average) and 1.1 ppm (8-hour average).[16] When added

12 South Coast Air Quality Management District, CEQA Air Quality Handbook, page 5-1, (1993).

13 South Coast Air Quality Management District, CEQA Air Quality Handbook, page 5-1, (1993).

14 South Coast Air Quality Management District, 2003 Air Quality Management Plan, Appendix V: Modeling and Attainment Demonstrations, (2003) V-4-24.

15 The eight-hour average is based on a 0.7 persistence factor, as recommended by the SCAQMD.

16 Background concentrations are provided from SCAQMD's Northwest Coastal Los Angeles County air monitoring areas. Data is from 2016, the most recent data available from SCAQMD.

to the existing background CO concentrations, the screening values would be 6.8 ppm (1-hour average) and 4.6 ppm (8-hour average).

In comparison, based on the Transportation Analysis prepared for the Modified Project, of the studied intersections that are predicted to operate at a Level of Service ("LOS") of D, E, or F under future year 2024 plus Modified Project conditions, average daily traffic volumes would result in fewer than 100,000 vehicles per day.[17] Therefore, CO concentrations are expected to be less than the CO concentrations measured as part of the SCAQMD's 2003 AQMP CO attainment demonstration and would not exceed SCAQMD significance thresholds. This comparison provides evidence that the Modified Project would not contribute to the formation of CO hotspots and no further CO analysis is required.

Similar to the Approved Project, the parking structure for the Modified Project would be built in accordance with applicable LAMC requirements, and as such, would be required to provide adequate ventilation, such as mechanical air circulation and/or openings in the walls to allow for air circulation, and dispersion of potential emissions to acceptable ambient concentrations so as not pose any public health hazards.

Therefore, the Modified Project would not result in any new significant impact. Similar to the Approved Project, the Modified Project would not expose sensitive receptors to substantial CO hotspot concentrations and the impact would be less than significant. No mitigation is required.

Toxic Air Contaminant Emissions

Similar to the Approved Project, construction of the Modified Project would result in sensitive receptor exposure to temporary TAC emissions associated with DPM emissions from heavy construction equipment. As stated above, the nearest sensitive receptors are located directly to the east/northeast and southwest of the Project Site.

As previously discussed, the Modified Project would not conflict with applicable AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. The Project would comply with the CARB ATCM that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The Modified Project would also comply with the requirements of SCAQMD Rule 1403 if asbestos is found during the renovation and construction activities. Furthermore, like the Project, the Modified Project would incorporate PDF AIR-1 into the Project, which includes specific baseline development features that will be implemented by the Project Applicant and agreed to by the City. PDF AIR-1 would minimize construction emissions by requiring that construction equipment operating at the Modified Project Site be subject to a number of requirements including that specified equipment meet the Tier 4 final off-road emissions standards or utilize electric and natural gas fuel in place of diesel fuel. Implementation of PDF AIR-1 exceeds

[17] Gibson Transportation Consulting, Inc., CEQA Thresholds and Non-CEQA Transportation Analysis for the 550 S. Shatto Place Project, 2020. Based on Figure 16, the intersection of Vermont Avenue and 6th Street would have approximately 56,300 vehicles per day based on the peak hour volume representing 10 percent of the daily volume.

the applicable AQMP requirements for emission control strategies intended to reduce emissions from construction equipment and activities.

Similar to the Approved Project, the Modified Project would consist of residential, office, and commercial/restaurant uses and would not include sources of substantive TAC emissions identified by the SCAQMD or CARB siting recommendations.[18] Compared to the Approved Project, the Modified Project would shift the location of the loading dock entrance to the east to approximately 25 feet from the Project Site's eastern boundary with the adjacent residential uses. However, the design of the loading dock itself has also changed such that trucks would be required to back into a partially enclosed loading dock that extends westward into the Modified Project building. Loading activities would take place inside this partially enclosed loading dock. The location of the trucks when positioned inside the loading dock would not be substantially closer to the adjacent residential uses when compared to the design of the loading dock under the Approved Project. Furthermore, as with the Approved Project, required compliance with state regulations would minimize emissions associated with delivery trucks. These regulations include the CARB-approved the Truck and Bus regulation to reduce NO_X, PM10, and PM2.5 emissions from existing diesel-fueled vehicles operating in California (13 CCR, Section 2025), which requires the phase-in of retrofits or replacement of engines to meet 2010 engine standards, or better and/or installation of diesel particulate filters achieving at least 85 percent removal efficiency. The CARB ATCM that limits diesel powered vehicle idling to no more than 5 minutes at a location would also apply to delivery trucks and would eliminate emissions related to unnecessary and prolonged truck idling. With regulatory compliance, the Modified Project's loading dock would not be a substantial source of TAC emissions.

During long-term operations, the Project's uses would emit minimal amounts of TACs as part of periodic maintenance operations, cleaning, painting, etc., and from periodic visits from delivery trucks and service vehicles. However, these emissions are expected to be occasional and result in minimal exposure to off-site sensitive receptors. The emergency generator would operate a maximum of 50 hours per year for maintenance and testing activities, and be subject to the controls contained in SCAQMD's Rule 1470. The Project's restaurant operations would be subject to SCAQMD Rule 1138, which requires charbroilers to install a control device, such as a catalytic oxidizer, in order to reduce PM and VOC emissions.

With regulatory compliance and implementation of PDF AIR-1, construction and operation of the Modified Project would not result in any new significant impacts. Similar to the Approved Project, the Modified Project would not expose sensitive receptors to substantial TAC emissions and the impact would be less than significant. No mitigation is required.

[18] CARB, Air Quality and Land Use Handbook: A Community Health Perspective, p.1, April 2005.

Result in Other Emissions Such as Those Leading to Odors Adversely Affecting a Substantial Number of People

Less than Significant Impact

Other Emissions

As discussed above and shown in Table 4.2-2 and Table 4.2-3, the Modified Project's maximum regional construction and net operational emissions would not exceed the SCAQMD regional significance thresholds for non-attainment pollutants of ozone precursors (i.e., VOC and NO_X), PM10, and PM2.5 or for attainment or maintenance criteria air pollutants (i.e., CO and SO_2). As discussed above and shown in Table 4.2-5 and Table 4.2-6, the Modified Project's maximum localized construction and operational emissions would not exceed the localized thresholds for NO_X, CO, PM10, and PM2.5. Therefore, the Modified Project would not result in any new significant impacts. Similar to the Approved Project, the Modified Project would result in other emissions affecting a substantial number of people and the impact would be less than significant. No mitigation is required.

Odors

Similar to the Approved Project, potential activities that may emit odors during construction activities for the Modified Project include equipment exhaust, paving and painting activities. Such odors are localized, generally to the immediate area surrounding a construction site and transitory in nature. In addition, odors associated with construction activities are not those typically associated with odor complaints. As discussed previously, SCAQMD Rule 1113 would limit the amount of VOCs in architectural coatings and solvents. In addition, the Modified Project would comply with the applicable provisions of the CARB ATCM regarding idling limitations for diesel trucks. Through mandatory compliance with SCAQMD Rules, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people.

Similar to the Approved Project, the Modified Project's proposed uses are not expected to generate nuisance odors at nearby sensitive receptors during operation. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.[19] The Project would not involve elements related to these types of uses. Restaurant uses could generate odors from cooking operations; however, the use of standard range hoods and proper cleaning of cooking equipment and housekeeping practices would prevent adverse odors. If charbroiling were to occur in the restaurant uses, emissions control requirements consistent with SCAQMD Rule 1138 would minimize the potential for odorous emissions (as well as TAC emissions).

Additionally, the existing Project Site is located adjacent to existing restaurant uses located to the west and to the east of S. Westmoreland Avenue along W. 6th Street. As such, the Modified Project would not introduce land uses associated with odorous emissions that are not already characteristic of similar uses within the vicinity. Barbeque grills that may be located within the proposed residential common areas would not be expected to generate objectionable odors affecting a

[19] South Coast Air Quality Management District, CEQA Air Quality Handbook, (1993), p.5-11.

substantial number of people because the quantity of meat would be orders of magnitude lower than at restaurants that can go through hundreds of pounds of meat per day, seven days per week.[20] While there is a potential for odors to occur, compliance with industry standard odor control practices, SCAQMD Rule 402 (Nuisance) and Rule 1138, and SCAQMD Best Available Control Technology Guidelines would limit potential operational odor impacts.

Therefore, the Modified Project would not result in any new significant impact. Similar to the Approved Project, the Modified Project would result in odor emissions affecting a substantial number of people and the impact would be less than significant. No mitigation is required.

Cumulative Air Quality Impacts

Less than Significant Impact. As discussed in the 2019 Approved SCEA, the City relies on thresholds established by the SCAQMD (refer to State CEQA Guidelines Section 15064.7) to assess the Project's cumulative impacts. The SCAQMD recommends using two different methodologies: (1) that project-specific air quality impacts be used to determine the project's potential cumulative impacts to regional air quality;[21] or (2) that a project's consistency with the current AQMP be used to determine its potential cumulative impacts.

As discussed above and shown in Table 4.2-2 and Table 4.2-3, the Modified Project's maximum regional construction and net operational emissions would not exceed the SCAQMD regional significance thresholds. As discussed above and shown in Table 4.2-5 and Table 4.2-6, the Modified Project's maximum localized construction and operational emissions would not exceed the SCAQMD localized significance thresholds. As discussed above, the Project would result in less-than-significant impacts for TAC emissions and other emissions (such as odors).

As discussed above, like the Approved Project, the Modified Project would implement control strategies in the 2016 AQMP, as applicable and would not conflict with the ability of federal, State, and local agencies to implement fair-share emissions strategies outlined in the 2016 AQMP. As discussed below in Item 4.14, *Population and Housing*, the population and employment growth generated by the Modified Project would be greater than the Approved Project, but would be well within the SCAG population and employment growth for the City area. Therefore, like the Approved Project, the Modified Project would not conflict with the City's and SCAG's growth policies and projections on which the 2016 AQMP is based.

Therefore, the Modified Project would not result in any new significant impact. Similar to the Approved Project, the Modified Project's construction and operational cumulative impact would be less than significant and would not be cumulatively considerable, and mitigation measures are not required.

[20] South Coast Air Quality Management District, Proposed Amended Rule 1138 – Control of Emissions from Restaurant Operations, 2009. Available at http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1138/par1138pdsr.pdf?sfvrsn=2. Accessed September 2020.

[21] South Coast Air Quality Management District, Potential Control Strategies to Address Cumulative Impacts from Air Pollution White Paper, Appendix D, 1993, page D-3.

Findings Related to Air Quality

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA. The Modified Project would not result in new significant environmental impacts related to air quality, and there would not be a substantial increase in the severity of impacts described in the 2019 Approved SCEA.

Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to air quality requiring major revisions to the 2019 Approved SCEA.

Project Design Features

The following Project Design Feature pertaining to air quality that was identified in the 2019 Approved SCEA is applicable to the Modified Project.

> **PDF AIR-1:** Construction equipment operating at the Project Site shall be subject to a number of requirements. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. Construction measures would include, but are not limited to the following:
>
> - Prior to the issuance of a grading or building permit for each phase, an inventory of off-road heavy-duty construction equipment for that phase of construction, equal to or greater than 50 horsepower that will be used an aggregate of 40 or more hours, shall be provided to the Department of Building and Safety and the Department of City Planning. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification or model year specification and California Air Resources Board or South Coast Air Quality Management District operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment.
>
> - Off-road diesel-powered equipment within the construction inventory shall meet the Tier 4 final off-road emissions standards within the Los Angeles region. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices

including a California Air Resources Board certified Level 3 Diesel Particulate Filter or equivalent;

- All cranes and welders shall be electric-powered;
- Forklifts shall be natural gas-powered;
- The Project shall utilize low-VOC coatings where commercially available during construction activities to avoid excessive VOC emissions; and
- Trucks and other vehicles in loading and unloading queues shall be parked with engines off to reduce vehicle emissions during construction activities.

While residential units for both the Approved Project and Modified Project have been designed to not include fireplaces, the following Project Design Feature has been added.

PDF AIR-2: The Project will not include fireplaces in the residential units.

Mitigation Measures

No mitigation measures were required for air quality in the 2019 Approved SCEA, and no mitigation is required for the Modified Project.

4.4 Biological Resources

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the 2019 Approved SCEA. The Modified Project would involve the acquisition and demolition of the lot to the north of the approved Project Site containing a four story, office building with at-grade parking located at 514 S. Shatto Place. On this lot, there are four on-site trees (lemon scented gum trees) and two trees (Indian laurel fig) in the right-of-way along Shatto Place. In addition, since the 2019 Approved SCEA was prepared, one on-site non-protected tree (umbrella tree) at 550 S. Shatto Place was removed due to disease.[22]

Similar to the Approved Project, the Modified Project Site lacks native and critical habitat is fully surrounded by residential, office, commercial, and institutional uses. Please refer to Section 5.4, *Biological Resources* of the 2019 Approved SCEA for analysis of the potential impacts of the Approved Project related to biological resources.

2019 Approved SCEA

The following discussion regarding the Biological Resources for the Approved Project is based, in part, on the technical report prepared for the Project, entitled *City of Los Angeles Tree Report, 550 S. Shatto Place*, prepared by Carlberg Associates, dated May 14, 2018.

[22] Communication with New Covenant Academy, September 19, 2020.

Effects on Candidate, Sensitive, or Special-Status Species

Less Than Significant with Mitigation Incorporated. The Project Site is located in a highly urbanized area and is currently developed with school-related buildings and a surface parking lot. Therefore, the only biological resources permanently located on the Project Site are trees, shrubs and other plants. As stated in the technical report entitled *City of Los Angeles Tree Report, 550 S. Shatto Place*, prepared by Carlberg Associates, dated May 14, 2018 there are no protected trees within the Project Site. At the time of the City approval of the Approved SCEA, there were 12 trees on the Project Site and eight City trees within the Project's right-of-way (five along Shatto Place and three along 6th Street). These trees include:

- **Shatto Place Frontage:** Along the Approved Project's right-of-way, there are five City of Los Angeles street trees: queen palms (*Syagrus romanzoffiana*). Within the Project Site boundaries, there are four tipu trees (*Tipuana tipu*) that front the surface parking lot that are non-protected. Also along Shatto Place, are two Hollywood junipers (*Juniperus chinensis 'Torulosa'*) and one lemon-scented gum (*Corymbia citriodora*).
- **6th Street Frontage:** Along the Approved Project's right-of-way, there are three City of Los Angeles street trees: queen palms (*Syagrus romanzoffiana*). Within the Project Site boundaries there is one Hollywood juniper (*Juniperus chinensis 'Torulosa'*) that fronts the former church building.
- **Project Site Interior:** Within the surface parking lot near the classroom buildings, are four trees: a crape myrtle (*Lagerstroemia indica*); a fern pine (*Afrocarpus falcatus*); an umbrella tree (*Schefflera actinophylla*)[23]; and a Hong Kong orchid.

The Approved Project would remove the 12 existing trees on the Project Site. The three street trees along West 6th Street would remain in place, while four street trees along Shatto Place would be removed and one would remain. The Approved Project would provide 64 trees in total, including three new street trees along West 6th Street and five new street trees along Shatto Place.

While the Project Site is developed with urban uses and does not contain or provide habitat that supports candidate, sensitive or special status species However, the loss of trees may result in potential impacts that may be significant related to species identified as a candidate, sensitive, or special status species unless mitigation is incorporated. As such, MM BIO-1 and MM BIO-2 are included. MM BIO-1 requires that prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way. MM BIO-2 requires that the removal or planting of a tree in the public right-of-way requires the prior approval of the Board of Public Works and all trees in the public right-of-way shall be provided at a 2 to 1 ratio.

Therefore, the 2019 Approved SCEA determined that based on the impact analysis, and compliance with mitigation measures MM BIO-1 and MM BIO-2, any impact to Biological Resources as a result of the Approved Project would be reduced to less than significant.

[23] As noted earlier, this tree has recently been removed due to disease.

Effects on Riparian Habitat or Other Sensitive Natural Community

No Impact. The Project Site is located in an urbanized area of the City. The Project Site is developed with school-related buildings and a surface parking lot and does not contain riparian habitat or sensitive natural community. The Project Site is not located within or adjacent to a significant ecological area (SEA). Therefore, the 2019 Approved SCEA determined that the Approved Project would not result in any adverse effect on riparian habitat or other sensitive natural community and no mitigation measures are required.

Effects on State or Federally Protected Wetlands

No Impact. The Project Site is located in an urbanized area of the City. The Project Site is developed and the pervious areas are landscaped with non-native species and do not contain Federally protected wetlands. As the Approved Project would not impact Federally protected wetlands, the 2019 Approved SCEA determined that no impacts would occur and no mitigation measures are required.

Interfere with Migratory Wildlife Corridors

Less Than Significant with Mitigation Incorporated. The Project Site is currently developed and located in a highly urbanized area in the City of Los Angeles. No wildlife corridors or native wildlife nursery sites are present on the Project Site or in the surrounding area. Further, due to the urbanized nature of the Project Site area, the potential for native resident or migratory wildlife species movement through the Site is negligible.

Nonetheless, the Project Site does include ornamental trees that could support raptor and/or songbird nests. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act. California Fish and Wildlife Code Sections 3503, 3503.5, and 3513 prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The removal of vegetation with nesting birds during the breeding season is considered a potentially significant impact. However, while the Approved Project would have removed 12 trees on the Project Site and four street trees along Shatto Place, the effects of this removal would be temporary, as the Approved Project would provide 64 trees on the Project Site, resulting in a net increase of 44 trees, such that the Approved Project would provide greater habitat area for birds.

Nevertheless, the Approved Project would include MM BIO-3 that would protect nesting native bird species, by avoiding nesting bird season and if that is not possible, would require the Applicant to retain a qualified biologist to prepare a nesting bird survey if any construction activities occur in the nesting season. If any nests are identified, an appropriate buffer as determined by the biological monitor, shall be delineated, flagged, and avoided to the extent feasible until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive. Therefore, the 2019 Approved SCEA determined that the Approved Project would result in less than significant impacts with implementation of mitigation measure MM BIO-3.

Conflict with any Local Policies or Ordinances Protecting Biological Resources

Less Than Significant with Mitigation Incorporated. As described in the 2019 Approved SCEA, there are no native tree species within the Project Site that would be subject to the protection of Ordinance No. 177404 of the LAMC. However, there are existing non-native, non-protected trees that would be removed as part of the Approved Project. The Approved Project would provide 64 trees in total, including three new street trees along West 6th Street and five new street trees along Shatto Place.

For trees removed from the Project Site, the Project Applicant would be required to comply with MM BIO-1 and MM BIO-2. MM BIO-1 would require that prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way. MM BIO-2 would require that prior to the removal or planting of any street tree or street in the public right-of-way would require approval and replacement of trees per the requirements of the Board of Public Works. Therefore, the 2019 Approved SCEA determined that the Approved Project's compliance with the implementation of MM BIO-1 and MM BIO-2 and applicable City requirements would ensure that impacts related to local policies and ordinances protecting biological resources would be reduced to less than significant.

Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Habitat Conservation Plan

No Impact. As described in the 2019 Approved SCEA**,** the Project Site is located in an urbanized area of the City. The Project Site is not located within a Significant Ecological Area (SEA). Additionally, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan in place that includes the Project Site. Therefore, the 2019 Approved SCEA determined that implementation of the Approved Project would not conflict with a habitat conservation plan and no mitigation measures are necessary.

Cumulative Impacts: Biological Resources

Less than Significant Impact. Similar to the Approved Project, the majority of the related projects occurring in the Project Site area would occur on previously disturbed, urbanized land. As discussed above, the Project Site does not contain sensitive biological resources or habitat, including wetlands, and is not part of a wildlife corridor and therefore could not contribute to a cumulative effect in these regards. The Approved Project would fully comply with City ordinances and MM-BIO-1 and MM BIO-2 pertaining to tree removal. Further, any potentially significant impacts to nesting birds would be reduced to a less-than-significant level with implementation of the identified mitigation measure MM BIO-3. Related projects would also be required to comply with the City's tree requirements and to adhere to the MBTA and Fish and Wildlife code provisions; therefore, cumulative impacts to nesting birds would be less than significant. The 2019 Approved SCEA determined that compliance with applicable regulatory requirements and plans, and

implementation of MM BIO-1, MM BIO-2, and MM BIO-3 would ensure that the Approved Project's cumulative impacts to biological resources would be less than significant.

Analysis of the Modified Project

The analysis of the Modified Project changes and the findings related to Biological Resources are based on the Tree Report prepared for the Modified Project, entitled *City of Los Angeles Tree Report 514 & 550 S. Shatto Place,* prepared by Carlberg Associates, dated January 20, 2020 (Revised September 24, 2020) contained in Appendix C. The Tree Report includes a complete tree inventory of the entire Modified Project Site.

Effects on Candidate, Sensitive, or Special-Status Species

Less Than Significant with Mitigation Incorporated. Similar to the Approved Project, the slightly expanded Project Site under the Modified Project is located in a highly urbanized area. Therefore, similar to the Approved Project, the only biological resources permanently located on the Project Site are trees, shrubs and other plants and there are no protected trees within the Project Site.

There are 15 trees on the Modified Project Site and ten City trees within the Project's right-of-way (seven along Shatto Place and three along 6th Street)[24]. Along the Project's right-of-way, in addition to the five City of Los Angeles queen palms (*Syagrus romanzoffiana*) inventoried under the Approved Project, there are two Indian laurel fig trees (Ficus microcarpa) near the existing office building at 514 S. Shatto Place. Under the Modified Project, there are four lemon scented gum trees (Corymbia citriodora) near the existing office building at 514 S. Shatto Place. In addition, since the 2019 Approved SCEA was prepared, one on-site non-protected tree (umbrella tree) at 550 S. Shatto Place was removed due to disease.[25]

The Modified Project would remove the 15 existing trees on the Project Site and provide 92 new trees. The 7 street trees along Shatto Place would be removed and of the three trees along 6th Street, two would remain and three additional trees along 6th Street would be provided for a total of 5 trees along 6th street. Therefore, the Modified Project would provide 92 trees in total inclusive of the 8 new replacement street trees.

While the Modified Project is developed with urban uses and does not contain or provide habitat that supports candidate, sensitive or special status species, the loss of non-protected trees may result in potential impacts that may be significant related to species identified as a candidate, sensitive, or special status species unless mitigation is incorporated. As such, MM BIO-1 and MM BIO-2 would remain applicable for the Modified Project. Therefore, the Modified Project would have similar impacts to candidate, sensitive, or special-status species as the Approved Project. The impact would remain less than significant with incorporation of MM BIO-1 and MM BIO-2.

[24] City of Los Angeles Tree Report 514 & 550 S. Shatto Place, prepared by Carlberg Associates, dated January 20, 2020 (Revised September 24, 2020).

[25] Communication with New Covenant Academy, September 19, 2020.

Effects on Riparian Habitat or Other Sensitive Natural Community

No Impact. Similar to the Approved Project, the Modified Project is located in an urbanized area of the City. While the Project Site is slightly larger under the Modified Project than the Approved Project, the Project Site is still not located within, or adjacent to, a SEA. Therefore, similar to the Approved Project, the Modified Project would not result in any adverse effect on riparian habitat or other sensitive natural community. No impact would occur and no mitigation measures are required.

Effects on State or Federally Protected Wetlands

No Impact. The Modified Project is located in an urbanized area of the City and does not contain native species nor Federally protected wetlands. Similar to the Approved Project, the Modified Project would not impact any protected wetlands. No impact would occur and no mitigation measures would be required.

Interfere with Migratory Wildlife Corridors

Less Than Significant with Mitigation Incorporated. Similar to the Approved Project, the Modified Project Site is currently developed and located in a highly urbanized area in the City of Los Angeles. No wildlife corridors or native wildlife nursery sites are present or in the surrounding area. Due to the urbanized nature of the Project Site area, the potential for native resident or migratory wildlife species movement through the Site is negligible.

Nonetheless, similar to the Approved Project, the Modified Project does include ornamental trees that could support raptor and/or songbird nests. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act. California Fish and Wildlife Code Sections 3503, 3503.5, and 3513 prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The removal of vegetation with nesting birds during the breeding season is considered a potentially significant impact. However, while the Modified Project would remove the 15 existing trees on the Project Site the Modified Project would provide a total of 92 trees. The 7 street trees along Shatto Place would be removed along with one of the trees along 6th Street. The Modified Project would provide 8 new replacement street trees. This is a notable increase in trees from existing conditions.

Nevertheless, similar to the Approved Project, the Modified Project would include MM BIO-3 that would protect nesting native bird species, by avoiding nesting bird season and if that is not possible, would require the Applicant to retain a qualified biologist to prepare a nesting bird survey if any construction activities occur in the nesting season. If any nests are identified, an appropriate buffer as determined by the biological monitor, shall be delineated, flagged, and avoided to the extent feasible until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive. Therefore, the Modified Project would have similar impacts to migratory wildlife corridors as the Approved Project and MM BIO-3 would remain applicable. Therefore, the Modified Project would result in a less than significant construction impacts with implementation of mitigation measures. The new building associated with the Modified Project would be nine stories taller than the Approved Project, and as a taller structure, it has the potential to misdirect or confuse migratory birds, resulting in disruption of natural behavioral patterns and

possible injury or death from exhaustion or collisions with buildings. Operational impacts related to potential bird strikes on taller structures are primarily related to bird species being injured or killed by flying into large, uninterrupted areas of glass or other reflective surfaces that, to a bird, may not appear noticeably different from the surrounding area or the sky. At night, especially during inclement weather during spring and fall bird migrations, birds can be attracted to lighted structures, resulting in collisions, entrapment, excess energy expenditure, and exhaustion.

The Modified Project includes design features that minimizes large, uninterrupted reflective surfaces through the inclusion of balconies, layered exterior façade screens and use of non-mirrored glass that serve to break up the surface of the building and reduce potential impacts related to bird strikes. To minimize the potential for lighting to contribute to bird strikes, the Modified Project would use outdoor lighting that would be designed to reduce night-time attraction of birds and thus strike potential. Modified Project would include PDF AES-1, that would require outdoor lighting to be designed and installed with shielding, such that lighting would be directed and focused on the Modified Project and would be shielded from adjacent residential properties, the public right-of-way, and from above. PDF AES-1 would serve to minimize operational impacts related to the risk of bird strikes and impacts would be less than significant.

Conflict with any Local Policies or Ordinances Protecting Biological Resources

Less Than Significant Impact With Mitigation Incorporated. As described in the 2019 Approved SCEA, there are no native tree species within the Project Site that would be subject to the protection of Ordinance No. 177404 of the LAMC.

For any trees removed as a result of the Modified Project, similar to the Approved Project the Project Applicant would be required to comply with MM BIO-1 and MM BIO-2. MM BIO-1 would require that prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way. MM BIO-2 would require that prior to the removal or planting of any street tree or street in the public right-of-way would require approval and replacement of trees per the requirements of the Board of Public Works. Therefore, similar to the Approved Project, the Modified Project's compliance with the implementation of MM BIO-1 and MM BIO-2 and applicable City requirements would ensure that the impact related to local policies and ordinances protecting biological resources would be reduced to less than significant.

Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Habitat Conservation Plan

No Impact. As described in the 2019 Approved SCEA**,** the Project Site is located in an urbanized area of the City. The Project Site is not located within a Significant Ecological Area (SEA). Additionally, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan in place that includes the Project Site. Therefore, similar to the Approved Project, implementation of the Modified Project would not conflict with a habitat conservation plan and no mitigation measures are necessary.

Cumulative Impacts: Biological Resources

As indicated in the discussion above, similar to the Approved Project, the Modified Project is located in an urban area with limited native habitat. Similar to the Approved Project, the Modified Project does not contain sensitive biological resources or habitat, including wetlands, and is not part of a wildlife corridor and therefore could not contribute to a cumulative effect in these regards. The Modified Project would fully comply with City ordinances and MM-BIO-1 and MM BIO-2 pertaining to tree removal. Further, any potentially significant impacts to nesting birds would be reduced to a less-than-significant level with implementation of the identified mitigation measure MM BIO-3. Furthermore, implementation of the Modified Project would result in the addition of more new trees on the Project Site compared to the Approved Project. The design of the Modified Project including the incorporation of PDF AES-1, would minimize potential impacts related to the risk of bird strikes. The related projects are located on urbanized land and would be required to comply with the City's tree requirements or the Los Angeles County Oak Tree Ordinance and to adhere to the MBTA and Fish and Wildlife code provisions. Related projects would be developed accordance with LAMC lighting regulations that require that operational lighting be directed downward or on the specific on-site features to be lit. The related project, the Vermont Corridor Project which is partially under jurisdiction of Los Angeles County, includes Project Design Features PDF LG-1, which requires that the project's outdoor lighting shall be designed and installed with shielding from adjacent residential properties, the public right-of-way, and from above, and PDF LG -2, which requires that the project's buildings, parking structures, and signage be prohibited from using highly reflective building materials such as mirrored glass in exterior façades. Therefore, cumulative impact to nesting birds or bird strikes would be less than significant.

Therefore, the contribution of the Modified Project to potential cumulative impacts to biological resources in the Project area is considered comparable to the Approved Project and is less than cumulatively considerable. No mitigation is required.

Findings Related to Biological Resources

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA. With the exception of the expansion of the Project Site to the north that includes four new onsite trees and two street trees, and removal of one diseased tree on the Project Site that was inventoried under the Approved Project, there is no appreciable difference in biological resources since the 2019 Approved SCEA was prepared. While the tower under the Modified Project would be taller compared to the Modified Project, increasing the potential risk of bird strikes the design of the Modified Project including the incorporation of PDF AES-1, would reduce risks to bird strikes. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to biological resources that would require major changes to the 2019 Approved SCEA, and there would not be a substantial increase in the severity of impacts described in the 2019 Approved SCEA.

Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to biological resources requiring major revisions to the 2019 Approved SCEA.

Project Design Features

To ensure that any light intrusion impacts are minimized following completion of the Modified Project, PDF AES-1 is included under the Modified Project to ensure that lighting related to the Modified Project would be designed and installed with shielding from adjacent residential properties, the public right-of-way, and from above.

Mitigation Measures

The following mitigation measures pertaining to biological resources and included in the 2019 Approved SCEA remain applicable to the Modified Project:

MM BIO-1: Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.

MM BIO-2: Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at 213-847-3077. All trees in the public right-of-way shall be provided at a 2 to 1 ratio per the standards of the Urban Forestry Division, Bureau of Street Services, Department of Public Works.

MM BIO-3: The Project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- Proposed Project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).
- If Project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:

    a) Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The

surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.

b) If a protected native bird is found, the Applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.

c) Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

d) The Applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

4.5 Cultural Resources

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the 2019 Approved SCEA. The Modified Project proposes the demolition of the existing four-story office building at 514 S. Shatto Place. In addition to the office building the Modified Project would involve the demolition of two classroom buildings and surface parking lot that was evaluated for demolition under the Approved Project. The Modified Project would involve the construction of a new 40-story, 483-foot-tall mixed-use building and central plaza and, similar to the Approved Project, also proposes to adaptively re-use the historic church building on the Project Site at 550 S. Shatto Place as restaurant space. Under the Modified Project, the former church building would be converted to 19,972 square feet of restaurant uses compared to 12,800 square feet that would be converted under the Approved Project. The difference of approximately, 7,175 square feet of commercial area would be added entirely within the former church building now occupied by the existing interior basketball court (former nave).

Please refer to Section 5.5, *Cultural Resources* of the 2019 Approved SCEA for analysis of the potential impacts of the Approved Project related to cultural resources

2019 Approved SCEA

The 2019 Approved SCEA for the Approved Project based the analysis of cultural resources in part, on the technical report prepared for the Approved Project, entitled *Historical Resources Assessment Report (HRA) for 550 S. Shatto Place*, prepared by Historic Resources Group prepared

in April 2019 and the *Archaeological Resources Assessment Report* prepared by ESA in September 2018.

Substantial Adverse Change in the Significance of a Historical Resource

Less Than Significant with Mitigation Incorporated. Under the Approved Project, existing uses at the Project Site include a former church building constructed in 1936 for the First English Evangelical Lutheran Church; two school buildings constructed in 1953 and 1964; and restroom and storage facilities constructed in 2004. The Approved Project would demolish the two school buildings, restroom and storage facilities and would rehabilitate the former church building for new use as restaurant space.

As discussed in the *HRA for 550 S. Shatto Place* prepared for the Approved Project, the 1936 former church building on the Project Site was identified by SurveyLA, the citywide historic resources survey overseen by the City of Los Angeles' Office of Historic Resources, as appearing to be eligible through survey evaluation for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a local Historic-Cultural Monument. It was documented under the context "Architecture and Engineering, 1850–1980," and the theme "Mediterranean and Indigenous Revival Architecture, 1887–1952" as an excellent example of Spanish Colonial Revival institutional architecture. Therefore, the church building was evaluated as a historical resource as defined by CEQA in the 2019 Approved SCEA. Two mid-century Modern buildings (constructed in 1953 and 1964) on the Project Site were not identified as significant historical resources for purposes of CEQA.

There are two potential historical resources immediately adjacent to the Project Site. Both buildings were identified as a potential historical resource by SurveyLA during the survey of the Wilshire Community Plan Area:

- 3109 West 6th Street is located immediately adjacent to the Project Site to the east. It is a two-story mixed-use building, designed in the Mediterranean Revival style and constructed in 1924.
- The San Mar Manor apartments, at 523 South Westmoreland Avenue, is located immediately adjacent to the Project Site to the east. It is a four-story multifamily residential building, designed in the Tudor Revival style and constructed in 1925.

Direct Impacts

Potential Impacts from Demolition

While the Approved Project would demolish the two classroom buildings, constructed in 1953 and 1964, neither of these buildings was identified by SurveyLA as historically significant and neither is eligible for listing in the National Register, the California Register, or as a City of Los Angeles Historic-Cultural Monument. The buildings are typical, undistinguished examples of institutional architecture of the period; they do not embody the distinctive characteristics of Mid-century Modern design; and they do not possess high artistic value. Therefore, these structures on the Project Site evaluated under the Approved Project do not qualify as historical resources under CEQA. Therefore, the Approved Project's associated demolition of these structures would have no direct impact to historical resources on the Project Site.

Potential Impacts from New Construction

The Approved Project would construct a new 31-story, mixed-use high-rise tower adjacent to the former church building on the Project Site. The proposed new construction is not considered an "addition" to the former church building because it is conceived and designed as a building separate and distinct from the church building; it would be structurally independent, and it would read as a separate building when encountered from the public right-of-way. After implementation of the Approved Project, the shape and form of the adjacent former church building would remain intact and its architectural features would remain viewable and understandable from the exterior.

As discussed in the 2019 Approved SCEA, the former church building does not derive historical significance from association with any persons or events. The only aspect of the former church building's integrity that is potentially affected by the Approved Project is its setting. The Approved Project would occupy the northern portion of the property on which the former church building is located and would construct a 31-story high-rise tower, taller than the two-story former church building. The immediate environs of the former church building would be considerably altered on its north side, thus altering the property's integrity of setting.

However, the former church building was identified in SurveyLA as significant for its Spanish Colonial Revival architecture, which is expressed primarily on the west and south façades, facing Shatto Place and 6th Street respectively. The Approved Project would have no impact on these façades, and the former church building's Spanish Colonial Revival architecture would remain unaltered.

As such, the Approved Project would not materially impair the former building such that it can no longer convey any potential historic significance. After construction of the Approved Project, the former church building's Spanish Colonial Revival architecture would remain intact, and the building would remain eligible for historic designation as identified in SurveyLA. The Approved Project would excavate for a four-level subterranean parking structure adjacent to the former church building. As discussed in Section 5.13, *Noise* within the SCEA for the Approved Project, the implementation of Mitigation Measures MM NOISE-5, MM NOISE-6, and MM NOISE-7 the potential for impacts during construction on historical resources is reduced to less than significant.

Potential Impacts from Alteration

The Approved Project would rehabilitate the former church building for new use as restaurant space. The rehabilitation would include the addition of an elevator and small lobby on the north façade, to provide access to the second floor; the addition of new entrance/egress doors on the north façade; the addition of wide bi-folding glass doors between the buttresses on the south façade, to open the former sanctuary to the arcade and new dining patio; replacement of the existing paneled wood doors at the main entrance with new glass doors (the original doors will be stored on site); replacement of the existing stained glass with new stained glass in a new pattern, within the existing window sash; the addition of two new windows at the second story on the south façade; the addition of two new windows and a storefront opening on the east façade; the replacement of two pairs of wood doors on the east façade with glass doors; the addition of two skylights on the east side of the roof; and the addition of two skylights on the north side of the roof. The Approved Project would also add a gateway at the southeast corner of the former church building, along 6th Street. The

gateway would be constructed of metal and glass and would include a stained-glass screen that wraps the southeast corner of the former church building at the second story.

The elevator and lobby addition is located near the rear of a secondary façade, and thus will be minimally visible from the public right-of-way. It would be proportionally small in size, in comparison to the church building; it would be lower in height than the roof ridge of the former sanctuary; and it would be minimalist in design. The added doors on the north façade, and the added skylights on the north side of the roof, are on a secondary façade that would not be highly visible from the public right-of-way. The doors would be minimalist in design and would be aligned with the existing clerestory windows above and would retain the high wall-to-opening ratio of the church's original design.

The added bi-fold doors on the south façade would maintain the rhythm of the sanctuary's bays between the existing buttresses, although they would pierce a formerly blank wall. The doors would be largely concealed from view of the public right-of-way by the existing arcade that runs along the sanctuary's south façade, so the overall appearance of the church building would remain intact. The existing paneled wood entrance doors would be replaced but will be stored on-site for future re-use; the new glass doors would be minimalist in design to differentiate them from the original building. Similarly, the existing steel sash windows would be retained; the existing stained glass will be removed and stored on site. New stained glass would be installed, in a contemporary but compatible design that is better-suited to the building's new use. The existence and condition of the rose window and tympanum would be verified during construction; if they are extant and intact, they would be retained.

The added windows on the south and east façades of the two-story portion of the building would maintain the pattern of the original openings, but would be differentiated by their simple single-light design. Those on the east façade, together with the added skylights and replaced doors, would be located on the back of the building and would be minimally visible, if at all, from the public-right-of way.

The proposed glass-and-metal gateway at the southeast corner of the former church building would be located on secondary façades and would not alter the primary façade of the building. The gateway will be additive in nature and reversible and would not alter any existing features of the former church building. It would be minimalist in design so as to be both differentiated from, and subordinate to, the former church building.

The proposed alterations would thus minimally alter the appearance of the former church building as viewed from the public right-of-way. The building's Spanish Colonial Revival architecture would remain intact, and it would retain integrity of location, design, materials, workmanship and feeling. Therefore, potential impacts due to alteration would be less than significant.

Indirect Impacts to Historic Resources

3109 West 6th Street

The Approved Project would occupy a portion of a parcel which is immediately adjacent to 3109 West 6th Street. The Project would demolish the two classroom buildings constructed in 1953 and

1964 and construct a high-rise tower of approximately 31 stories, adding considerable height to the immediate surroundings of the two-story commercial and residential building. The immediate environs of 3109 West 6th Street would be considerably altered on its western boundary, altering the property's integrity of setting.

However, 3109 West 6th Street is significant for its historic character as a commercial building constructed along a former streetcar line, which is expressed on the south (primary) façades, facing West 6th Street. The Approved Project would have no impact on this façade or the building's orientation toward the street. The west and north façades of this building, would face the proposed new construction, are unornamented, and historically intended to be adjacent to another building or to function as a utilitarian, rear façade. The building's setting at its westward boundary is therefore not critical to understanding the property's history and significance.

Therefore, while the Approved Project would alter the setting of 3109 West 6th Street, it would not materially impair the building such that it can no longer convey its historic significance. After completion of the Approved Project, 3109 West 6th Street's historic orientation toward West 6th Street and its location along a former streetcar line would remain intact, and the property would remain eligible for historic designation as identified in SurveyLA.

523 South Westmoreland Avenue

The Approved Project would construct a new high-rise tower adding considerable height to the immediate surroundings of the four-story apartment building. The immediate environs of 523 South Westmoreland Avenue would be considerably altered on its western boundary.

However, 523 South Westmoreland Avenue is significant for its historic character as a brick apartment house. The building's design features are expressed primarily on its east (primary) façade, facing South Westmoreland Avenue. The Approved Project would have no impact on this façade or the building's historic character as a brick apartment building. The west façade, which would face the Approved Project's new tower, is unornamented and historically intended to function as a utilitarian, rear façade. The building's setting is therefore not critical to understanding the property's history and significance.

While the Approved Project would alter the setting of 523 South Westmoreland Avenue, it would not materially impair the building such that it can no longer convey its historic significance. After construction of the Approved Project, the apartment building's historic character as a brick apartment house will remain intact, and the property would remain eligible for historic designation as identified by SurveyLA.

Based on the impact analysis and compliance with the implementation of Mitigation Measures MM NOISE-5, MM NOISE-6, and MM NOISE-7, any potential impacts to historical resources during construction would be reduced to less than significant.

Substantial Adverse Change in the Significance of an Archaeological Resource

Less Than Significant with Mitigation Incorporated.

Known Resources

As analyzed in Section 5.5, *Cultural Resources* of the 2019 Approved SCEA, no known archaeological resources were identified within the Project Site as a result of this assessment. However, one historic-period archaeological resource (P-19-003301), consisting of a refuse deposit, has been recorded approximately 110 feet southwest of the Project Site, but this resource would not be impacted by the Approved Project. Therefore, the Project would not impact any known archaeological resources.

Unknown Resources

A geoarchaeological review conducted for the Approved Project indicated that the Project Site has a low sensitivity for encountering prehistoric archaeological resources since there is a lack of deposits dating to the latest Pleistocene (the last part of the Late Pleistocene, not the entirety of the Pleistocene period) and Holocene, the period for which there is widely accepted evidence for human inhabitance of Southern California. Nevertheless, the Project Site contains approximately 5 feet of fill placed in the historic period, which is considered sensitive for historic-period archaeological resources.

Historic-period archaeological resources, should they exist within the Project Site, could be related to the previous land uses (associated with historic residences). Therefore, it is possible that foundations of structures, building materials, and trash scatters could be found. These trash scatters could yield domestic refuse (such as serving ware, cook ware, and discarded food remains); and personal items (including items such as buttons; medicine, perfume, liquor, and household bottles; and toys). Since Project-related excavation is expected to extend to 60 feet below the existing surface, it could encounter historic-period archaeological resources within the upper 5 feet. If Project construction encountered subsurface historic-period archaeological resources that qualify as historical or unique archaeological resources in a manner that would damage or destroy such resources, the Approved Project could result in a potentially significant impact to archaeological resources.

With implementation of MM CULT-1 through MM CULT-3, any potentially significant impacts to archaeological resources would be reduced to less than significant.

Disturb any human remains, including those interred outside of formal cemeteries.

Less Than Significant Impact. Although the Project Site analyzed under the Approved Project has been subject to grading and development in the past, the Approved Project would require excavations at a depth of approximately 60 feet below ground surface. As a result, construction may disturb human remains, including those interred outside of dedicated cemeteries. Such an event is a potentially significant impact under CEQA.

On April 20, 2018, the Applicant team contacted the California Native American Heritage Commission (NAHC) to request a search of the Sacred Lands File (SLF). The NAHC responded to the request in a letter dated April 23, 2018, which stated that the SLF search yielded negative results indicating no known resources at the Project Site. However, the letter also stated that “the

absence of specific site information … does not indicate the absence of Native American cultural resources" within a Project Site. No substantial evidence of any possible human remains was provided to the City during AB 52 tribal consultation.

Archival research did not reveal any evidence that human remains could be found at the Project Site or in the area adjacent to the Project Site. Even so, construction of the Project could potentially disturb previously unknown human remains. California PRC Section 5097.98, as amended by Assembly Bill 2641, protects cultural resources and provides procedures in the event human remains of Native American origin are discovered during Project implementation and land owners are required to address the Project's potential impacts to human remains. PRC Section 5097.98 requires notification of the County Coroner in the event of the unanticipated discovery of human remains and a prescribes protocol for their disposition in accordance with applicable regulations, notification of the NAHC and subsequent tribal coordination if remains are determined to be of Native American descent.

Therefore, compliance with regulatory requirements would ensure that impacts to human remains would be less than significant. No mitigation measures are required.

Cumulative Impacts: Cultural Resources

Less Than Significant Impact. Impacts related to cultural resources are site-specific and as such, are assessed on a site-by-site basis.

Cumulative impacts would occur if the Approved Project and related projects were to have combined significant adverse effects on historical resources of the same type in the immediate vicinity, or if they were to contribute to changes within a historic district; however, there are no historical resources on the Project Site. Of the related projects and one related infrastructure project, none is located within the immediate vicinity of the Project and all are isolated by intervening development and located in a number of locations of varying character and context. As discussed above, the Approved Project would not result in direct or indirect impacts to historical resources, and, as such, the Approved Project's effects would not be cumulatively considerable, and cumulative impacts would be less than significant.

Many of the related projects would require excavation that could potentially expose or damage potential archaeological resources or disturb human remains. However, the related projects are located in developed urban areas with sites that have been previously disturbed, and the potential to encounter and cause a significant impact on surface resources is unlikely. Further, in association with CEQA review, and depending on the depth of excavation and sensitivity of respective sites, mitigation measures and compliance with regulatory measures for the protection of human remains, would be identified for those related projects that have the potential to cause significant impacts to undiscovered archaeological resources or to disturb human remains.

With implementation of MM NOISE-5, MM NOISE-6, and MM NOISE-7, and MM CULT-1 through MM CULT-3 and compliance with regulatory compliance measures, any potentially significant impacts to cultural resources and human remains would be reduced to a level that would not be cumulatively considerable.

Analysis of the Modified Project

The analysis of potential impacts to cultural resources related to the Modified Project is based the in part, on the technical report prepared for the Modified Project, entitled *Historical Resources Technical Report-Addendum 514-550 S. Shatto Place, Los Angeles September 2020*, (HRA Addendum) prepared by Historic Resources Group prepared in September 2020 and contained in Appendix D of this addendum and the *514-550 South Shatto Place Project, Archaeological Resources Assessment Report-Addendum* prepared by ESA in September 2020.

Substantial Adverse Change in the Significance of a Historical Resource

Less Than Significant with Mitigation Incorporated.

Direct Impacts

Potential Impact from Demolition

As analyzed in the *HRA Addendum* prepared for the Modified Project, the Modified Project would demolish the office building at 514 S. Shatto Place. This building was not identified by SurveyLA as potentially significant, the building is not eligible for listing in the National Register, the California Register, or as a City of Los Angeles Historic-Cultural Monument. Therefore, it is not a historical resource as defined by CEQA, and the demolition of this building does not represent a substantial adverse change such that the significance of a historical resource would be materially impaired.

Potential Impact from New Construction

The *HRA Addendum* prepared for the Modified Project determined that similar to the Approved Project, the Modified Project would not result in significant impacts to historical resources located on the Project Site. The Modified Project would construct a new 40-story, mixed-use high-rise tower adjacent to the existing church building. Like the Approved Project, the Modified Project's new building is designed as a building separate and distinct from the church building. It would be structurally independent of the church building, and it will read as a separate building when viewed from the public right-of way.

Similar to the Approved Project, the shape and form of the adjacent church building would remain intact and its architectural features would remain viewable and understandable from the exterior after implementation of the Modified Project. The tower of the Modified Project would be nine stories taller, and the new construction nearly twice as large in floor area, as the Approved Project. However, the tower in the Modified Project would be located in the northern portion of the expanded Project Site; it would be separated from the historic church building by a large landscaped plaza, more than 100 feet wide, at the front (west) portion of the Project Site, and by a two-story commercial office wing at the rear (east) portion of the Project Site. By contrast, the 31-story tower of the Approved Project is located immediately north of the church building, separated only by a pedestrian walkway ranging in width from 13 feet 8 inches minimum to 17 feet 3 inches maximum. While there was no significant impact to integrity of setting with respect to the placement of the Approved Project's tower and the church building, the vastly expanded separation of the Modified

Project's tower from the church building will effectively minimize any potential impact on the church's integrity of setting posed by the Modified Project's added size and height.

Like the Approved Project, the new construction proposed by the Modified Project would alter the church building's integrity of setting but would not impact its integrity of location, design, materials, workmanship, or feeling. The church building will not be materially impaired by the new construction because its physical characteristics will continue to convey its historic significance, and it will remain eligible for historic designation as identified by SurveyLA. There is no additional potential impact as the result of construction activity in the Modified Project as compared to the Approved Project.

Therefore, with the mitigation measures included in the 2019 Approved SCEA MM (NOISE-5, MM NOISE-6, and MM NOISE-7) the potential for an impact during construction on historical resources for the Modified Project would be similar as the Approved Project and would be reduced to less than significant.

Potential Impact from Alteration

The Modified Project modifies the Approved Project's proposed alterations to the church building in four ways: it omits the elevator and lobby addition, and instead accommodates the elevator within the existing church building; it adds a metal-and-glass screen on the north façade to highlight the entrance from the parking garage elevator to the former church building; it expands the proposed new openings on the north façade to accommodate wide, bi-folding glass doors to open the former sanctuary to a new outdoor dining area; and it constructs new second floor area within the double-height volume of the church's nave.

The elimination of the elevator addition would be a significant improvement from the Approved Project, in that it eliminates a substantial exterior addition to the historic church. The new elevator would be located in secondary spaces of the church building and would not impact any interior character-defining features. The exterior metal-and-glass screen proposed by the Modified Project would consist of two-dimensional storefront panels mounted over that portion of the church building's north façade, rather than the three-dimensional addition proposed in the Approved Project. It would be a simple, minimalist design that is both differentiated from, and compatible with, the simple design and unornamented character of the north façade of the church. The screen would be only one story in height, whereas the eliminated addition under the Approved Project would have been two stories. The screen would be completely reversible and could be removed in the future leaving the original church building intact.

The expanded new door openings on the north façade under the Modified Project would alter the ratio of solid to void by replacing plaster wall surfaces with glazed bi-fold doors. However, the alteration will affect only four bays of the north façade and would maintain the overall existing rhythm of bays and buttresses that characterize the façade. Further, the expanded door openings, like the new entrance screen, will be located on a secondary façade.

The addition of new second floor space within the double-height nave would modify the interior of the former church building. However, the interior was previously altered and no longer reflects its

historic character as a 1930s church. The inserted second floor will not obstruct the windows and will not be visible from the exterior. The former church building is significant for its Spanish Colonial Revival architecture, which is expressed primarily on its street-facing west and south façades. In the Modified Project, these façades would retain their character defining architectural features; no significant character-defining features of the building's original architecture will be impacted by the changes proposed in the Modified Project.

The church building will retain integrity of location, design, materials, workmanship, and feeling after implementation of the Modified Project, and would remain eligible for historical designation as identified by SurveyLA. Therefore, the alterations to the former church proposed in the Modified Project would be similar as the Approved Project and would not result in a significant impact to historical resources.

Potential Impacts to Historical Resources Adjacent to the Project Site

Similar to the Approved Project, two historical resources are located in the near vicinity of the Project Site that could reasonably be impacted by the Modified Project: 3109 West 6th Street and 523 South Westmoreland Avenue. These are located immediately to the east of the Project Site.

The Modified Project would be nine stories taller, than the Approved Project; adding more height and density on a parcel that is currently developed with low-scale commercial and institutional buildings and a surface parking lot. Similar to the Approved Project, this would alter the integrity of setting of both 3109 West 6th Street and 523 South Westmoreland Avenue. However, the tower of the Approved Project was located in the east portion of the Project Site, closer to the two adjacent historic properties; the taller tower of the Modified Project is located farther away, in the northwest corner of the expanded Project Site. The greater separation lessens any potential additional impact caused by the larger Modified Project to the two properties' integrity of setting.

Additionally, the Modified Project, like the Approved Project, would not materially alter either 3109 West 6th Street or 523 South Westmoreland Avenue; both buildings would remain intact on their current sites, and would therefore retain integrity of location, design, materials, workmanship, feeling, and association. They would retain the physical characteristics that convey their historic significance and would remain eligible for historic designation as identified by SurveyLA. Therefore, similar to the Approved Project, the Modified Project would not result in any significant impact to historical resources in the vicinity of the Project Site.

Substantial Adverse Change in the Significance of an Archaeological Resource

Less Than Significant with Mitigation Incorporated.

According to the *Archaeological Resources Assessment Report-Addendum* prepared by ESA in September 2020, that was prepared for the Modified Project, and that there were no known archaeological resources identified within the slightly expanded Project Site related to the Modified Project. Similar to the Approved Project, while the Modified Project Site has been subject to grading and development in the past, the Modified Project would require excavations at a depth of approximately 65 feet below ground surface, a similar depth of excavation to the 60 feet required

under the Approved Project. However, similar to the Approved Project, the Project Site does have a moderate to high potential for encountering buried historic period archaeological resources. Based on these results, Mitigation Measures MM-CULT-1 through MM-CULT-3 identified as part of the 2019 Approved SCEA would ensure that potentially significant impacts to archaeological resources are reduced to a less than significant level.

Disturb any human remains, including those interred outside of formal cemeteries.

Less Than Significant Impact. Similar to the Approved Project, while the Modified Project Site has been subject to grading and development in the past, the Modified Project would require excavations at a depth of approximately 65 feet below ground surface, compared to the 60 feet of excavation required under the Approved Project. While the excavation depth is similar to the Approved Project, excavation may disturb human remains, including those interred outside of dedicated cemeteries. Similar to the Approved Project, compliance with regulatory requirements would ensure that potential impacts to human remains as a result of the Modified Project would be less than significant. No mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact There are no new related projects in proximity to the Project Site that would result in a significant impact to a cultural resource on the Project Site or in the Modified Project vicinity. The nearest related project to the Project Site is the Los Angeles County Vermont Corridor project on the west side of Shatto Place. The Vermont Corridor related project would not have a significant direct physical impact on historical resources on the Project Site or in the vicinity. No significant character-defining features of any historical resource in the area would be demolished, altered, or obscured as a result of the Modified Project or the Vermont Corridor related project. Further, similar to the Approved Project, Vermont Corridor related project would not change the setting of historical resources on the Project Site or in the vicinity such that they would no longer convey their historic significance. This area is not within a historic district, and it is characterized by a wide variety of building types, sizes, and massing; the addition of height and density from the Modified Project and Vermont Corridor related project would not affect significant historic features on the Project Site or in the vicinity. Therefore, the Vermont Corridor related project, when considered with the Modified Project, would not change the setting to cause a significant impact on a historic resource.

As such, there are no new related projects in proximity to the Project Site that would result in a significant impact to a historical resource on the Project Site or in the Approved or Modified Project vicinity. Therefore, the Modified Project would not make a cumulatively considerable contribution to a significant cumulative impact to historical resources, related historical resources, or a historic district ineligible for historic designation. As such, the Modified Project, like the Approved Project, when considered in addition to other related projects, would not contribute to a cumulatively considerable impact to historical resources.

As indicated in the discussion above, the Modified Project would not make a cumulatively considerable contribution to a significant cumulative impact. While many of the related projects

would require excavation that could potentially expose or damage potential archaeological resources or disturb human remains, the related projects are located in developed urban areas with sites that have been previously disturbed, and the potential to encounter and cause a significant impact on surface resources is unlikely. Further, in association with CEQA review, and depending on the depth of excavation and sensitivity of respective sites, mitigation measures would be identified for those related projects that have the potential to cause significant impacts to undiscovered archaeological and paleontological resources or to disturb human remains. Implementation of such mitigation measures for the related projects would avoid significant impacts to archaeological and paleontological resources and human remains.

Findings Related to Cultural Resources

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA. The Modified Project would not result in new significant environmental impacts related to cultural resources or human remains, and there would not be a substantial increase in the severity of impacts described in the 2019 Approved SCEA. Based on the information and analyses above, there is no substantial new information indicating that there would be a new impact related to cultural resources or human remains requiring major revisions to the 2019 Approved SCEA.

Project Design Features

To ensure that construction of the Modified Project retains character-defining features, the following project design feature is included for the Modified Project.

> **PDF CULT-1:** To ensure the retention and appropriate treatment and rehabilitation of all the identified character-defining features of the former church building, that would be retained as part of the Modified Project, a preservation architect or preservation professional would be retained to monitor the appropriate treatment and rehabilitation of the former church building during construction.

Mitigation Measures

There are no additional mitigation required as a result of the Modified Project; however, the mitigation measures identified as part of the Approved Project (MM NOISE-5, MM NOISE-6, and MM NOISE-7) remain applicable for the Modified Project. As discussed in Section 4.13 *Noise,* these mitigation measures have been slightly modified to account for the office building parcel (514 S. Shatto Place) that is part of the Modified Project Site. The modifications to the mitigation measures ensure that Modified Project's noise and vibration impacts would be reduced to the same less than significant level as in the 2019 Approved SCEA and that the measures are at least as stringent as the measures included in the 2019 Approved SCEA. With the implementation of the MM NOISE-5, MM NOISE-6, and MM NOISE-7, the Modified Project would not result in significant adverse impacts to potential historical resources on the Project Site or in the immediate Project vicinity as defined by CEQA.

In addition, the following mitigation measures pertaining to cultural resources included in the 2019 Approved SCEA remain applicable to the Modified Project:

> **MM CULT-1:** Prior to the issuance of a demolition permit, the Applicant shall retain a qualified Archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards (qualified Archaeologist) to oversee an archaeological monitor who shall be present during construction activities on the Project Site such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The activities to be monitored shall also include off-site improvements in the vicinity of the Project Site that involve ground disturbance, such as utility, sidewalk, or road improvements which would encounter soils that could potentially contain archaeological resources down to a depth of 5-feet. The monitor shall have the authority to direct the pace of construction equipment in areas of higher sensitivity. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified Archaeologist. Prior to commencement of excavation activities, an Archaeological Sensitivity Training shall be given for construction personnel. The training session, shall be carried out by the qualified Archaeologist, will focus on how to identify archaeological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event.
>
> **MM CULT-2:** In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A 25-foot buffer shall be established by the qualified Archaeologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by the qualified Archaeologist. If a resource is determined by the qualified Archaeologist to constitute a "historical resource" pursuant to State CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to PRC Section 21083.2(g), the qualified Archaeologist shall coordinate with the Applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. If any prehistoric archaeological sites are encountered within the project area, consultation with interested Native American parties will be conducted to apprise them of any such findings and solicit any comments they may have regarding appropriate treatment and disposition of the resources. The treatment plan established for the resources shall be in accordance with State CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment under CEQA. If in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the qualified Archaeologist in coordination with the City and may include implementation of archaeological data recovery excavations to remove

the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

MM CULT-3: Prior to the release of the grading bond, the qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. The report and the Site Forms shall be submitted by the Project Applicant to the City, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the development and required mitigation measures.

4.6 Energy

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the 2019 Approved SCEA. No significant changes to the lot to the north of the approved Project Site at 514 S. Shatto Place have occurred since the preparation of the 2019 Approved SCEA. The related project, the Vermont Corridor Project, which is a mixed-use project with office, retail and restaurant uses and located approximately 90 feet west of the Project Site at its closest point on the east side of Vermont Avenue north of 6th Street, is undergoing construction (as of September 2020). This related project was identified and considered in the Approved SCEA for cumulative impacts as appropriate. Therefore, construction and future operation of the Vermont Corridor related project does not constitute a significant change to the environmental setting.

No significant changes to the pertinent energy-related regulations have occurred since the preparation of the 2019 Approved SCEA. Regarding energy and transportation efficiency-related plans, the Southern California Association of Governments (SCAG) has adopted the Connect SoCal (2020-2045 RTP/SCS) and the City of Los Angeles has adopted the Green New Deal (2019 Sustainable Community pLAn). However, these are not new plans, but rather updates to existing plans that were identified and considered in the 2019 Approved SCEA.

As such, refer to Item 5.6, *Energy*, of the 2019 Approved SCEA for an in-depth discussion of the existing environmental setting and refer to the discussion below regarding the updates to the energy and transportation efficiency-related plans.

On September 3, 2020, the SCAG's Regional Council formally adopted an updated to the 2016 RTP/SCS; entitled (*2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)* (SCAG 2020–2045 RTP/SCS) also known as the Connect SoCal. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles including the 2016 RTP/SCS to increase mobility options and achieve a

more sustainable growth pattern. It should be noted, that while specific, goals, policies and principles have been updated, both the 2016 RTP/SCS and SCAG 2020–2045 RTP/SCS contain similar overarching themes; namely to support a sustainable economy throughout the region, enhance mobility options, promote a sustainable environment and encourage healthy/complete communities. As such, the overarching themes within the 2016 RTP/SCS and SCAG 2020–2045 RTP/SCS do not differ substantially and do not constitute a substantial change for evaluation under the Modified Project. Section 3.0, *Sustainable Communities Environmental Assessment Criteria*, of this SCEA Addendum, includes an analysis of the Modified Project's consistency with the adopted 2020–2045 RTP/SCS, including applicable goals, principles, land use strategies and intensities (see Section 3.0, *Sustainable Communities Environmental* Assessment Criteria, of this SCEA Addendum for additional details).

In April 2019, Mayor Eric Garcetti released L.A.'s Green New Deal (Sustainable City pLAn 2019). Rather than an adopted plan, the Green New Deal is a mayoral initiative that consists of a program of actions designed to create sustainability-based performance targets through 2050 that advance economic, environmental, and equity objectives.[26] L.A.'s Green New Deal (Sustainable City pLAn 2019) is the first four-year update to the City's first Sustainable City pLAn that was released in 2015. It augments, expands, and elaborates in even more detail L.A.'s vision for a sustainable future and it addresses climate change with accelerated targets and new aggressive goals. While not a plan adopted solely to reduce GHG emissions, within the Green New Deal, climate mitigation is one of eight explicit benefits that help define its strategies and goals. These include reducing GHG emissions through near-term outcomes such as: reduce building energy use per square feet for all building types by 22 percent by 2025; 34 percent by 2035; and 44 percent by 2050 (from a baseline of 68 mBTU/sqft in 2015); all new buildings will be net zero carbon by 2030 and 100 percent of buildings will be net zero carbon by 2050; and reduce VMT per capita by at least 13 percent by 2025; 39 percent by 2035; and 45 percent by 2050. The Approved Project and Modified Project would implement similar Project Design Features and incorporate water conservation, energy conservation, landscaping, and other features consistent with applicable actions and strategies in the City's Green New Deal, as well as sustainability features that go beyond those specified by regulations, such as the Los Angeles Green Building Code.

2019 Approved SCEA

Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources

Less than Significant Impact. The 2019 Approved SCEA determined that Approved Project-related construction and operational activities would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. The Approved Project's energy requirements would not significantly affect local and regional supplies or capacity. The Approved Project's energy usage during peak and base periods would also be consistent with future projections of electricity and natural gas supplies for the region. Electricity generation capacity and supplies of natural gas and transportation fuels would be sufficient to meet the needs of Approved Project-related construction and operations. During

[26] City of Los Angeles, L.A.'s Green New Deal (Sustainable City pLAn 2019), 2019.

operations, the Approved Project would comply with and exceed the minimum requirements of the existing energy efficiency requirements such as the 2016 Title 24 standards and CALGreen Code.

Construction

During the Approved Project's construction, energy would be consumed in the form of electricity associated with electric-powered cranes and welders, the conveyance of water used for dust control and, on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power. Electricity demand from the existing on-site uses would cease during Approved Project construction since the existing classroom facilities would be removed and operation of the school facilities within the existing church building would be curtailed for renovation. With implementation of PDF AIR-1, electricity would be used for cranes and welders. The estimated annual average construction electricity usage would be within the supply and infrastructure service capabilities of LADWP, as the construction demand would represent approximately 2.0 percent of the estimated net annual operational electricity demand for the Approved Project, which, as described in the 2019 Approved SCEA, would be within the supply and infrastructure service capabilities of LADWP.

Construction activities, including the construction of new buildings and facilities, would consume natural gas to power forklifts. The incorporation of PDF AIR-1 offsets diesel fuel use by replacing diesel-powered forklifts with cleaner burning natural gas. The estimated annual average construction natural gas usage would be within the supply and infrastructure service capabilities of SoCalGas, as the construction demand would represent approximately 1.3 percent of the estimated net annual operational natural gas demand for the Approved Project, which, as described in the 2019 Approved SCEA, would be within the supply and infrastructure service capabilities of SoCalGas.

The petroleum-based fuel use for construction of the Approved Project represents the amount of transportation energy that could potentially be consumed during Approved Project construction based on a conservative set of assumptions, provided in Appendix M of the 2019 Approved SCEA. Approved Project construction would last for up to approximately 26 months. For comparison purposes, the net annual average gasoline and diesel fuel usage during Project construction would not contribute to on-road gasoline-related energy consumption in Los Angeles County and would be approximately 0.01 percent of the 2016 annual diesel fuel-related energy consumption in Los Angeles County.

As energy consumption during Approved Project construction activities would be relatively low, the Approved Project would not adversely affect regional energy supplies in the years during the construction period. Construction transportation energy would be provided by existing retail service stations and from existing mobile fuel services that are typically needed to deliver fuel to a construction site to refuel the off-road construction equipment at the Project Site and no new facilities would be expected to be required. Therefore, construction impacts with regards to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant and mitigation measures are not required.

Operations

Pursuant to CALGreen and PDF GHG-1, the Approved Project would also utilize low-flow kitchen and bathroom faucets, showerheads and toilets; landscaping that would consist of native and drought-tolerant plants, and include energy efficient appliances. The Approved Project would also include building features such as installation of energy-efficient lighting, heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants. The Approved Project-related net increase in annual electricity consumption would represent approximately 0.01 percent of LADWP's projected sales in 2021. Under peak conditions, the Approved Project would consume a net increase of 2,779,381 kWh on an annual basis, which would be equivalent to 317 to 635 kW (assuming 8,760 hours or 4,380 hours per year of active electricity demand). In comparison to the LADWP power grid base peak load of 5,889 MW for 2021–2022, the Approved Project would represent approximately 0.005 to 0.01 percent of the LADWP base peak load conditions. Therefore, the Approved Project's electricity consumption during operational activities would have a relatively insubstantial effect on peak load conditions of the power grid.

The Approved Project's estimated net increase in demand for natural gas is 5,052,197 cf per year, or approximately 13,842 cf per day. Based on their 2018 California Gas Report, the California Energy and Electric Utilities estimate natural gas capacity within SoCalGas' planning area will be approximately 3,775 million cf per day in 2021 (the Approved Project's buildout year). The Approved Project would account for approximately 0.0004 percent of the 2021 forecasted capacity in SoCalGas' planning area.

During operation, Project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. The Project Site would be developed with a mixed-use high rise building that includes office and residential uses. At buildout, the Approved Project would consume a net increase of 79,020 gallons of gasoline and 12,811 gallons of diesel per year, or a total of 91,831 gallons of petroleum-based fuels per year. For comparison purposes, the transportation-related fuel usage for the Approved Project would represent approximately 0.0022 percent of the 2016 annual on-road gasoline- and 0.0022 percent of the 2016 annual on-road diesel-related energy consumption in Los Angeles County.

In sum, energy consumption during Approved Project operations would be relatively insubstantial and energy requirements are within LADWP's and SoCalGas' service provision and planning efforts. Operational transportation energy would be provided by existing retail service stations and no new retail service stations would be expected to be required. Transportation fuels (gasoline and diesel) are produced from crude oil which is either domestically sourced or imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of consumption. The Approved Project would also comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Approved Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards which are designed to reduce vehicle GHG emissions, but would also result in fuel savings in addition to CAFE standards. Therefore, the Approved Project's construction and operation activities would have a relatively insubstantial effect on the transportation fuel supply.

The Approved Project would be generally consistent with the general land use designation, density, and building intensity outlined in the SCAG 2016 RTP/SCS. The Approved Project would also include the reuse of the church building, which would be converted into 12,800 sf of restaurant uses. The Approved Project is located to nearby office uses, services and commercial uses including grocery stores, restaurants, and retail land uses. A majority of the Approved Project's vehicle fleet would consist of light-duty automobiles and light-duty trucks, which are subject to fuel efficiency standards. The Project Site is located approximately 500 feet northwest from the Wilshire/Vermont Metro Rail Station, which serves the Metro D Line (Purple Line) and the Metro B Line (Red Line), and in proximity to numerous Metro Lines and the Wilshire Center/Koreatown DASH line. The Approved Project's location near multiple public transportation lines would allow Project residents, visitors, and employees to replace single-occupancy vehicle travel with convenient and high-quality public transportation. As discussed in greater detail in Item 5.8, *Greenhouse Gas Emissions*, of the 2019 Approved SCEA the Approved Project would incorporate land use characteristics that would minimize Project-related VMT. As a result, operation of the Approved Project would provide residents, employees, and visitors with alternative transportation options. Therefore, operational impacts with regards to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant and mitigation measures are not required.

As the Approved Project's construction and operational energy demands would not significantly affect available energy supplies and would comply with existing energy efficiency standards, the Approved Project would have a less than significant impact with regards to wasteful, inefficient, or unnecessary consumption of energy resources and mitigation measures are not required.

Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

Less than Significant Impact. The 2019 Approved SCEA determined that Approved Project-related construction and operational activities would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The Approved Project would not result in an increase in demand for electricity, natural gas, or transportation energy that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The Approved Project would comply with all applicable federal, State, and local energy standards. Construction equipment would comply with federal and State requirements where applicable. The USEPA and NHSTA have adopted fuel efficiency standards for medium- and heavy-duty trucks. Construction equipment would also comply with CARB regulations limiting heavy-duty truck idling to five consecutive minutes at one location, and the phase-in of off-road emission standards that results in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines.

The Approved Project would comply with applicable State and local energy conservation plans and policies as the Approved Project would comply with applicable regulatory requirements for the design of new buildings, including the provisions set forth in the 2016 Title 24 standards and

CALGreen Code, which have been incorporated into the City of Los Angeles Green Building Code, as amended to be more stringent than State requirements in LAMC Chapter 9, Article 9 (Green Building Code). In compliance with the City's Green Building Code, the Approved Project would incorporate energy efficient appliances, water conservation features such as low flow water fixtures, and water-efficient landscaping techniques by planting native and drought-tolerant plant species. With implementation of these features along with complying with State and local energy efficiency standards, electricity and natural gas usage during Approved Project operations would comply with the applicable 2016 Title 24 standards, applicable 2016 CALGreen requirements, and the Los Angeles Green Building Code. Therefore, Approved Project construction and operational activities would comply with existing energy standards with regards to electricity and natural gas usage, and the Approved Project would meet and/or exceed applicable energy conservation policies and regulations.

With regard to transportation fuels, trucks and equipment used during proposed construction activities, the Approved Project would comply with CARB's anti-idling regulations as well as the In-Use Off-Road Diesel-Fueled Fleets regulation. Although these regulations are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in efficient use of construction-related energy. During Approved Project operations, vehicles travelling to and from the Project Site are assumed to comply with CAFE fuel economy standards. Approved Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards which are designed to reduce vehicle GHG emissions but would also result in fuel savings in addition to CAFE standards. Therefore, Approved Project construction and operational activities would comply with existing energy standards with regards to transportation fuel consumption.

As discussed in Section 5.8, *Greenhouse Gas Emissions* of the 2019 Approved SCEA*,* the Approved Project would be consistent with regional planning strategies that address energy conservation. SCAG's 2016 RTP/SCS focuses on creating livable communities with an emphasis on sustainability and integrated planning, and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. As part of the approach, the 2016 RTP/SCS focuses on reducing fossil fuel use by decreasing VMT, encouraging the reduction of building energy use, and increasing use of renewable sources. As discussed above, the Approved Project's features would serve to reduce the consumption of electricity, natural gas, and transportation fuels. As such, the Approved Project would be substantially consistent with adopted energy conservation plans.

Construction

The 2019 Approved SCEA determined that Approved Project-related construction, with regard to existing electrical distribution lines, the Applicant would be required to coordinate electrical infrastructure removals or relocations with LADWP and comply with site-specific requirements set forth by LADWP, which would ensure that service disruptions and potential impacts associated with grading, construction, and development within LADWP easements would be minimized. Approved Project contractors would be required to notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service to other

properties. As such, construction of the Approved Project is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Existing off-site infrastructure would not have to be expanded and new infrastructure would not be required to provide electrical service to the Approved Project during construction or demolition. Therefore, Approved Project construction would not result in an increase in demand for electricity that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Approved Project construction would involve installation of new natural gas connections to serve the Project Site. Since the Project Site is located in an area already served by existing natural gas infrastructure, it is anticipated that extensive off-site infrastructure improvements would be needed to serve the Project Site. Construction impacts associated with the installation of natural gas connections are expected to be confined to grading/trenching activities in order to place the lines below surface. In addition, prior to ground disturbance, Approved Project contractors would be required to notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service to other properties. Therefore, construction of the Approved Project would not result in an increase in demand for natural gas to affect available supply or distribution infrastructure capabilities and any new service connects required by the Approved Project are not an expansion of existing facilities. As such, construction of the Approved Project is not anticipated to adversely affect the natural gas infrastructure serving the surrounding uses or utility system capacity.

Construction-related transportation energy, which includes the consumption of gasoline and diesel fuel for off-road equipment, on-road trucks, and worker vehicles, would be provided by existing transportation fuel providers. Transportation fuel during construction would be provided by existing retail service stations and from existing mobile fuel services that are typically needed to deliver fuel to a construction site to refuel the off-road construction equipment at the Project Site. Construction of the Approved Project would not require new or expanded transportation energy infrastructure the construction of which could cause significant environmental effects.

Operations

The Approved Project's net increase in operational electricity usage would be approximately 0.01 percent of LADWP's projected sales in fiscal year 2021–2022. In addition, during peak conditions, the Approved Project would represent approximately 0.005 to 0.01 percent of the LADWP estimated peak load. Therefore, the 2021 projected sales would be drawn from the readily available and sufficient energy supplies procured by LADWP, including short-term procurements as needed to meet peak demands. The Approved Project would not create the need for additional off-site infrastructure (i.e., substation) Therefore, during Approved Project operations, it is expected that LADWP's existing infrastructure, planned electricity capacity and electricity supplies would be sufficient to support the Approved Project's electricity demand.

The Approved Project's operations would consume a net increase of natural gas per year that represents approximately 0.0004 percent of the 2021 forecasted capacity in the SoCalGas planning

area. Based on the Approved Project's small fraction of total natural gas capacity for the region, ongoing SoCalGas long-range planning efforts to provide natural gas for this service region, and sufficient existing infrastructure, it is expected that SoCalGas' existing and planned natural gas supplies would be sufficient to support the Approved Project's demand for natural gas.

The Approved Project's operational demand on transportation fuel supplies would be minimized by future improvements to vehicle fuel economy pursuant to federal and State regulations. The Approved Project would support statewide and local efforts to reduce trips and improve transportation energy efficiency by locating at in infill location in an identified HQTA and TPA that is close to shopping centers and other destinations. The Approved Project would also encourage the use of non-fossil fuel transportation by including pre-wiring for electric vehicle (EV) charging spaces for 20 percent of Approved Project's parking capacity for future use. In addition, of the 20 percent EV parking spaces, 5 percent of the Approved Project's parking capacity would include installed chargers for immediate use by EVs. The Approved Project would also install 141 long-term and 17 short-term bicycle parking spaces. Siting land use development projects at infill sites is consistent with the State's overall goals to reduce VMT as outlined in the 2016 RTP/SCS for the region.

Therefore, because the 2019 Approved SCEA determined that the construction and operation of the Approved Project would comply with or exceed all applicable federal, State, and local energy standards, the Approved Project would have a less than significant impact related to conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and no mitigation would be required.

Cumulative Impacts: Energy

Less than Significant Impact. The 2019 Approved SCEA determined that Approved Project development would result in the use of renewable and non-renewable electricity resources during construction and operation, which could limit future availability from non-renewable energy resources, the use of such resources would be on a relatively small scale. In addition, the Approved Project's energy use would be reduced by measures making the Approved Project more energy-efficient and consistent with growth expectations for LADWP's service area and consistent with regional and local growth expectations for SoCalGas' service area. Therefore, the Approved Project's contribution to cumulative impacts related to energy consumption (i.e., electricity, natural gas, and transportation energy) would not result in a cumulatively considerable effect related to available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The 2019 Approved SCEA determined that during construction and operation of the Approved Project would incorporate energy conservation features, comply with applicable regulations including anti-idling construction vehicle regulations, the 2016 Title 24 standards and CALGreen code, the City of Los Angeles Los Angeles Green Building Code, as amended to be more stringent than State requirements in LAMC Chapter 9, Article 9 (Green Building Code), and incorporate mitigation measures, as necessary, as would be expected of other future development projects. The 2019 Approved SCEA determined that the Approved Project reduced VMT by encouraging the use

of alternative modes of transportation and other design features that promote VMT reductions consistent with applicable provisions of the SCAG 2016 RTP/SCS for the land use type, as would be expected of other future development projects. Therefore, as the Approved Project and the related projects would incorporate land use characteristics consistent with State and regional goals for reducing VMT, or implement mitigation measures under CEQA to achieve the same results, the Approved Project and related projects would not have a cumulatively considerable impact related to transportation energy plans as well as the consumption of fuel or an increase in demand resulting in a need for new infrastructure, and would not result in a cumulatively considerable contribution to a significant impact on energy. Therefore, the Approved Project's construction and operational cumulative impacts would be less than significant and would not be cumulatively considerable, and mitigation measures are not required.

Analysis of the Modified Project

As part of the Modified Project, revised energy modeling has been completed. In addition, an analysis of the Modified Project's consistency with the SCAG Connect SoCal (2020-2045 RTP/SCS) and City of Los Angeles Green New Deal (2019 Sustainable Community pLAn) is provided in Section 4.8, Greenhouse Gas Emissions, of this SCEA Addendum. To quantify energy demand, the California Emissions Estimator Model (CalEEMod, Version 2016.3.2) and the California Air Resources Board (CARB) on-road vehicle emissions factor (EMFAC 2017) model was utilized and compared the net change in energy demand between the Approved Project and the Modified Project. Modified Project VMT was estimated from the LADOT analysis tool, City of Los Angeles VMT Calculator Version 1.3 (July 2020), which is designed to estimate site-and project-specific daily VMT for developments within City limits. Some of the key factors built into the VMT Calculator include travel behavior zones, mixed-use development methodology, population, and employment assumptions, and transportation demand management (TDM) measures. Refer to Item 4.17, *Transportation*, below for additional information regarding the City's VMT Calculator. In addition, the energy modeling accounts for implementation of PDF AIR-1, which requires that construction equipment operating at the Project Site shall be subject to a number of requirements to minimize emissions, including that specified equipment meet the Tier 4 final off-road emissions standards or utilize electric and natural gas fuel in place of diesel fuel.

Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources

Less than Significant Impact. Similar to the Approved Project, and as demonstrated in the analysis of the eight criteria discussed below, the Modified Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Modified Project construction or operation. Similar to the Approved Project, the Modified Project's energy requirements would not significantly affect local and regional supplies or capacity. Similar to the Approved Project, the Modified Project's energy usage during peak and base periods would also be consistent with future projections of electricity and natural gas supplies for the region. Similar to the Approved Project, electricity generation capacity and supplies of natural gas and transportation fuels would be sufficient to meet the needs of Modified Project-related construction and operations. Similar to the Approved Project, the Modified Project operations would comply with and exceed the minimum requirements of the

existing energy efficiency requirements such as the 2019 Title 24 standards and CALGreen Code (previously the 2016 Title 24 Standards were the applicable Standards for the Approved Project). In summary, similar to the Approved Project, the Modified Project's energy demands would not significantly affect available energy supplies and would comply with existing energy efficiency standards.

The following analysis considers the topics identified above under both Appendices G and F of the State CEQA Guidelines to determine whether this significance threshold would be exceeded.

Energy Requirements and its Energy Use Efficiencies by Amount and Fuel Type for Each Stage of the Project Including Construction, Operation, Maintenance, and/or Removal

Less than Significant Impact. The Modified Project would consume energy during construction and operational activities. Sources of energy for these activities would include electricity usage, natural gas consumption, and transportation fuels such as diesel and gasoline. The analysis below includes the Modified Project's energy requirements and energy use efficiencies by fuel type for each stage of the Modified Project (construction and operations). For purposes of this analysis, Modified Project maintenance would include activities such as repair of structures, landscaping and architectural coatings, which are included as part of Modified Project operations.

Construction

Similar to the Approved Project, during Modified Project construction, energy would be consumed in the form of electricity associated with electric-powered cranes and welders, the conveyance of water used for dust control and, on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power. As discussed below, construction activities, typically do not involve the consumption of natural gas. However, as with the Approved Project, with incorporation of PDF AIR-1, the Modified Project would use natural gas-powered forklifts to offset diesel emissions and fuel consumption. Modified Project construction would consume transportation energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities).

As shown in **Table 4.2-7**, *Summary of Energy Use During Construction*, a total of up to approximately 469,081 kWh of electricity with implementation of PDF AIR-1, up to approximately 328,826 cubic feet (cf) of natural gas with implementation of PDF AIR-1, approximately 157,797 gallons of gasoline, and approximately 270,229 gallons of diesel with implementation of PDF AIR-1 (approximately 310,144 gallons of diesel without implementation of PDF AIR-1) is estimated to be consumed during Modified Project construction. Modified Project construction is expected to be completed by 2024. For informational purposes on diesel fuel savings from incorporation of PDF AIR-1, Table 4.2-7 provides a range of values for electricity, natural gas, and diesel fuel consumption during construction. PDF AIR-1 would increase electricity and natural gas use during construction to power cranes, welders, and forklifts, but would decrease diesel fuel consumption and associated emissions. References to energy consumption in the text of this section

assume incorporation of PDF AIR-1. Energy use for the Approved Project as estimated in the Approved SCEA are also provided for reference.

TABLE 4.2-7
SUMMARY OF ENERGY USE DURING CONSTRUCTION

Energy Type	Approved SCEA: Total Quantity during Approved Project [a]	Approved SCEA: Annual Average Quantity During Approved Project Construction [a]	SCEA Addendum: Total Quantity during Modified Project [a]	SCEA Addendum: Annual Average Quantity During Modified Project Construction [a]
Electricity				
Existing Site	N/A	103,303 kWh	N/A	640,215 kWh
Project Construction:				
Water Consumption	22,761 kWh	10,505 kWh	25,157 kWh	8,155 kWh
Electrically powered Construction Equipment [b]	0 to 324,463 kWh	0 to 149,752 kWh	0 to 443,924 kWh	0 to 143,901 kWh
Lighting, Electronic Equipment, Other [c]	N/A	N/A	N/A	N/A
Total Net Electricity	**N/A**	**-92,798 to 56,954 kWh**	**N/A**	**-488,159 to 632,060 kWh**
Natural Gas				
Existing Site	N/A	142,813 cf	N/A	521,284 cf
Project Construction:				
Forklifts [b]	0 to 452,747 cf	0 to 208,960 cf	0 to 328,826 cf	106,591 cf
Total Net Natural Gas	**N/A**	**-142,813 to 66,147 cf**	**N/A**	**-414,693 to -521,284 cf**
Gasoline				
Existing Site [d]	N/A	57,318 gallons	N/A	28,546 gallons
Project Construction:				
On-Road Construction Equipment	65,412 gallons	30,190 gallons	157,797 gallons	51,151 gallons
Off-Road Construction Equipment	0 gallons	0 gallons	0	0 gallons
Total Net Gasoline	**N/A**	**-27,128 gallons**	**N/A**	**22,605 gallons**
Diesel				
Existing Site [d]	N/A	5,626 gallons	N/A	3,134 gallons
Project Construction:				

Energy Type	Approved SCEA: Total Quantity during Approved Project [a]	Approved SCEA: Annual Average Quantity During Approved Project Construction [a]	SCEA Addendum: Total Quantity during Modified Project [a]	SCEA Addendum: Annual Average Quantity During Modified Project Construction [a]
On-Road Construction Equipment	81,795 gallons	37,751 gallons	175,481 gallons	56,883 gallons
Off-Road Construction Equipment	64,581 to 92,771 gallons	29,807 to 42,009 gallons	94,749 to 134,663 gallons	30,713 to 44,888 gallons
Total Net Diesel	**N/A**	**61,932 to 74,134 gallons**	**N/A**	**84,462 to 97,401 gallons**

NOTES:
Detailed calculations are provided in Appendix E of this SCEA Addendum. Based on Modified Project Construction Schedule
kWh = kilowatt-hours; N/A = not applicable

[a] Totals may not add up due to rounding of decimals.

[b] Range of energy use calculated based on scenarios with and without PDF AIR-1. With PDF AIR-1 incorporated, cranes and welders would be electric-powered and forklifts would be natural gas-powered. Electricity and natural gas use would increase during construction and diesel fuel use would decrease.

[c] Electricity usage associated with this line item would be very limited and small in scale.

[d] Existing gasoline and diesel fuel consumption are lower in this SCEA Addendum compared to values reported in the Approved SCEA due to the use of the LADOT analysis tool, City of Los Angeles VMT Calculator Version 1.3 (July 2020), for this SCEA Addendum. The VMT Calculator was not available at the time of preparation of the Approved SCEA; therefore, VMT was previously estimated using CalEEMod. The now available and City-approved VMT Calculator is designed to estimate site-specific daily VMT for developments within City limits. Since many of the factors considered in the VMT Calculator include location-specific data, they apply to both the existing site uses and the Project uses as analyzed in this SCEA Addendum. Refer to Item 4.17, Transportation, below for additional information regarding the City's VMT Calculator.
SOURCE: ESA, 2020.

Electricity

Electricity demand from the existing on-site uses would cease during Modified Project construction since the existing classroom and office facilities would be removed and operation of the school facilities within the existing church building would be curtailed for renovation. Similar to the Approved Project, during construction of the Modified Project, electricity would be consumed to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. Similar to the Approved Project, with implementation of PDF AIR-1, electricity would be used for cranes and welders during Modified Project Construction. Electricity would be supplied to the Project Site by LADWP and would be obtained from the existing electrical lines that connect to the Project Site. This would be consistent with suggested measures in the CEQA Thresholds Guide to use electricity from power poles rather than temporary gasoline or diesel-powered generators.

As shown in Table 4.2-7, with implementation of PDF AIR-1, an annual average of approximately 152,056 kWh of electricity is anticipated to be consumed during Modified Project construction, or a net annual average of -488,159 kWh after subtracting the electricity demand from the existing setting that would no longer occur. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed, and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption.

The estimated annual average construction electricity usage would be within the supply and infrastructure service capabilities of LADWP, as the construction demand would represent approximately 3.6 percent of the estimated net annual operational electricity demand for the Modified Project, which, as shown below, would be within the supply and infrastructure service capabilities of LADWP.[27,28]

Natural Gas

Construction activities, including the construction of new buildings and facilities, would consume natural gas to power forklifts. Similar to the Approved Project, the incorporation of PDF AIR-1 during Modified Project construction offsets diesel fuel use by replacing diesel-powered forklifts with cleaner burning natural gas. As shown in Table 4.2-7, with implementation of PDF AIR-1, an annual average of approximately 106,591 cf of natural gas is anticipated to be consumed during Modified Project construction, or a net annual average of -414,693 cf after subtracting the natural gas demand from the existing setting that would no longer occur.

The estimated annual average construction natural gas usage would be within the supply and infrastructure service capabilities of SoCalGas, as the construction demand would represent approximately 1.2 percent of the estimated net annual operational natural gas demand for the

[27] The percentage is derived by taking the annual average amount of electricity usage during the Modified Project construction (152,056 kWh) and dividing that number by the annual amount of net electricity usage during Modified Project operation (4,245,019 kWh) to arrive at 3.6 percent.

[28] Los Angeles Department of Water and Power, *2017 Final Power Strategic Long-Term Resource Plan,* 2017. Available at: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=17euypgosw_4&_afrLoop=6349015726735. Accessed September 2020.

Modified Project, which, as shown below, would be within the supply and infrastructure service capabilities of SoCalGas.[29]

Transportation Energy

The petroleum-based fuel summary provided in Table 4.2-7 for the existing setting transportation energy demand represents the amount of transportation energy estimated to be used under existing conditions at the Project Site based on VMT outputs from the City of Los Angeles VMT Calculator Version 1.3 (July 2020) and vehicle emission factors derived from EMFAC2017.[30] The petroleum-based fuel use summary provided in Table 4.2-7 for Modified Project construction represents the amount of transportation energy that could potentially be consumed during Modified Project construction based on a conservative set of assumptions, similar to the Approved Project, provided in Appendix E of this SCEA Addendum. Modified Project construction would last for up to approximately 37 months; therefore, the net annual average gasoline consumption would increase by approximately 22,605 net gallons and diesel consumption would increase by approximately 84,462 net gallons of diesel fuel per year of construction with implementation of PDF AIR-1.

For comparison purposes, the net annual average gasoline and diesel fuel usage during Modified Project construction would not contribute to on-road gasoline-related energy consumption in Los Angeles County and would be approximately 0.02 percent of the 2018 annual diesel fuel-related energy consumption in Los Angeles County, as shown in Appendix E, of this SCEA Addendum.

Operation

During operation of the Modified Project, energy would be consumed for multiple purposes, including, but not limited to, heating/ventilating/air conditioning (HVAC); refrigeration; lighting; and the use of electronics, equipment, appliances, and an emergency generator. Energy would also be consumed during Modified Project operations related to water usage, solid waste disposal, and vehicle trips. As shown in **Table 4.2-8**, *Summary of Annual Net New Energy Use During Modified Project Operation*, the Modified Project's net new energy demand would be approximately 4,245,019 kWh of electricity per year, 9,230,002 cf of natural gas per year, 194,886 gallons of gasoline per year, and 27,398 gallons of diesel fuel per year.

[29] The percentage is derived by taking the annual average amount of natural gas usage during the Modified Project construction period (106,591 cf) and dividing that number by the annual amount of net natural gas usage during Modified Project operation (9,230,002 cf) to arrive at 1.2 percent.

[30] See Appendix E for detailed calculations.

TABLE 4.2-8
SUMMARY OF ANNUAL NET NEW ENERGY USE DURING MODIFIED PROJECT OPERATION

Energy Type	Approved Project Annual Quantity	Modified Project Annual Quantity
Electricity		
Existing Site	103,303 kWh	640,215 kWh
Proposed Project:		
Resident High Rise Building / Office Uses / Restaurant / Water / EV Charging / Other	2,882,684 kWh	4,885,234 kWh
Total Net Electricity	**2,779,381 kWh**	**4,245,019 kWh**
Natural Gas		
Existing Site	142,813 cf	521,284 cf
Proposed Project:		
Resident High Rise Building / Office Uses / Restaurant / Water / EV Charging / Other	5,195,010 cf	9,751,286 cf
Total Net Natural Gas	**5,052,197 cf**	**9,230,002 cf**
Transportation		
Existing Site:		
Gasoline [a]	57,318 gallons	28,546 gallons
Diesel [a]	5,626 gallons	3,134 gallons
Proposed Project:		
Gasoline	136,338 gallons	223,432 gallons
Diesel	18,438 gallons	30,533 gallons
Total Net Transportation – Gasoline	**79,020 gallons**	**194,886 gallons**
Total Net Transportation – Diesel	**12,811 gallons**	**27,398 gallons**

NOTES:
Detailed calculations are provided in Appendix E of this SCEA.
Project electricity and natural gas estimates assume compliance with applicable 2019 Title 24 and CALGreen requirements.
kWh = kilowatt-hours; cf = cubic feet

[a] Existing gasoline and diesel fuel consumption are lower in this SCEA Addendum compared to values reported in the Approved SCEA due to the use of the LADOT analysis tool, City of Los Angeles VMT Calculator Version 1.3 (July 2020), for this SCEA Addendum. The VMT Calculator was not available at the time of preparation of the Approved SCEA; therefore, VMT was previously estimated using CalEEMod. The now available and City-approved VMT Calculator is designed to estimate site-specific daily VMT for developments within City limits. Since many of the factors considered in the VMT Calculator include location-specific data, they apply to both the existing site uses and the Project uses as analyzed in this SCEA Addendum. Refer to Item 4.17, Transportation, below for additional information regarding the City's VMT Calculator.
SOURCE: ESA, 2020.

Electricity

With compliance with 2019 Title 24 standards and applicable 2019 CALGreen requirements, buildout of the Modified Project would result in a projected net increase in the on-site demand for electricity totaling approximately 4,245,019 kWh per year. Pursuant to CALGreen and PDF GHG-1, the Modified Project would also utilize low-flow kitchen and bathroom faucets, showerheads and toilets; landscaping that would consist of native and drought-tolerant plants, and include energy efficient appliances. The Modified Project would also include building features such as installation of energy-efficient lighting, heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants. In addition, LADWP is required to procure at least 33 percent of their energy portfolio from renewable sources by 2020 and 60 percent by 2030, in accordance with SB 100 (adopted in September 2018). The current sources procured by LADWP include wind,

solar, and geothermal sources, which sources accounted for 32 percent of LADWP's overall energy mix in 2018, the most recent year for which data are available.[31] This mix represents the available off-site renewable sources of energy that would meet the Project's energy demand.

Based on LADWP's 2017 Final Power Strategic Long-Term Resource Plan, LADWP forecasts that its total energy load in the 2023-2024 fiscal year (the Modified Project's buildout year) will be 26,245 GWh of electricity.[32] Therefore, the 2023-2024 projected energy load would be drawn from the readily available and sufficient energy supplies procured by LADWP, including short-term procurements as needed to meet peak demands. As such, the Modified Project-related net increase in annual electricity consumption of 4,245,019 kWh per year would represent approximately 0.02 percent of LADWP's projected energy load for fiscal year 2023-2024. In addition, similar to the Approved Project, the Modified Project would incorporate a variety of energy conservation measures to reduce energy usage.

Natural Gas

As provided in Table 4.2-8, with compliance with 2019 Title 24 standards and applicable 2019 CALGreen requirements, buildout of the Modified Project is projected to generate a net increase in the on-site demand for natural gas totaling approximately 9,230,002 cf per year. As discussed above, the Modified Project would comply with applicable regulatory requirements regarding energy conservation (e.g., California Building Energy Efficiency Standards and CALGreen). Consistent with regulatory requirements and PDF GHG-1, similar to the Approved Project, the Modified Project would also include building features that comply with and exceed CALGreen such as, installation of energy-efficient lighting; installation of energy efficient appliances, installation of insulation in sidewalls and roofs; sealant of potential sources of air leakage to reduce infiltration and exfiltration; and use of heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants.

As stated above, the Modified Project's estimated net increase in demand for natural gas is 9,230,002 cf per year, or approximately 25,288 cf per day. Based on the 2018 California Gas Report, the California Energy and Electric Utilities estimate natural gas capacity within SoCalGas' planning area will be approximately 3,775 million cf per day in 2024 (the Modified Project's buildout year).[33] The Modified Project would account for approximately 0.0007 percent of the 2024 forecasted capacity in SoCalGas' planning area.

Transportation Energy

During operation, similar to the Approved Project, the Modified Project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. The Project Site is located to nearby office uses, services and commercial uses including grocery stores, restaurants, and retail land uses. Similar to the Approved Project, a majority of the Modified Project's vehicle fleet would consist of light-duty automobiles and light-duty trucks, which are subject to fuel efficiency standards. The Project Site is located approximately 500 feet northwest

[31] Los Angeles Department of Water and Power, Power Content Labels for 2018.

[32] Los Angeles Department of Water and Power, *2017 Final Power Strategic Long-Term Resource Plan*, p. A-6.

[33] California Gas and Electric Utilities, *2018 California Gas Report*, 2018, p. 102. Available at: https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf. Accessed November 2018.

from the Wilshire/Vermont Metro Rail Station, which serves the Metro D Line (Purple Line) and the Metro B Line (Red Line), and in proximity to numerous bus routes. The Project Site's location near multiple public transportation lines would allow Modified Project residents, visitors, and employees to replace single-occupancy vehicle travel with convenient and high-quality public transportation reducing overall transportation fuel demand. The Applicant would include pre-wiring for electric vehicle (EV) charging spaces for 30 percent of Modified Project's parking capacity for future use. In addition, of the 30 percent EV parking spaces, 10 percent of the Modified Project's parking capacity would include installed chargers for immediate use by EVs. Annual trips for the Modified Project were estimated using trip rates provided in the Transportation Analysis.[34]

At buildout, the Modified Project would consume a net increase of 194,886 gallons of gasoline and 27,398 gallons of diesel per year, or a total of 222,285 gallons of petroleum-based fuels per year. For comparison purposes, the transportation-related fuel usage for the Modified Project would represent approximately 0.006 percent of the 2018 annual on-road gasoline- and 0.006 percent of the 2018 annual on-road diesel-related energy consumption in Los Angeles County.[35]

Effects on local and regional energy supplies and on requirements for additional capacity.

Construction

Similar to the Approved Project, electricity would be intermittently consumed for conveyance of the water used to control fugitive dust, as well as to provide electricity for temporary lighting and other general construction activities for the Modified Project. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. As discussed above, the Modified Project's estimated annual average construction electricity usage represents approximately 3.6 percent of the estimated net annual operational demand which, as discussed below, would be within the supply and infrastructure service capabilities of LADWP.[36] As discussed above, since construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas, similar to the Approved Project, the Modified Project construction would create no demand for natural gas, and natural gas would not be supplied to support Modified Project construction activities; thus, Modified Project construction would result in a net decrease when compared to the existing setting. As discussed above, transportation fuel usage during Modified Project construction activities would not contribute to gasoline usage and would be 0.02 percent of the diesel usage within Los Angeles County, respectively. As energy consumption during Modified Project construction activities would be relatively low, similar to the Approved Project, the Modified Project would not adversely

[34] Gibson Transportation Consulting, Inc., *CEQA Thresholds and Non-CEQA Transportation Analysis for the 550 S. Shatto Place Project,* November 18, 2020.

[35] California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2018, https://www.energy.ca.gov/sites/default/files/2020-05/2010-2018_A15_Results_ada.xlsx. Accessed September 2020. Diesel is adjusted to account for retail (52%) and non-retail (48%) diesel sales.

[36] The percentage is derived by taking the annual average amount of electricity usage during the Modified Project construction (152,056 kWh) and dividing that number by the annual amount of net electricity usage during Modified Project operation (4,245,019 kWh) to arrive at 3.6 percent.

affect regional energy supplies in the years during the construction period. Construction transportation energy would be provided by existing retail service stations and from existing mobile fuel services that are typically needed to deliver fuel to a construction site to refuel the off-road construction equipment at the Project Site and no new facilities would be expected to be required.

Operation

Based on LADWP's 2017 Final Power Strategic Long-Term Resource Plan, LADWP forecasts that its total energy load in the 2023-2024 fiscal year (the Modified Project's buildout year) will be 26,245 GWh of electricity.[37] Based on LADWP's projected energy load for fiscal year 2023- 2024, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Modified Project's net increase in annual electricity consumption of 4,245,019 kWh per year, which would represent approximately 0.02 percent of LADWP's projected 2023-2024 fiscal year energy load.

As stated above, the Modified Project's estimated net increase in demand for natural gas is 9,230,002 cf per year, or approximately 25,288 cf per day. Based on their 2018 California Gas Report, the California Energy and Electric Utilities estimate natural gas capacity within SoCalGas' planning area will be approximately 3,775 million cf per day in 2021 (the Modified Project's buildout year).[38] The Modified Project would account for approximately 0.0007 percent of the 2024 forecasted capacity in SoCalGas' planning area. Therefore, since SoCalGas' projected total capacity would be enough to meet anticipated demand and similar to the Approved Project, the Modified project would represent a relatively insubstantial percentage of the capacity, the Modified Project would not require SoCalGas to increase its capacity to the service area.

At buildout, the Modified Project would consume a net increase of 194,886 gallons of gasoline and 27,398 gallons of diesel per year, or a total of 222,285 gallons of petroleum-based fuels per year. For comparison purposes, the transportation-related fuel usage for the Modified Project would represent approximately 0.006 percent of the 2018 annual on-road gasoline- and 0.006 percent of the 2018 annual on-road diesel-related energy consumption in Los Angeles County.[39] Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of worldwide consumption, including the Modified Project's foreseeable transportation energy demand.[40] Detailed calculations are shown in in Appendix E of this SCEA Addendum.

In summary, similar to the Approved Project, energy consumption during Modified Project operations would be relatively insubstantial and energy requirements are within LADWP's and SoCalGas' service provision and planning efforts. Operational transportation energy would be

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37 Los Angeles Department of Water and Power, *2017 Final Power Strategic Long-Term Resource Plan*, p. A-6.

38 California Gas and Electric Utilities, *2018 California Gas Report*, 2018, p. 102. Available at: https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf. Accessed November 2018.

39 California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2018, https://www.energy.ca.gov/sites/default/files/2020-05/2010-2018_A15_Results_ada.xlsx. Accessed September 2020. Diesel is adjusted to account for retail (52%) and non-retail (48%) diesel sales.

40 BP Global, Oil reserves, 2018, http://www.bp.com/en/global/corporate/energy-economics/statistical-review-of-world-energy/oil/oil-reserves.html. Accessed September 2020.

provided by existing retail service stations and no new retail service stations would be expected to be required.

Effects on peak and base period demands for electricity and other forms of energy.

Similar to the Approved Project, the electricity demand during construction and operation of the Modified Project would have a relatively insubstantial effect on the overall capacity of LADWP's power grid and base load conditions. With regard to peak load conditions, the LADWP power system experienced an all-time high peak of 6,432 MW on August 31, 2017.[41] The LADWP also estimates a peak load based on two years of data known as base case peak demand to account for typical peak conditions. Based on LADWP estimates for 2023–2024, the base case peak demand for the power grid is 5,976 MW.[42] Under peak conditions, the Modified Project would consume a net increase of 4,245,019 kWh on an annual basis, which would be equivalent to 485 to 969 kW (assuming 8,760 hours or 4,380 hours per year of active electricity demand). In comparison to the LADWP power grid base peak load of 5,976 MW for 2023–2024, the Modified Project would represent approximately 0.008 to 0.02 percent of the LADWP base peak load conditions. In addition, LADWP's annual growth projection in peak demand on the electrical power grid of 0.5 percent in fiscal year 2021–2022 would be sufficient to account for future electrical demand by the Modified Project.[43] Therefore, similar to the Approved Project, the Modified Project electricity consumption during operational activities would have a relatively insubstantial effect on peak load conditions of the power grid.

Effects on Energy Resources.

One of the objectives of SB 350 is to increase procurement of California's electricity from renewable sources from 33 percent to 50 percent by 2030. In September 2018, SB 100 was adopted, which updated the requirement to 60 percent by 2030. Accordingly, LADWP is required to procure at least 60 percent of their energy portfolio from renewable sources by 2030. The current sources of renewable energy procured by LADWP include wind, solar, and geothermal sources. These sources accounted for 29 percent of LADWP's overall energy mix in 2016, the most recent year for which data are available. This represents the available off-site renewable sources of energy that would meet the Modified Project's energy demand. Prior to the adoption of SB 100, LADWP committed to providing an increasing percentage from renewable sources that exceed the Renewables Portfolio Standard requirements by providing 50 percent by 2025 (5 years before the SB 350 year 2030 requirement), 55 percent by 2030, and 65 percent by 2036 (LADWP is required to update plans to comply with the recently adopted SB 100 requirements). As discussed above, LADWP's electricity generation is derived from a mix of non-renewable and renewable sources such as coal, natural gas, solar, geothermal wind and hydropower. The LADWP 2017 Final Power

[41] Los Angeles Department of Water and Power, *2017 Retail Electric Sales and Demand Forecast*, 2017, p. 6. Available at: http://ezweb.ladwp.com/Admin/Uploads/Load%20Forecast/2017/10/2017%20Retails%20Sales%20Forecast_Final.pdf.

[42] Los Angeles Department of Water and Power, *2017 Retail Electric Sales and Demand Forecast*, 2017, p. 14.

[43] Los Angeles Department of Water and Power, *2017 Retail Electric Sales and Demand Forecast*, 2017, p. 14.

Strategic Long-Term Resource Plan identifies adequate resources (natural gas, coal) to support future generation capacity.[44]

Natural gas supplied to the Southern California is mainly sourced from out-of-state sources, with a small portion originating in California. Natural gas for the Southern California region is sourced from locations throughout the western United States as well as Canada.[45] According to the U.S. Energy Information Administration (EIA), the United States currently has over 80 years of natural gas reserves based on 2015 consumption.[46] Compliance with energy standards is expected to result in more efficient use of natural gas (lower consumption) in future years. Therefore, similar to the Approved Project, Modified Project construction and operation activities would have a relatively insubstantial effect on natural gas supply.

Transportation fuels (gasoline and diesel) are produced from crude oil which is either domestically sourced or imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of consumption.[47] Similar to the Approved Project, the Modified Project would also comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Modified Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards which are designed to reduce vehicle GHG emissions, but would also result in fuel savings in addition to CAFE standards. Therefore, similar to the Approved Project, the Modified Project construction and operation activities would have a relatively insubstantial effect on the transportation fuel supply.

With regard to on-site renewable energy sources, similar to the Approved Project, the Modified Project would also meet the applicable requirements of the Los Angeles Green Building Code and the CALGreen Code, including provisions for building rooftops to be solar-ready that would allow for the future installation of on-site solar photovoltaic or solar water heating systems. However, due to the Project Site's location, it would not be feasible to install other renewable energy sources on-site as there are no local sources of energy from the following sources: biodiesel, biomass hydroelectric and small hydroelectric, digester gas, fuel cells, landfill gas, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multifuel facilities using renewable fuels. Furthermore, while methane is a renewable derived biogas and was found beneath the Project Site, it is not available on the Project Site in commercially viable quantities or form, and its extraction and treatment for energy purposes would result in secondary impacts. Additionally, wind-powered energy is not a viable energy source on the Project Site due to the lack of sufficient reliable wind in the Los Angeles basin. Specifically, based on a map of California's wind resource potential, the Project Site is not identified as an area with wind resource potential.[48]

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44 Los Angeles Department of Water and Power, *2017 Final Power Strategic Long-Term Resource Plan*, p. ES-25. "… this 2017 SLTRP outlines an aggressive strategy for LADWP accomplish its goals, comply with regulatory mandates, and provide sufficient resources over the next 20 years given the information presently available …"

45 California Gas and Electric Utilities, *2018 California Gas Report*, 201,8 p. 12.

46 U.S. Energy Information Administration, How much natural gas does the United States have, and how long will it last? https://www.eia.gov/tools/faqs/faq.php?id=58&t=8. Accessed September 2018.

47 BP Global, Oil reserves, 2018, http://www.bp.com/en/global/corporate/energy-economics/statistical-review-of-world-energy/oil/oil-reserves.html. Accessed September 2018.

48 California Energy Commission, Wind Projects and Wind Resource Areas, 2018. Available at: http://www.energy.ca.gov/maps/renewable/wind.html. Accessed September 2018.

Transportation energy use requirements and its overall use of efficient transportation alternatives.

SCAG's 2020-2045 RTP/SCS presents the transportation vision for the region through the year 2045 and provides a long-term investment framework for addressing the region's transportation and related challenges. The Modified Project would be generally consistent with the general land use designation, density, and building intensity outlined in the SCAG 2020 RTP/SCS (see Section 4.8, Greenhouse Gas Emissions, of this SCEA Addendum for additional details). As discussed in greater detail in Section 4.8, Greenhouse Gas Emissions of this SCEA Addendum, similar to the Approved Project, the Modified Project would incorporate land use characteristics that would minimize Project-related VMT.

As a result, operation of the Modified Project would provide residents, employees, and visitors with alternative transportation options. The Modified Project would also include construction Project Design Features similar to those of the Approved Project to improve traffic flow and potentially reduce idling times and construction transportation fuel use.

Based on the above impact analysis, similar to the Approved Project, the Modified Project related impacts that would result in the wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant. No mitigation measures would be required.

Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

Less than Significant Impact. As demonstrated in the analysis below, similar to the Approved Project, the construction and operation of the Modified Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The Modified Project would not result in an increase in demand for electricity, natural gas, or transportation energy that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Existing Energy Standards.

Similar to the Approved Project, the Modified Project would comply with all applicable federal, State, and local energy standards. Construction equipment would comply with federal and State requirements where applicable. The USEPA and NHSTA have adopted fuel efficiency standards for medium- and heavy-duty trucks. The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018 and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type.[49] The USEPA and NHTSA also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year

[49] United States Environmental Protection Agency, Fact Sheet: EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles, August 2011, https://nepis.epa.gov/Exe/ZyPDF.cgi/P100BOT1.PDF?Dockey=P100BOT1.PDF. Accessed September 2018.

and vehicle type.[50] Construction equipment would also comply with CARB regulations limiting heavy-duty truck idling to five consecutive minutes at one location, and the phase-in of off-road emission standards that results in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines.

Electricity and natural gas usage during Modified Project operations would comply with the applicable 2019 Title 24 standards, applicable 2019 CALGreen requirements, the Los Angeles Green Building Code, and the City's Green New Deal. Therefore, similar to the Approved Project, Modified Project construction and operational activities would comply with existing energy standards with regards to electricity and natural gas usage.

With regard to transportation fuels, trucks and equipment used during proposed construction activities, similar to the Approved Project, the Modified Project would comply with CARB's anti-idling regulations as well as the In-Use Off-Road Diesel-Fueled Fleets regulation. Although these regulations are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in efficient use of construction-related energy. During Modified Project operations, vehicles travelling to and from the Project Site are assumed to comply with CAFE fuel economy standards. Modified Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards which are designed to reduce vehicle GHG emissions but would also result in fuel savings in addition to CAFE standards. Therefore, similar to the Approved Project, Modified Project construction and operational activities would comply with existing energy standards with regards to transportation fuel consumption

Energy-conservation measures, particularly those that go beyond City requirements.

The current City of LA Green Building Code requires compliance with the 2019 Title 24 standards and the CALGreen Code, as amended to be more stringent than State requirements in LAMC Chapter 9, Article 9 (Green Building Code). In compliance with the City's Green Building Code and the City's Green New Deal, the Modified Project would incorporate energy efficient appliances, water conservation features such as low flow water fixtures, and water-efficient landscaping techniques by planting native and drought-tolerant plant species.

As discussed above, the City has adopted several plans and regulations to promote the reduction, reuse, recycling, and conversion of solid waste going to disposal systems. These regulations include the City of Los Angeles Solid Waste Integrated Resources Plan, the RENEW LA Plan, and the Exclusive Franchise System Ordinance (Ordinance No. 182,986).[51],[52],[53] These solid waste

[50] United States Environmental Protection Agency, *Federal Register* Vol. 81, No. 206/Tuesday, Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2, October 25, 2016, https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf. Accessed September 2018.

[51] City of Los Angeles, *Solid Waste Integrated Resources Plan*, 2014. Available at: https://www.lacitysan.org/san/sandocview?docname=cnt012520. Accessed November 2018.

[52] City of Los Angeles, *RENEW LA Plan*, 2006. Available at: http://clkrep.lacity.org/onlinedocs/2016/16-1235-s1_ORD_184665_12-14-16.pdf. Accessed November 2018.

[53] City of Los Angeles, Exclusive Franchise System Ordinance, 2014. Available at: https://cityclerk.lacity.org/councilagenda/AttachmentViewer.ashx?AttachmentID=38690&ItemID=40266. Accessed November 2018.

reduction programs and ordinances help to reduce the number of trips associated with hauling solid waste, thereby reducing the amount of petroleum-based fuel consumed. Furthermore, recycling efforts indirectly reduce the energy necessary to create new products made of raw material, which is an energy-intensive process. Thus, through compliance with the City's construction-related solid waste recycling programs, the Modified Project would contribute to reduced fuel-related energy consumption.

With implementation of these features along with complying with State and local energy efficiency standards, similar to the Approved Project, the Modified Project would meet and/or exceed applicable energy conservation policies and regulations.

Conflicts with Adopted Energy Conservation Plans.

Less than Significant Impact. Similar to the Approved Project, the Modified Project would comply with applicable State and local energy conservation plans and policies. As discussed in Section, 4.8 Greenhouse Gas Emissions, of this SCEA Addendum, the Modified Project would comply with applicable regulatory requirements for the design of new buildings, including the provisions set forth in the 2019 Title 24 standards and CALGreen Code, which have been incorporated into the City of Los Angeles Green Building Code, as amended to be more stringent than State requirements in LAMC Chapter 9, Article 9 (Green Building Code) and the City's Green New Deal.

The Modified Project would be consistent with regional planning strategies that address energy conservation. SCAG's 2020-2045 RTP/SCS focuses on creating livable communities with an emphasis on sustainability and integrated planning, and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. As part of the approach, the 2020-2045 RTP/SCS focuses on reducing fossil fuel use by decreasing VMT, encouraging the reduction of building energy use, and increasing use of renewable sources. As discussed above, similar to the Approved Project, the Modified Project's features would serve to reduce the consumption of electricity, natural gas, and transportation fuels. As such, the Modified Project would be substantially consistent with adopted energy conservation plans.

Increase in Demand for Electricity or Natural Gas that Exceeds Available Supply or Distribution Infrastructure Capabilities that could Result in the Construction of New Energy Facilities or Expansion of Existing Facilities, the Construction of which could cause Significant Environmental Effects

Construction

Electricity

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

During Modified Project construction activities, the Modified Project's annual average electricity usage represents 3.6 percent of the estimated net annual Project operational demand; as described above, LADWP's existing electrical infrastructure currently has sufficient capacity to serve the

Modified Project's net operational demand. As compared to the existing setting's electricity demand, the Project's annual average construction electricity usage would represent approximately 24 percent of the estimated existing operational electricity demand.

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

Existing off-site infrastructure would not have to be expanded and new infrastructure would not be required to provide electrical service to the Modified Project during construction or demolition, similar to the Approved Project. Therefore, similar to the Approved Project, the Modified Project construction would not result in an increase in demand for electricity that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Natural Gas

As discussed above, construction activities, including the construction of new buildings and hardscape, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be needed to support Modified Project construction activities, and no natural gas demand would be generated by Modified Project construction. However, similar to the Approved Project, Modified Project construction would involve installation of new natural gas connections to serve the Project Site. Since the Project Site is located in an area already served by existing natural gas infrastructure, it is anticipated that extensive off-site infrastructure improvements would be needed to serve the Project Site. Construction impacts associated with the installation of natural gas connections are expected to be confined to grading/trenching activities in order to place the lines below surface. In addition, prior to ground disturbance, Modified Project contractors would be required to notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service to other properties. Therefore, similar to the Approved Project, construction of the Modified Project would not result in an increase in demand for natural gas to affect available supply or distribution infrastructure capabilities and any new service connects required by the Modified Project are not an expansion of existing facilities. As such, construction of the Modified Project is not anticipated to adversely affect the natural gas infrastructure serving the surrounding uses or utility system capacity.

Transportation Energy

As discussed above, construction-related transportation energy, which includes the consumption of gasoline and diesel fuel for off-road equipment, on-road trucks, and worker vehicles, would be provided by existing transportation fuel providers. Transportation fuel during construction would

be provided by existing retail service stations and from existing mobile fuel services that are typically needed to deliver fuel to a construction site to refuel the off-road construction equipment at the Project Site. Similar to the Approved Project, construction of the Modified Project would not require new or expanded transportation energy infrastructure the construction of which could cause significant environmental effects.

Operations

Electricity

The Modified Project's net increase in operational electricity usage would be 4,245,019 kWh per year, which is approximately 0.02 percent of LADWP's projected load in fiscal year 2023–2024. In addition, during peak conditions, the Modified Project would represent approximately 0.008 to 0.02 percent of the LADWP estimated peak load. The LADWP 2017 Power Integrated Resource Plan identifies adequate resources (natural gas, coal) to support future generation capacity.[54] LADWP's 2017 Final Power Strategic Long-Term Resource Plan sets forth a number of recommendations designed to meet the utility's key objectives. One of LADWP's key recommendations and strategies is to provide sufficient generation and requires LADWP to "procure sufficient generation and energy storage to meet long-term capacity requirements."[55] Therefore, the 2023-2024 projected load would be drawn from the readily available and sufficient energy supplies procured by LADWP, including short-term procurements as needed to meet peak demands.[56] Similar to the Approved Project, the Modified Project would not create the need for additional off-site infrastructure (i.e., substation). Therefore, similar to the Approved Project, during Modified Project operations, it is expected that LADWP's existing infrastructure, planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity demand.

Natural Gas

The Modified Project's operations would consume a net increase of 9,230,002 cf of natural gas per year, which represents approximately 0.0007 percent of the 2024 forecasted capacity in the SoCalGas planning area. As stated in PDF AIR-2 in Section 4.3, *Air Quality*, above, the Modified Project would not include fireplaces in residential units, similar to the Approved Project. SoCalGas expects overall natural gas demand to decline through 2035 accounting for population and economic growth as well as efficiency improvements and the State's transition away from fossil fuel-generated electricity to increased renewable energy. The 2016 California Gas Report states, "SoCalGas projects total gas demand to decline at an annual rate of 0.5 percent per year from 2018 to 2035. The decline in throughput demand is due to modest growth in the natural gas vehicle market and across-the board declines in other market segments."[57] Similar to the Approved Project, based on the Modified Project's small fraction of total natural gas capacity for the region, ongoing SoCalGas long-range planning efforts to provide natural gas for this service region, and sufficient

[54] Los Angeles Department of Water and Power, *2017 Final Power Strategic Long-Term Resource Plan*, p. ES-25. "… this 2017 SLTRP outlines an aggressive strategy for LADWP accomplish its goals, comply with regulatory mandates, and provide sufficient resources over the next 20 years given the information presently available …"

[55] Los Angeles Department of Water and Power, *2017 Final Power Strategic Long-Term Resource Plan*, 2017, p. 196.

[56] Los Angeles Department of Water and Power, *2017 Final Power Strategic Long-Term Resource Plan*, 2017, p. 45.

[57] California Gas and Electric Utilities, 2018 California Gas Report, p. 4.

existing infrastructure, it is expected that SoCalGas' existing and planned natural gas supplies would be sufficient to support the Modified Project's demand for natural gas.

Transportation Energy

The Modified Project's operational demand on transportation fuel supplies would be minimized by future improvements to vehicle fuel economy pursuant to federal and State regulations. By 2025, vehicles are required to achieve 54.5 mpg (based on USEPA measurements), which is a 54 percent increase from the 35.5 mpg standard in the 2012–2016 standards. As discussed previously, similar to the Approved Project, the Modified Project would support statewide and local efforts to reduce trips and improve transportation energy efficiency by locating at in infill location in an identified HQTA and TPA that is close to shopping centers and other destinations. The Modified Project would also encourage the use of non-fossil fuel transportation by including pre-wiring for electric vehicle (EV) charging spaces for 30 percent of Modified Project's parking capacity for future use. In addition, of the 30 percent EV parking spaces, 10 percent of the Modified Project's parking capacity would include installed chargers for immediate use by EVs. The Modified Project would also install 175 long-term and 25 short-term bicycle parking spaces. Siting land use development projects at infill sites is consistent with the State's overall goals to reduce VMT.

As demonstrated in the analysis above, similar to the Approved Project, construction and operation of the Modified Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant and no mitigation measures are required.

Cumulative Impacts: Energy

Less than Significant Impact. Cumulative impacts occur when impacts that are significant or less than significant from a proposed project combine with similar impacts from other past, present, or reasonably foreseeable projects in a similar geographic area. There are 21 related projects located within the vicinity of the Project Site. The geographic context for the cumulative impacts analysis regarding electricity is LADWP's service area and the geographic context for the cumulative impacts analysis regarding natural gas is SoCalGas' service area. Similar to the Approved Project, while the geographic context for transportation-related energy use is more difficult to define, the City has determined to assess the Modified Project's potential cumulative impacts in the context of County-wide consumption. Growth within these geographic areas is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure, such as new or expanded energy facilities.

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

Less than Significant Impact.

Electricity

Similar to the Approved Project, buildout of the Modified Project, related projects, and additional forecasted growth in LADWP's service area would cumulatively increase the demand for electricity supplies and infrastructure capacity. As discussed above, LADWP defines its future

electricity supplies in terms of sales that will be realized at the meter.[58] LADWP forecasts that its total energy load in the 2023–2024 fiscal year (the Modified Project buildout year) will be 26,245 GWh of electricity.[59] Based on the Modified Project's estimated net new electrical consumption of 4,245,019 kWh/year, the Modified Project would account for approximately 0.02 percent of LADWP's total projected load, and thus its supplies, in the Modified Project's buildout year. Thus, although Modified Project development would result in the use of renewable and non-renewable electricity resources during construction and operation, which could limit future availability from non-renewable electricity resources, the use of such resources would be on a relatively small scale, would be reduced by measures making the Modified Project more energy-efficient and by measures requiring LADWP to obtain more of its supplies from renewable resources, and would therefore be included in and consistent with growth expectations for LADWP's service area. As such, similar to the Approved Project, the Modified Project's contribution to a cumulative impact related to wasteful, inefficient and unnecessary use of electricity would not be cumulatively considerable and, thus, would be less than significant.

Natural Gas

Similar to the Approved Project, buildout of the Modified Project, related projects, and additional forecasted growth in SoCalGas' service area would cumulatively increase the demand for natural gas supplies and infrastructure capacity. As discussed above, based on the 2018 California Gas Report, the CEC estimates natural gas capacity within SoCalGas' planning area will be approximately 3,775 million cf per day in 2024 (the Modified Project's buildout year).[60] The Modified Project would account for approximately 0.0007 percent of the 2024 forecasted consumption in SoCalGas' planning area. SoCalGas forecasts take into account projected population growth and development based on local and regional plans. Although Modified Project development would result in the use of natural gas resources, which could limit future availability, the use of such resources would be on a relatively small scale, would be reduced by measures rendering the Modified Project more energy-efficient, and would be included in and consistent with regional and local growth expectations for SoCalGas' service area. As such, similar to the Approved Project the Modified Project's contribution to a cumulative impact related to wasteful, inefficient and unnecessary use of natural gas would not be cumulatively considerable, and thus would be less than significant.

Transportation Energy

Similar to the Approved Project, buildout of the Modified Project, related projects, and additional forecasted growth would cumulatively increase the demand for transportation-related fuel in the state and region. As described above, at buildout, the Modified Project would consume a total net increase of 194,886 gallons of gasoline and 27,398 gallons of diesel per year, or a total of 222,285 gallons of petroleum-based fuels per year. For comparison purposes, the transportation-related fuel usage for the Modified Project would represent approximately 0.006 percent of the

58 California Gas and Electric Utilities, *2018 California Gas Report*, 2018, p. 102.

59 Los Angeles Department of Water and Power, *2017 Final Power Strategic Long-Term Resource Plan*, p. A-6.

60 California Gas and Electric Utilities, *2018 California Gas Report*, 2018, p. 102.

2018 annual on-road gasoline and 0.0026 percent of the annual on-road diesel-related energy consumption in Los Angeles County, as shown in Appendix E, of this SCEA Addendum.

Additionally, petroleum currently accounts for 90 percent of California's transportation energy sources; however, over the last decade the State has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and support land use decisions that support the use of transit and other non-vehicular modes of transportation that reduce VMT, all of which would reduce reliance on petroleum fuels.

As discussed previously, the Project Site is located in an identified HQTA and a TPA in an urban area that is supported by regional and local transit services that would encourage alternative modes of transportation and a reduction in overall VMT. The Project Site would be located approximately 500 feet from the Wilshire/Vermont Metro Rail Station, as well as multiple bus routes. The Modified Project's design would also encourage the use of non-fossil fuel transportation by including pre-wiring for electric vehicle (EV) charging spaces for 30 percent of Modified Project's parking capacity for future use. In addition, of the 30 percent EV parking spaces, 10 percent of the Modified Project's parking capacity would include installed chargers for immediate use by EVs. The Modified Project would also install 175 long-term and 25 short-term bicycle parking spaces. As with the Modified Project, other future development projects would be expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions consistent with applicable provisions of the SCAG 2020-2045 RTP/SCS for the land use type.

Based on the analysis provided above, similar to the Approved Project, the Modified Project's contribution to cumulative impacts related to energy consumption (i.e., electricity, natural gas, and transportation energy) would not result in a cumulatively considerable effect related to the wasteful, inefficient, and unnecessary consumption of energy during construction or operation.

As such, the Modified Project's impacts would not be cumulatively considerable; therefore, cumulative energy impacts are concluded to be less than significant and no mitigation measures are required.

Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

Less than Significant Impact. Based on the analysis provided below, the Modified Project's contribution to cumulative impacts related to energy consumption (i.e., electricity, natural gas, transportation energy) would not result in a cumulatively considerable effect related to available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Electricity

As with the Approved Project and the Modified Project, during construction and operation, other future development projects would be expected to incorporate energy conservation features,

comply with applicable regulations including anti-idling construction vehicle regulations, the 2016 Title 24 standards and CALGreen Code, the City of Los Angeles Los Angeles Green Building Code, as amended to be more stringent than State requirements in LAMC Chapter 9, Article 9 (Green Building Code), the City's Green New Deal and incorporate mitigation measures, as necessary. In addition, electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by LADWP are ongoing. As stated in LADWP's 2016 Power Integrated Resource Plan, LADWP will continue to expand delivery capacity as needed to meet demand increases within its service area at the lowest cost and risk consistent with LADWP's environmental priorities and reliability standards. The Power Integrated Resource Plan takes into account future energy demand, advances in renewable energy resources and technology, energy efficiency, conservation, and forecast changes in regulatory requirements.[61] Like the Approved and Modified Project, development projects within the LADWP service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. Each of the related projects would be reviewed by LADWP to identify necessary power facilities and service connections to meet their respective needs. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the electrical infrastructure in the Modified Project area. As such, the Modified Project's contribution to a cumulative impact with respect to electricity plans as well as infrastructure would not be cumulatively considerable and, thus, would result in a less-than-significant cumulative impact.

Natural Gas

As with the Approved Project and the Modified Project, future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including the 2016 Title 24 standards and CALGreen code, the City of Los Angeles Los Angeles Green Building Code, as amended to be more stringent than State requirements in LAMC Chapter 9, Article 9 (Green Building Code), the City's Green New Deal and incorporate mitigation measures, as necessary. In addition, natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed.[62] It is expected that SoCalGas would continue to expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area, including the Modified Project and related projects also served by the existing SoCalGas infrastructure, would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. As such, the Modified Project's contribution to cumulative impacts with respect to natural gas plans as well as infrastructure would not be cumulatively considerable and, thus, would result in a less-than-significant cumulative impact.

Transportation Energy

Like the Approved and the Modified Project, construction of development projects in Los Angeles County would also generate short-term and temporary demands for construction-related transportation energy, including demands for gasoline and diesel fuel for off-road equipment, on-

[61] Los Angeles Department of Water and Power, *2016 Final Power Integrated Resource Plan*, 2016, Appendix A, p. ES-2.

[62] Southern California Gas Company, History of SoCalGas, 2018, Available at: https://www.socalgas.com/company-history. Accessed November 2018.

road trucks, and worker vehicles. Construction transportation energy demands would cease at the completion of construction.

As discussed previously, the Project Site is located in an identified HQTA and a TPA in an urban area that is supported by regional and local transit services that would encourage alternative modes of transportation and a reduction in overall VMT. The Project Site would be located approximately 500 feet from the Wilshire/Vermont Metro Rail Station, as well as multiple bus routes. The Modified Project would support statewide efforts to improve transportation energy efficiency by locating at in infill location close to shopping centers and other destinations. Siting land use development projects at infill sites is consistent with the State's overall goals to reduce VMT. As with the Modified Project, other future development projects would be expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions consistent with applicable provisions of the SCAG 2020 RTP/SCS for the land use type. In addition, like the Modified Project, operations of developments projects in Los Angeles County would generate varying numbers of trips to and from the developments based on the size, land use type, and location of the developments. The Modified Project's and future projects' effect on transportation energy demand would be minimized by future improvements to vehicle fuel economy pursuant to federal and State regulations. By 2025, vehicles are required to achieve 54.5 mpg (based on USEPA measurements), which is a 54 percent increase from the 35.5 mpg standard in the 2012–2016 standards.[63]

The related projects would also need to demonstrate consistency with these goals and incorporate project design features or mitigation measures as required under CEQA, which would also ensure that the related projects would not conflict with applicable transportation energy efficiency plans. Therefore, as the Modified Project and the related projects would incorporate land use characteristics consistent with State and regional goals for reducing VMT, or implement mitigation measures under CEQA to achieve the same results, the Modified Project and related projects would not have a cumulatively considerable impact related to transportation energy plans as well as the consumption of fuel or an increase in demand resulting in a need for new infrastructure, and would not result in a cumulatively considerable contribution to a significant impact on energy.

Similar to the findings in the Approved SCEA for the Approved Project, the Modified Project and related projects would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant. No mitigation measures are required.

Findings Related to Energy

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA. The Modified Project would not result in new significant environmental impacts related to energy, and there would not be a substantial increase in the severity of impacts described in the 2019 Approved SCEA. Based on the information and analyses above, there is no substantial new information indicating that there would

[63] USEPA, Corporate Average Fuel Economy (CAFE) Standards, 2012. Available at: https://www.gpo.gov/fdsys/pkg/FR-2012-10-15/pdf/2012-21972.pdf. Accessed November 2018.

be a new significant impact related to energy requiring major revisions to the 2019 Approved SCEA.

Project Design Features

No Project Design Features were required for energy in the 2019 Approved SCEA, and no Project Design Features are required for the Modified Project.

Mitigation Measures

No mitigation measures were required for energy in the 2019 Approved SCEA, and no mitigation is required for the Modified Project.

4.7 Geology and Soils

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the Approved SCEA. Subsequent to approval of the Approved Project, the Project Site has been modified include the lot to the north of the approved Project Site with a 27,843 square foot office building (514 S. Shatto Place). However, these minor changes to the Project Site would result in no major changes to the existing setting of the Project Site with respect to geology and soils.

Please see Section 5.7, *Geology and Soils* of the 2019 Approved SCEA for a detailed analysis of the potential effects of the Approved Project related to geology and soils and paleontological resources.

2019 Approved SCEA

The analysis for the 2019 Approved SCEA was based on the Geology and Soils technical report for the Approved Project, entitled the *Environmental Impact Report, Soils and Geology Issues, Proposed Mixed Use Development, 3119 West 6th Street, Los Angeles, California prepared by Geotechnologies Incorporated,* updated August 3, 2018. (Geologic Report). The analysis of paleontological resources is based on the *Paleontological Resources Assessment Report* prepared by ESA in December 2018.

Rupture of an Earthquake Fault

Less Than Significant Impact. According to the Geotechnical Report prepared for the Approved Project, there are no currently known active or potentially active surface faults traverse the Project Site and that the Project Site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. The nearest active fault to the site is the Hollywood fault located approximately 3.1 miles to the north. As a result, there are no active or potentially active faults close enough to the Project Site to produce fault rupture or surface displacement at the Project Site. The Approved Project would not contain uses or activities that would exacerbate the activity of a known earthquake fault. Therefore, Approved Project would not directly or indirectly cause potential

substantial impacts from fault rupture that could potentially cause direct or indirect adverse effects. Impact are less than significant and no mitigation measures are required.

Strong Seismic Ground Shaking

Less Than Significant Impact. Although the Project Site is located within the seismically active Southern California region, it is not exposed to a seismic risk greater than other properties in the City. As with any new project development in the State of California, building design and construction are required to conform to the current seismic design provisions of the City's Building Code, which incorporates relevant provisions of the 2016 California Building Code (CBC). The 2016 CBC, as amended by the City's Building Code, incorporates the latest seismic design standards for structural loads and materials to provide for the latest in earthquake safety. Compliance with requirements would reduce seismic ground shaking impacts to the maximum extent practicable under current engineering practices. The Approved Project would not contain uses or activities that would exacerbate the risks from existing environmental conditions. Therefore, the Approved Project would not directly or indirectly cause potential substantial impacts related to strong seismic ground shaking. Impacts would be less than significant, and no mitigation measures are required.

Liquefaction

Less Than Significant Impact. The Project Site is not in a liquefaction area. As concluded in the 2019 Approved SCEA, based upon the proposed depth of the excavation to approximately 60 feet, the potential for liquefaction at the Project Site is considered low. The Approved Project would not contain uses or activities that would exacerbate existing environmental conditions. Therefore, the Approved Project would not directly or indirectly cause potential substantial impacts related to ground failure or liquefaction. Impacts would be less than significant, and no mitigation measures are required.

Landslides

No Impact. The Project Site is relatively flat with little topography that could create the likelihood of landslides or earthquake-induced landslides. As described in the 2019 Approved SCEA, Project Site is not located within a landslide inventory area or located within an area of historically earthquake-induced landslides. The Approved Project would not contain uses or activities that would exacerbate existing environmental conditions. Therefore, the Approved Project would not directly or indirectly cause potential substantial impacts related to landslides. No impact would occur and no mitigation would be required.

Soil Erosion or the Loss of Topsoil

Less Than Significant Impact. As described in the 2019 Approved SCEA, construction of the Approved Project would involve ground-disturbing activities (e.g., excavation, grading, and foundation construction) that would expose soils for a limited time and allow for possible erosion.

However, the potential for erosion would be reduced by implementation of required regulatory erosion controls imposed during site preparation and grading activities. Specifically, all grading activities would require grading permits from the LADBS, which would include requirements and

standards designed to limit potential impacts associated with erosion. In addition, on-site grading and site preparation would be required to comply with all applicable provisions of LAMC, which address grading, excavations, and fills. Should grading activities occur during the rainy season (October 1st to April 14th), a Wet Weather Erosion Control Plan (WWECP) that would include measures such as diversion dikes to channel runoff around the Project Site. Division 70 of the LAMC also requires that stockpiles, excavated, and exposed soil be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer. Lastly, as construction would require greater than one acre of ground-disturbing activities, the Approved Project would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the National Pollutant Discharge Elimination System (NPDES) permit. The SWPPP incorporates best-management practices (BMPs) in accordance with the City of Los Angeles' Best Management Practices Handbook, Part A Construction Activities, to control erosion and to protect the quality of surface water runoff during the Project's construction period.

Following the completion of construction, the potential for erosion would be relatively low due to the fact that the Project Site would be largely impervious and include drainage control features. The use of hardscape and landscape plantings would act as an effective barrier to soil erosion by impeding direct contact between precipitation/irrigation and on-site soils.

With conformance with applicable regulations, including implementation of an erosion control plan as part of a SWPPP, and required drainage control features, impacts regarding wind or waterborne erosion during construction and operation of the Approved Project would be less than significant. Therefore, the Approved Project would not directly or indirectly cause potential substantial impacts related to soil erosion or the loss of topsoil. Impacts would be less than significant and no mitigation is required.

Unstable Slopes Related to Landslides, Lateral Spreading, Subsidence, Liquefaction, and Collapse

Less Than Significant Impact. The Approved Project is not located in a liquefaction zone and does not contain drainage channels or streams. Furthermore the Approved Project would be founded on underlying bedrock material, therefore, the risk that development of the Approved Project would cause or accelerate lateral spreading, landslides, subsidence, liquefaction, or collapse is low. Furthermore, all unconsolidated fill materials currently at the Project Site would be removed or compacted, as required by the City of Los Angeles Uniform Building Code standards. The Approved Project would not contain uses or activities that would exacerbate existing environmental conditions. Therefore, the Approved Project would not directly or indirectly cause potential substantial impacts related to lateral spreading, landslides, subsidence, liquefaction, or collapse. Impacts would be less than significant, and no mitigation is required.

Expansive Soil

Less Than Significant Impact. As evaluated in the Approved Project, the onsite subsurface materials are generally granular and expected to have a low to moderate potential for expansion. Regardless, the Approved Project would be required to adhere to applicable provisions of the City's Building Code, which would address any potential for expansion. The Approved Project would not

contain uses or activities that would exacerbate existing environmental conditions. Therefore, impacts related to substantial risk to life or property that could potential cause direct or indirect adverse effects as a result of expansive soils would be less than significant and no mitigation is required.

Septic Tanks or Alternative Waste Water Disposal Systems

No Impact. The Project Site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The Approved Project would connect to existing sewer lines that serve the Project Site and would not use septic tanks or alternative waste disposal systems. No impact that could potentially cause direct or indirect adverse effects would occur as a result of the Approved Project and no mitigation is required.

Paleontological Resource or Site or Unique Geological Feature

Less than Significant Impact with Mitigation Incorporated. The 2019 Approved SCEA determined while no paleontological resources were identified within the Project Site based on the paleontological records search the local findings discussed above indicate that Project-related excavation below 5 feet bgs has the potential to encounter geologic units with high paleontological sensitivity (Pleistocene-age Older Quaternary alluvium and late Miocene-age Modelo/Puente Formation). Older Quaternary alluvium is known to be present within the Project Site at depths of approximately 5 to 30 feet bgs. The Modelo/Puente Formation is known to be present within the Project Site at depths of approximately 30 to 67 feet bgs. Since Project-related excavation is expected to extend to approximately 60 feet below existing surface, it could encounter paleontological resources below 5 feet and result in a potentially significant impact to paleontological resources.

As a result, MM GEO-1 is identified to ensure that potentially significant impacts that could potentially cause direct or indirect adverse effects to previously unknown paleontological resources that are unexpectedly discovered during construction are reduced to a less than significant level.

Cumulative Impacts: Geology and Soils

Less than Significant Impact. Related projects would be subject to established guidelines and building code regulations and construction procedures pertaining to seismic hazards. The Los Angeles Building Code, and Los Angeles County Code for the Vermont Corridor project, would require consideration of seismic design for all related projects. Related projects would be required to implement LAMC or Los Angeles County Code, as applicable, regulations for grading and excavations during construction, including SWPPP, LID, and Los Angeles County stormwater quality management program (SQMP) requirements. In addition, the related project sites are located in a highly urbanized area and would connect to existing wastewater infrastructure. Thus, the related projects would not need to use septic tanks or alternative waste disposal systems.

Many of the related projects would require excavation that could potentially expose or damage potential paleontological resources. However, the related projects are located in developed urban areas with sites that have been previously disturbed, and the potential to encounter and cause a significant impact on surface resources is unlikely. Further, in association with CEQA review, and

depending on the depth of excavation and sensitivity of respective sites, mitigation measures would be identified for those related projects that have the potential to cause significant impacts to undiscovered paleontological resources. Implementation of such mitigation measures for the related projects would avoid significant impacts paleontological resources and human remains. As discussed previously, the identified mitigation measure MM GEO-1, would ensure the Approved Project would not cause a significant impact on a unique paleontological resource. Thus, the Approved Project's contribution to a cumulative impact would not be cumulatively considerable.

The Approved Project's contribution to cumulative geology and soils impacts would be less than significant and would not be cumulatively considerable. No mitigation is required.

Analysis of the Modified Project

The Modified Project is located in the same area as the Approved Project. The Project Site has been expanded slightly from a Post Dedication area of 1.30 acres under the Approved Project to 1.69 acres under the Modified Project. In addition, the excavation depth would increase from 60 to 65 feet. However, these minor changes would not affect the analysis provided the 2019 Approved SCEA. Therefore, the Geotechnical Evaluations prepared for the Approved Project's site conditions are applicable to the Modified Project. A *Geotechnical Consideration Memorandum* was prepared in June 2020 by Geotechnologies Inc., for the office parcel at 514 S. Shatto Place located north of the Approved Project Site. In addition, an updated Geotechnical Evaluation was prepared for the Modified Project entitled *Updated Geotechnical Engineering Investigation, Proposed Mixed-Use Development 514-530 Shatto Place, Los Angeles California*, by Geotechnologies Inc., October 14, 2020 (Updated Geotechnical Engineering Investigation*)* (Appendix F of this Addendum). In addition, to address paleontological resources, a *Paleontological Assessment Report-Addendum,* was prepared by ESA in September 2020 for the Modified Project.

Rupture of an Earthquake Fault

Less Than Significant Impact. While the Project Site has been expanded slightly under the Modified Project, the Project Site is located within the same area as the Approved Project. Similar to the Approved Project, there are no currently known active or potentially active surface faults that traverse the Modified Project Site and the Modified Project Site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone.[64] Similar to the Approved Project, the Modified Project would not contain uses or activities that would exacerbate the activity of a known earthquake fault. Similar to the Approved Project, the Modified Project would not directly or indirectly cause potential substantial impacts from fault rupture that could potentially cause direct or indirect adverse effects. Impacts would be the same as the Approved Project and would be less than significant and no mitigation measures are required.

Strong Seismic Ground Shaking

Less Than Significant Impact. Similar to the Approved Project, the Modified Project's building design and construction are required to conform to the current seismic design provisions of the

[64] *Updated Geotechnical Engineering Investigation, Proposed Mixed-Use Development 514-530 Shatto Place, Los Angeles California*, by Geotechnologies Inc., October 14, 2020

City's Building Code. It incorporates relevant provisions of the 2019 CBC, including the latest seismic design standards for structural loads and materials to provide for the latest in earthquake safety. Compliance with requirements would reduce seismic ground shaking impacts to the maximum extent practicable under current engineering practices. Similar to the Approved Project, the Modified Project would not contain uses or activities that would exacerbate the risks from existing environmental conditions. The Modified Project would not directly or indirectly cause potential substantial impacts related to strong seismic ground shaking. The impact would be the same as the Approved Project and would be less than significant and no mitigation measures are required.

Liquefaction

Less Than Significant Impact. Similar to the Approved Project, the Modified Project is not in a liquefaction area as identified in the City of Los Angeles General Plan Safety Element. The Seismic Hazards Maps of the State of California does not classify the Modified Project Site as being within a liquefiable area.[65] The proposed depth of the excavation under the Modified Project would increase to 65 feet compared to the 60 evaluated under the Approved Project. However, the minor change in excavation depth would not materially change the potential for liquefaction at the Project Site and it would remain low.[66] Similar to the Approved Project, the Modified Project would not contain new uses or activities that would exacerbate existing environmental conditions. Therefore, the Modified Project would not directly or indirectly cause potential substantial impacts related to ground failure or liquefaction. The impact would be the same as the Approved Project and would be less than significant and no mitigation measures are required.

Landslides

No Impact. Similar to the Approved Project, the Modified Project is not located within a landslide inventory area or located within an area of historically earthquake-induced landslides.[67] The Modified Project would not contain uses or activities that would exacerbate existing environmental conditions. Therefore, the Modified Project would not directly or indirectly cause potential substantial impacts related to landslides. The impact would be the same as the Approved Project. No impact would occur and no mitigation is required.

Soil Erosion or the Loss of Topsoil

Less Than Significant Impact. Similar to the Approved Project, construction of the Modified Project would involve ground-disturbing activities (e.g., excavation, grading, and foundation construction) that would expose soils for a limited time, and allow for possible erosion. The Modified Project, like the Approved Project would be required to adhere to regulatory erosion controls imposed during site preparation and grading activities including requirements and standards designed to limit potential impacts associated with erosion. On site grading and site

[65] *Updated Geotechnical Engineering Investigation, Proposed Mixed-Use Development 514-530 Shatto Place, Los Angeles California*, by Geotechnologies Inc., October 14, 2020.

[66] *Updated Geotechnical Engineering Investigation, Proposed Mixed-Use Development 514-530 Shatto Place, Los Angeles California*, by Geotechnologies Inc., October 14, 2020.

[67] *Updated Geotechnical Engineering Investigation, Proposed Mixed-Use Development 514-530 Shatto Place, Los Angeles California*, by Geotechnologies Inc., October 14, 2020.

preparation would be required to comply with all applicable provisions of LAMC. The Modified Project would be also required to prepare a SWPPP in accordance with the NPDES permit. The Modified Project would comply with the City of Los Angeles' Best Management Practices Handbook, Part A Construction Activities, to control erosion and to protect the quality of surface water runoff during the Project's construction period.

Following the completion of construction, the potential for erosion would be relatively low due to the fact that the Project Site would be largely impervious and include drainage control features. The use of hardscape and landscape plantings would act as an effective barrier to soil erosion by impeding direct contact between precipitation/irrigation and on-site soils. With conformance with applicable regulations and required drainage control features, the impact regarding wind or waterborne erosion during construction and operation of the Modified Project would be the same as the Approved Project and would be less than significant and no mitigation measures are required.

Unstable Slopes Related to Landslides, Lateral Spreading, Subsidence, Liquefaction, and Collapse

Less Than Significant Impact. As part of the Updated Geotechnical Engineering Investigation prepared for the Modified Project, one boring was drilled on the Modified Project Site on September 8, 2020 at a depth of 110 feet. As noted in the updated Geotechnical Engineering Investigation, similar to the Approved Project, the Modified Project is underlain by 5 feet of fill soil that consists of silty soil, underlain by Old Alluvium and bedrock. The Modified Project Site is not located in a liquefaction zone and does not contain drainage channels or streams. Similar to the Approved Project, the Modified Project would be founded on underlying bedrock material; therefore the risk that development of the Modified Project would cause or accelerate lateral spreading, landslides, subsidence, liquefaction, or collapse is low. Furthermore, all unconsolidated fill materials currently at the Project Site would be removed or compacted, as required by the City of Los Angeles Uniform Building Code standards. The Modified Project would not contain uses or activities that would exacerbate existing environmental conditions. The Modified Project would not directly or indirectly cause potential substantial impacts related to lateral spreading, landslides, subsidence, liquefaction, or collapse. The impact would be the same as the Approved Project and would be less than significant and no mitigation measures are required.

Expansive Soil

Less Than Significant Impact. Similar to the Approved Project the Modified Project would be required to adhere to applicable provisions of the City's Building Code, which would address any potential for expansion. The Modified Project would not contain uses or activities that would exacerbate existing environmental conditions. The impact would be the same as the Approved Project and would be less than significant and no mitigation measures are required.

Septic Tanks or Alternative Waste Water Disposal Systems

No Impact. The Project Site is located in a highly urbanized area, where wastewater infrastructure is currently in place. Similar to the Approved Project, the Modified Project would connect to existing sewer lines that serve the Project Site and would not use septic tanks or alternative waste disposal systems. Similar to the Approved Project, no impact would occur under the Modified

Project that could potentially cause direct or indirect adverse effects would occur and no mitigation is required.

Paleontological Resource or Site or Unique Geological Feature

Less than Significant Impact with Mitigation Incorporated. As noted in the *Paleontological Assessment Report-Addendum* prepared for the Modified Project, similar to the Approved Project, the Modified Project has a high potential to encounter paleontological resources when excavating below 5 feet. As a result, MM GEO-1 identified in the 2019 Approved SCEA would remain applicable for the Modified Project. MM GEO-1 would ensure that potentially significant impacts to previously unknown paleontological resources that are unexpectedly discovered during the Modified Project's construction are reduced to a less than significant level.

Cumulative Impacts: Geology and Soils

Less than Significant Impact. As indicated in the discussion above, while the Modified Project is located on a Project Site that has expanded in size, this would not alter or increase any environmental impacts related to Geology and Soils as evaluated under the Approved Project. Related projects would be subject to established guidelines and building code regulations and construction procedures pertaining to seismic hazards. The Los Angeles Building Code and Los Angeles County Code, as applicable, would require consideration of seismic design for all related projects. Related projects would be required to implement LAMC regulations for grading and excavations during construction, including SWPPP, LID and Los Angeles County SQMP requirements. In addition, the related project sites are located in a highly urbanized area and would connect to existing wastewater infrastructure. Thus, the related projects would not need to use septic tanks or alternative waste disposal systems.

Many of the related projects would require excavation that could potentially expose or damage potential paleontological resources. However, the related projects are located in developed urban areas with sites that have been previously disturbed, and the potential to encounter and cause a significant impact on surface resources is unlikely. Further, in association with CEQA review, and depending on the depth of excavation and sensitivity of respective sites, mitigation measures would be identified for those related projects that have the potential to cause significant impacts to undiscovered paleontological resources. Implementation of such mitigation measures for the related projects would avoid significant impacts paleontological resources and human remains. As discussed previously, the previously identified mitigation measure, MM GEO-1, would ensure the Modified Project would not cause a significant impact on a unique paleontological resource. Thus, the Modified Project's contribution to cumulative impacts would not be cumulatively considerable.

Findings Related to Geology and Soils

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA. The Modified Project would not result in new significant environmental impacts related to geology and soils or paleontological resources and there would not be a substantial increase in the severity of impacts described in the 2019 Approved SCEA.

While the Project Site would be expanded to include the office building to the north, there is no information that indicates that there are substantial changes in circumstances pertaining to geology and soils or paleontological resources that would require major changes to the Approved SCEA. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to geology and soils or paleontological resources requiring major revisions to the 2019 Approved SCEA.

Project Design Features

No Project Design Features were required for geology and soils in the 2019 Approved SCEA, and no Project Design Features are required for the Modified Project.

Mitigation Measures

The following Mitigation Measure was included in the 2019 Approved SCEA pertaining to geology and soils and remains applicable to the Modified Project.

> **MM GEO-1:** *Retention of a Qualified Paleontologist.* A qualified paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards (SVP, 2010) (Qualified Paleontologist) shall be retained prior to the approval of demolition or grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of excavation and grading during construction, recovery of fossil materials, and reporting as related to paleontological resources, shall attend the Project kick-off meeting and Project progress meetings on a regular basis, and shall report to the site in the event potential paleontological resources are encountered.
>
> *Construction Worker Paleontological Resources Sensitivity Training.* The Qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). In the event construction crews are phased, additional trainings shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources likely to be encountered within the Project Site and the procedures to be followed if they are found.
>
> *Paleontological Resources Monitoring and Plan.* Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use the qualified paleontologist to oversee the implementation of the PRMP. Full-time paleontological resources monitoring shall be conducted for all ground-disturbing activities that exceed 5 feet in depth. Full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the Qualified Paleontologist. Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting the standards of the SVP) under the direction of the Qualified Paleontologist. Monitors shall have the authority to temporarily halt or divert work away from exposed fossils in order to recover the fossil specimens. Any significant fossils

collected during Project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage. Monitors shall prepare daily logs detailing the types of activities and soils observed, and any discoveries. The Qualified Paleontologist shall prepare a final monitoring and mitigation report to document the results of the monitoring effort

If construction or other Project personnel discover any potential fossils during construction, regardless of the depth of work or location, work at the discovery location shall cease in a 25-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery and made recommendations as to the appropriate treatment. If the find is deemed significant, it shall be salvaged following the standards of the SVP (SVP, 2010) and curated with a certified repository.

4.8 Greenhouse Gas Emissions

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the 2019 Approved SCEA. Subsequent to approval of the Approved Project, the applicant purchased a lot to the north of the approved Project Site containing an existing 27,843 square foot office building (514 S. Shatto Place) that would be demolished as part of the Modified Project and would offer the opportunity to create a higher intensity of commercial and mixed-use development on the Project Site that would provide greater housing and employment opportunities within a Transit Oriented Area. No significant changes to the lot to the north of the approved Project Site at 514 S. Shatto Place have occurred since the preparation of the 2019 Approved SCEA.

No significant changes to the pertinent greenhouse gas (GHG)-related regulations have occurred since the preparation of the 2019 Approved SCEA. Regarding GHG emissions-related plans, the Southern California Association of Governments (SCAG) has adopted the Connect SoCal (2020-2045 RTP/SCS) and the City of Los Angeles has adopted the Green New Deal (2019 Sustainable Community pLAn). However, these are not new plans, but rather updates to existing plans that were identified and considered in the 2019 Approved SCEA.

As such, refer to Item 5.8, *Greenhouse Gas Emissions*, of the 2019 Approved SCEA for an in-depth discussion of the existing environmental setting and refer to the discussion below regarding the updates to the GHG emissions -related plans.

As discussed above in Item 4.6, *Energy*, on September 3, 2020, the SCAG's Regional Council formally adopted an update to the 2016-2040 RTP/SCS; entitled (*2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)* (SCAG 2020–2045 RTP/SCS) also known as the Connect SoCal. The overarching themes within the 2016-2040 RTP/SCS and SCAG 2020–2045 RTP/SCS do not differ substantially and do not constitute a substantial change for evaluation under the Modified Project.

In addition, as discussed above in Item 4.6, *Energy*, in April 2019, Mayor Eric Garcetti released L.A.'s Green New Deal (Sustainable City pLAn 2019), which is the first four-year update to the

City's first Sustainable City pLAn that was released in 2015. Within the Green New Deal, climate mitigation is one of eight explicit benefits that help define its strategies and goals, which include reducing GHG emissions through near-term outcomes such as: reduce building energy use per square feet and reducing vehicle miles traveled (VMT) per capita.

2019 Approved SCEA

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

Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases

Less than Significant Impact. As discussed in the 2019 Approved SCEA, the Approved Project meets the Section 21159.28 criteria for CEQA Streamlining benefits. As a result, analysis of GHG emission impacts resulting from passenger cars and light-duty trucks are not required (see Section 3, *SCEA Criteria and Transit Priority Project Consistency Analysis*, of the 2019 Approved SCEA for the detailed analysis demonstrating that the Project meets the requirements of SB 375).

The 2019 Approved SCEA determined that, while Project-related construction and operational activities would generate GHG emissions, the emissions would not cause a direct physical change in the environment. Additionally, the 2019 Approved SCEA determined that the Approved Project would comply with or exceed the GHG reduction actions and strategies outlined in CARB's Climate Change Scoping Plan, SCAG's 2016-2040 RTP/SCS, and the City's Sustainable City pLAn and Green Building Code. Given the Project's consistency with these applicable plans, policies, and regulations to reduce GHG emissions, along with implementation of PDF GHG-1 (Green Building Features), the Approved Project's GHG emissions, either directly or indirectly, would be less than significant and no mitigation measures are required.

The 2019 Approved SCEA determined that construction of the Approved Project would generate GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers and vendors traveling to and from the Project Site. Further, operations of the Approved Project would generate GHG emissions from the consumption of fossil fuels to generate electricity and to provide heating and hot water, the handling of solid waste, and the operation of the new emergency generator expected in the residential high-rise building. Other sources of GHG emissions from operations of the Approved Project include GHG emissions from the equipment used to maintain landscaping, such as lawnmowers and trimmers, and from non-light-duty mobile sources such as delivery trucks that commonly service residential, office, and restaurant uses (e.g., delivery of mail, parcels, office and restaurant supplies, etc.) and municipal solid waste haulers. The 2019 Approved SCEA determined that the Project would generate net new GHG emissions of 2,070 metric tons of carbon dioxide equivalents ($MTCO_2e$) for the buildout year (excluding passenger cars and light-duty trucks). Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, the 2019 Approved SCEA determined that there is no basis for concluding that the Approved Project's increase in annual GHG emissions would cause a measurable change in global GHG emissions necessary to influence global climate change. Therefore, the 2019 Approved SCEA determined that

the GHG emissions of the Approved Project alone would not likely cause a direct physical change in the environment and the impact would be less than significant.

As analyzed in the 2019 Approved SCEA, the Approved Project would be consistent with the 2006 Global Warming Solutions Act (HSC Division 25.5). The Approved Project would implement PDFs and incorporate characteristics to reduce energy, conserve water, reduce waste generation, and reduce vehicle travel consistent with statewide strategies and regulations. As a result, the 2019 Approved SCEA determined that the Approved Project would not conflict with current applicable Climate Change Scoping Plan strategies and regulations or future anticipated statewide GHG reduction goals. The Approved Project would support or not impede implementation of the potential reduction strategies identified by CARB in the Climate Change Scoping Plan. As a result, the Approved Project would not conflict with applicable Climate Change Scoping Plan strategies and regulations to reduce GHG emissions.

The Approved Project would be consistent with the applicable goals and principles set forth in the 2016-2040 RTP/SCS to reduce vehicle travel. The Approved Project has many Transit Oriented Development (TOD) features, as it is a mixed-use development that includes office, residential, and restaurant uses within close proximity to public transit. The Approved Project is in an urban infill location surrounded by a diverse mixture of land uses including residential, office, commercial development and services. The increases in land use diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation, which would result in corresponding reductions in transportation-related emissions. Furthermore, the Project Site is located less than 500 feet northwest from the Wilshire/Vermont Metro Rail Station, which serves the Metro D Line (Purple Line) and the Metro B Line (Red Line). The Metro D Line route provides a connection between Mid-Wilshire/Koreatown and Downtown Los Angeles.

The 2019 Approved SCEA determined that the Approved Project is consistent with applicable City strategies, including the City of Los Angeles Sustainable City pLAn, and the City's Green Building Code. As discussed above, the Approved Project would implement PDFs and incorporate characteristics to comply with the California Title 24 Building Energy Efficiency Standards, as amended by the City, and reduce GHG emissions by implementing energy efficient building designs, locating the Project in a transit friendly area to reduce VMT, reducing water demand, installing energy-efficient appliances and equipment, planting trees, and other features consistent with these plans. These measures are consistent with the City's GHG reduction, sustainability, and smart-growth goals and ensure the Approved Project would be consistent with the Los Angeles Green Building Code and meet the mandatory measures of the CALGreen Code as amended by the City. The heating, ventilation, and air conditioning (HVAC) system would be sized and designed in compliance with the CALGreen Code to maximize energy efficiency caused by heat loss and heat gain. Therefore, the Approved Project would be consistent with the City's applicable plans, policies, or regulations for GHG emissions.

Given that the Approved Project was determined to be consistent with the Scoping Plan, the RTP/SCS and the City's relevant plans and policies, and given the reasonably anticipated decline in Approved Project emissions once fully constructed and operational as described in the 2019

Approved SCEA, the Approved Project would be consistent with the Executive Order goals for 2030 and 2050. Therefore, the Approved Project would be consistent with California's long-term GHG reduction goals, including Executive Orders S-3-05 and B-30-15.

In summary, the Approved Project's GHG emissions analysis and the Approved Project's consistency analysis with respect to applicable regulatory plans and policies to reduce GHG emissions provided in the 2019 Approved SCEA demonstrates that the Project would substantially comply with or exceed the GHG reduction actions and strategies outlined in CARB's Climate Change Scoping Plan, SCAG's 2016-2040 RTP/SCS, and the City's Sustainable City pLAn and Green Building Code. Given the Approved Project's consistency with these applicable regulatory plans and policies to reduce GHG emissions, along with implementation of PDF GHG-1 (Green Building Features), the 2019 Approved SCEA determined that the Approved Project's GHG emissions, either directly or indirectly, would be less than significant and no mitigation measures are required.

Cumulative Impacts: Greenhouse Gas Emissions

Less than Significant Impact. The 2019 Approved SCEA determined that project-related construction and operational GHG emissions would not be cumulatively considerable. The State of California, through AB 32, has acknowledged that GHG emissions are a statewide impact. The Office of Planning and Research (OPR) acknowledges that although climate change is cumulative in nature, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment. CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of the project. As discussed in the 2019 Approved SCEA, the Approved Project would be consistent with AB 32, SB 375, SB 32, the 2016-2040 RTP/SCS, and the City's local GHG reduction plans. Therefore, the Approved Project's incremental contribution to any cumulative impact would be less than significant and would not be cumulatively considerable.

Analysis of the Modified Project

As part of the Modified Project, revised GHG emissions modeling has been completed. In addition, an analysis of the Modified Project's consistency with the SCAG Connect SoCal (2020-2045 RTP/SCS) and the City's Green New Deal (2019 Sustainable City pLAn) is provided below. As such, the analysis of the Modified Project changes and the findings related to Greenhouse Gas Emissions are based on emissions modeling conducted for the Modified Project, with the modeling output files provided in Appendix G, and the SCAG Connect SoCal (2020-2045 RTP/SCS) and City's Green New Deal (2019 Sustainable City pLAn) consistency analysis provided below. To quantify GHG emissions, the California Emissions Estimator Model (CalEEMod, Version 2016.3.2) and the California Air Resources Board (CARB) on-road vehicle emissions factor (EMFAC2017) model were utilized and compared the net change in GHG emissions between the Approved Project and the Modified Project. Modified Project VMT was estimated from the LADOT analysis tool, City of Los Angeles VMT Calculator Version 1.3 (July 2020). The VMT attributable to light-duty automobiles and light-duty trucks were removed for GHG estimation

purposes pursuant to SB 375 CEQA Streamlining. Refer to Item 4.17, *Transportation*, below for additional information regarding the City's VMT Calculator.

As discussed in this Addendum, similar to the Approved Project, the Modified Project also meets the Section 21159.28 criteria for CEQA Streamlining benefits (see Section 3, *Sustainable Communities Environmental Assessment Criteria*, of this Addendum for the detailed analysis demonstrating that the Modified Project meets the requirements of SB 375). Therefore, like the Approved Project, analysis of GHG emission impacts resulting from passenger cars and light-duty trucks from the Modified Project are not required and are not referenced, described, or discussed any further in this GHG analysis.

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

Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases

Greenhouse Gas Emissions

Less than Significant Impact. Like the Approved Project, the Modified Project would involve demolition of some of the existing uses (i.e., surface parking lot and some of the existing school related buildings) in addition to the office building located at 514 S. Shatto Place. The 2019 Approved SCEA evaluated construction of the Approved Project with an expected construction duration of approximately 26 months with buildout in year 2021. The Modified Project would have an expected construction duration of approximately 37 months with buildout in year 2024, assuming maximum intensity of daily construction activities.

Construction activities would include demolition, excavation, grading, building construction, architectural coatings, paving, and renovation of the former church building. Heavy-duty off-road equipment, such as excavators, loaders, cranes, and paving equipment would be used during construction. Approximately 18 haul truck trips (9 inbound and 9 outbound truck trips) would occur per day during demolition. Site grading and excavation would result in approximately 98,000 cubic yards of soil export with approximately 162 haul truck trips (81 inbound and 81 outbound haul truck trips) per day during excavation.[68] Building foundation and intermittent concrete pouring would generate up to approximately 52 concrete truck trips (26 inbound and 26 outbound truck trips) in a day, limited to days when concrete pouring activities would occur on a weekly, or intermittent basis throughout foundation and building construction. As with the Approved Project, construction activities associated with the Modified Project would generate GHG emissions through the combustion of fossil fuels by heavy-duty off-road equipment, haul and concrete trucks, and from vendor supply trucks that would deliver construction materials to the Project Site and from construction worker vehicle trips.

Based on the GHG emissions modeling for the Modified Project using CalEEMod (Version 2016.3.2) and EMFAC2017, a comparison of the Modified Project and Approved Project short-term construction emissions is shown in Table 4.2-9. As shown, the Modified Project's estimated

[68] Excavation volume includes a 20 percent contingency factor.

construction GHG emissions would be greater than the Approved Project. Similar to the analysis provided in the 2019 Approved SCEA for the Approved Project, the Modified Project's amortized construction GHG emissions are considered as part of the Modified Project's operational GHG emissions discussed below.

TABLE 4.2-9
ESTIMATED CONSTRUCTION GREENHOUSE GAS EMISSIONS

Construction Year	Approved SCEA and Approved Project CO_2e (Metric Tons) [a,b]	SCEA Addendum and Modified Project CO_2e (Metric Tons) [a,b]
Year 1	591	815
Year 2	890	3,146
Year 3	1,017	495
Year 4	--	198
Total	**2,498**	**4,653**
Existing Site (over the respective construction durations) [c]	438	1,116
Net Total	**2,060**	**3,537**
Amortized Emissions (30-years)	**69**	**118**

[a] Totals may not add up exactly due to rounding in the modeling calculations.
[b] CO_2e emissions are calculated using the global warming potential values from the Intergovernmental Panel on Climate Change *Fourth Assessment Report: 25 for CH_4 and 298 for N_2O* (Intergovernmental Panel on Climate Change, *Fourth Assessment Report: The Physical Science Basis, Summary for Policy Makers*, 2007).
[c] For the Approved Project: apportioned to 26 months as follows, based on existing site GHG emissions in the Approved SCEA (see Table 5-11 of 2019 Approved SCEA): 202 $MTCO_2e$ * 26 months / 12 months = 438 $MTCO_2e$.
For the Modified Project based on existing site GHG emissions in this SCEA Addendum: apportioned to 37 months as follows (see Table 4.2-11, below, in this SCEA Addendum): 362 $MTCO_2e$ * 37 months / 12 months = 1,116 $MTCO_2e$.
SOURCE: ESA 2020

The Modified Project would result in net increases in both area and mobile source GHG emissions over existing conditions. Similar to the Approved Project, operation of the Modified Project has the potential to generate net additional GHG emissions through the increased vehicle trips traveling to and from the Project Site as compared to the existing conditions. In addition, as was the case with the Approved Project, GHG emissions would result from the consumption of fossil fuels to generate electricity and to provide heating and hot water, the handling of solid waste, the operation of area sources such as landscaping equipment, and the operation of the new on-site diesel-fueled emergency generator.

Modified Project operational emissions were estimated for buildout year 2024 compared to the estimated operational emissions for the Approved Project as disclosed in the 2019 Approved SCEA. With respect to the Modified Project, building energy (electricity and natural gas) and area source emissions were estimated using CalEEMod. For building energy, the current regulation is the Title 24-2019 Building Energy Efficiency Standards. The current version of CalEEMod incorporates factors for compliance with the prior California Title 24-2016 Building Energy Efficiency Standards; therefore, correction factors are incorporated into CalEEMod to account for the Title 24-2019 standards in effect. Electricity from appliances in the Modified Project's residential uses were modeled in CalEEMod using the energy efficient appliance option, as required

in PDF GHG-1. Electricity-related emissions were also estimated from the Modified Project's proposed parking structure, which includes elevators, lighting, and a ventilation system.

Emissions of GHGs from solid waste decomposition were estimated based on solid waste generation rates provided by the California Department of Resources Recycling and Recovery and waste diversion per the City's Green New Deal (2019 Sustainable City pLAn). Emissions from the energy is required to supply, distribute and treat water and wastewater were estimated based on the Wastewater Service Information provided by the City's Department of Public Works for the Modified Project.

Similar to the Approved Project, other sources of GHG emissions from operation of the Modified Project include GHG emissions from the equipment used to maintain landscaping, such as lawnmowers and trimmers. CalEEMod uses landscaping equipment GHG emission factors from the CARB OFFROAD2011 model and the CARB *Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment (6/13/2003)*.[69] The CalEEMod software conservatively estimates that landscaping equipment would operate for 250 days per year in the South Coast Air Basin. Like the Approved Project, the Modified Project would not include any fireplaces or hearths within the residential units.

Stationary source emissions from the emergency generator were estimated separately outside of CalEEMod. The emergency generator capacity, estimated at a total of approximately 1,500 kilowatts (2,012 horsepower) for the high-rise building, would result in emissions associated with periodic maintenance and testing generator. Its emissions were calculated based on compliance with the mandated emission limits and operating hour constraints contained in SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which limits maintenance and testing to 50 hours per year.

Like the Approved Project, emissions calculations for the Modified Project include credits or reductions for GHG-reducing measures that are required by regulation, such as reductions in energy and water demand from the Title 24-2019 standards and the California Green Building Standards (CALGreen) Code.

Emissions from the existing site uses were also updated from the modeling conducted in the 2019 Approved SCEA to account for the existing 27,843 square foot office building (514 S. Shatto Place). The existing office building emissions primarily consist of mobile source emissions from workers and visitors driving to and from the office use and building energy (natural gas) demand and area sources (landscaping and consumer products/architectural coatings). For the purposes of this Addendum, the operational emissions for mobile sources from the existing site uses were estimated for the existing year conditions using EMFAC2017 emission factors and VMT estimated from the Los Angeles Department of Transportation (LADOT) analysis tool, City of Los Angeles VMT Calculator Version 1.3 (July 2020). Refer to Item 4.17, *Transportation*, below for additional information regarding the City's VMT Calculator. The existing site uses for the on-site buildings

[69] California Air Pollution Control Officers Association, CalEEMod™ version 2016.3.2 Appendix A, Calculation Details for CalEEMod, October 2017, California Air Pollution Control Officers Association, CalEEMod™ version 2016.3.2 User's Guide, October 2017.

were modeled in CalEEMod using historical energy factors based on previous Title 24 standards.[70] Existing site emissions from landscaping, solid waste decomposition, water demand and wastewater generation, were also updated from the modeling conducted in the 2019 Approved SCEA to account for the existing 27,843 square foot office building using a similar approach as discussed above using CalEEMod. The existing site's estimated annual operational GHG emissions are shown in Table 4.2-10.

TABLE 4.2-10
ESTIMATED EXISTING SITE ANNUAL OPERATIONAL GREENHOUSE GAS EMISSIONS

Emissions Source	Existing Site CO_2e (metric tons) [a]
On-Road Mobile [b]	62
Area	<1
Electricity	192
Natural Gas	28
Water and Wastewater	49
Solid Waste	31
Stationary	--
Total	**362**

[a] Totals may not add up exactly due to rounding in the modeling calculations.
[b] GHG emissions associated with light-duty automobiles and light-duty trucks are not included for the Existing Site pursuant to SB 375 CEQA Streamlining.
SOURCE: ESA 2020

The Approved Project's and the Modified Project's estimated annual operational GHG emissions and total net GHG emissions (including the construction GHG emissions amortized over 30 years) are shown in Table 4.2-11. The Modified Project would result in an increase in GHG emissions as compared to the Approved Project (as analyzed and disclosed in the 2019 Approved SCEA). The increase in GHG emissions is a result of increased density as compared to the Approved Project. However, similar to the Approved Project and as discussed in further detail below, the Modified Project would be designed in a manner that incorporates GHG efficiency measures and would be located in a transportation-rich location that would minimize VMT and transportation-related GHG emissions such that the Modified Project would not result in substantial GHG emissions that would have a significant impact on the environment or conflict with applicable plans, policies, or regulations for reducing GHGs.

[70] Historical energy factors are based on the 2005 Title 24 standards which were in effect when CARB developed its Scoping Plan 2020 No Action Taken predictions. California Air Pollution Control Officers Association, CalEEMod version 2016.3.2 User's Guide, October 2017.

TABLE 4.2-11
ESTIMATED ANNUAL OPERATIONAL GREENHOUSE GAS EMISSIONS

Emissions Source	Approved SCEA and Approved Project CO_2e (metric tons)[a]	SCEA Addendum and Modified Project CO_2e (metric tons)[a]
Construction (Amortized)	69	118
On-Road Mobile [b]	299	930
Area	4	7
Electricity [c]	1,328	1,200
Natural Gas	289	529
Water and Wastewater [c]	219	165
Solid Waste	32	33
Stationary	32	40
Total	**2,272**	**3,021**
Existing	**202**	**362**
Project Net Total	**2,070**	**2,659**

[a] Totals may not add up exactly due to rounding in the modeling calculations.
[b] GHG emissions associated with light-duty automobiles and light-duty trucks are not included for the Existing Site pursuant to SB 375 CEQA Streamlining.
[c] Electricity and water and wastewater GHG emissions are lower for the Modified Project compared to the Approved Project due to the buildout year of 2024 for the Modified Project as analyzed in this SCEA Addendum compared to the buildout year of 2021 for the Approved Project as analyzed in the Approved SCEA. Utility providers including LADWP, are required to provide an increasing percentage of electricity from renewable sources in future years. Therefore, while the Modified Project would have greater building floor area, its electricity-related GHG emissions are shown as lower than in the Approved SCEA for the Approved Project.
SOURCE: ESA 2020

Plan, Policy, and Regulation Consistency

CARB's Climate Change Scoping Plan

The 2019 Approved SCEA conducted an analysis to assess the consistency of the Approved Project with the State's strategies in the Climate Change Scoping Plan to reduce GHG emissions. The Climate Change Scoping Plan relies on a broad array of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and market-based mechanisms such as the Cap-and-Trade program. Similar to the Approved Project, the Modified Project would implement PDF GHG-1 that requires the Modified Project to be designed in a manner that reduces energy, conserves water, reduces waste generation, and reduces VMT consistent with statewide strategies and regulations. Since the Modified Project will incorporate the same PDF GHG-1 and GHG-reducing strategies as the Approved Project and discussed in detail in the 2019 Approved SCEA, the Modified Project would also not conflict with applicable Climate Change Scoping Plan strategies and regulations to reduce GHG emissions.

Furthermore, in addition to the Modified Project's consistency with applicable GHG reduction strategies of the Climate Change Scoping Plan, the Modified Project would not conflict with the future anticipated statewide GHG reductions goals. CARB has outlined a number of potential strategies for achieving the 2030 reduction target of 40 percent below 1990 levels. Like the Approved Project, the Modified Project would:

- Benefit from statewide and utility-provider efforts towards increasing the portion of electricity provided from renewable resources;
- Benefit from statewide efforts towards increasing the fuel economy standards of vehicles;
- Support alternative transportation and reducing VMT growth given its location at an infill site close to existing and future transit (Metro D Line [Purple Line] Extension);
- Utilize energy-efficient appliances and equipment; and
- Would support or not impede implementation of potential future reduction strategies to be identified by CARB.

As a result, the Modified Project would not conflict with applicable Climate Change Scoping Plan strategies and regulations to reduce GHG emissions.

SCAG's 2020–2045 RTP/SCS

On September 3, 2020, the SCAG's Regional Council formally adopted an update to the 2016-2040 RTP/SCS; entitled *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* (SCAG 2020–2045 RTP/SCS) also known as the Connect SoCal. Although specific goals, policies, and principles have been updated, both the 2016-2040 RTP/SCS and SCAG 2020-2045 RTP/SCS share similar purposes and overarching themes, including supporting a sustainable economy throughout the region, enhancing mobility options, promoting a sustainable environment and encouraging healthy/complete communities. Since the purpose and overarching themes within the 2016-2040 RTP/SCS and SCAG 2020–2045 RTP/SCS do not differ substantially and do not constitute a substantial change for evaluation under the Modified Project. Section 3.0, *Sustainable Communities Environmental Assessment Criteria*, of this SCEA Addendum, includes an analysis of the Modified Project's consistency with the adopted 2020–2045 RTP/SCS, including applicable goals, principles, land use strategies and intensities (see Section 3.0, Sustainable Communities Environmental Assessment Criteria, of this SCEA Addendum for additional details).

Like the Approved Project and consistent with SCAG's 2020-2045 RTP/SCS alignment of transportation, land use, and housing strategies, the Modified Project would accommodate increased population, households, employment, and travel demand by implementing smart land use strategies. As discussed previously, the Project Site is an infill location close to jobs, off-site housing, and services and in close proximity to existing and future public transit stops, which would result in reduced VMT, as compared to a project of similar size and land uses at a location without close and walkable access to off-site destinations and public transit stops.

The 2019 Approved SCEA conducted an analysis to evaluate the consistency of the Approved Project with the strategies outlined in the 2016-2040 SCAG RTP/SCS. As with the Approved Project, the Modified Project would be located in a transportation-rich area which would support reduced vehicle travel, which would be consistent with the 2020-2045 RTP/SCS strategies for reducing VMT. Therefore, similar to the Approved Project, the Modified Project would be consistent with the GHG emissions reduction related actions and strategies contained in the 2020-2045 RTP/SCS.

City of Los Angeles Green New Deal (2019 Sustainable City pLAn)

Like the Approved Project, the Modified Project would comply with applicable City strategies to reduce GHG emissions by implementing energy efficient building designs, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment. While not a plan adopted solely to reduce GHG emissions, within the City's Green New Deal (2019 Sustainable City pLAn), climate mitigation is one of eight explicit benefits that help define its strategies and goals. The City's Green New Deal builds on the prior City plans to reduce GHG emissions through actions and strategies related to land use, the transportation network, transportation demand management, clean vehicle technology, and water and energy efficient buildings.

The Modified Project would be designed, as required by the City, for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into a minimum of 30 percent of the parking spaces, with 10 percent of the Code-required spaces further improved with electric vehicle charging stations, which would support alternative fueled (electric) vehicles. The Modified Project would include 200 bicycle parking spaces (compared to the 158 bicycle parking spaces for the Approved Project), which would encourage non-vehicular transportation by Modified Project residents, employees, and visitors. The Project Site's location less than 500 feet northwest from the Wilshire/Vermont Metro Rail Station, and numerous bus routes would further reduce VMT and associated GHG emissions. Like the Approved Project, with implementation of PDF GHG-1, the Modified Project would be designed to include energy and water saving measures thereby minimizing associated GHG emissions. Thus, like the Approved Project, the Modified Project would not conflict with applicable GHG reduction strategies in the City's Green New Deal (2019 Sustainable City pLAn).

Green Building Code

The Modified Project would comply with the Los Angeles Green Building Code to reduce GHG emissions by reducing indoor and outdoor water demand, installing energy-efficient appliances and equipment, and complying with 2019 California Title 24 Building Energy Efficiency Standards, as amended by the City. The Modified Project would also meet the mandatory measures of the CALGreen Code as amended by the City by incorporating strategies such as low-flow toilets, low-flow faucets, low-flow showers, and other energy and resource conservation measures. The heating, ventilation, and air conditioning (HVAC) system would be sized and designed in compliance with the CALGreen Code to maximize energy efficiency caused by heat loss and heat gain. Therefore, as with the Approved Project, the Modified Project would be consistent with the City's Green Building Code.

Consistency with Executive Orders S-3-05 and B-30-15

At the state level, Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. Executive Order S-3-05's goal to reduce GHG emissions to 1990 levels by 2020 was codified by the Legislature as the 2006 Global Warming Solutions Act (HSC Division 25.5). As described in the 2019 Approved SCEA, statewide efforts are underway to facilitate the State's achievement of the goals outlined in Executive Orders S-3-05 and B-30-15. Therefore, as was expected for the Approved Project, it is also reasonable to expect the Modified Project's emissions level to decline as the regulatory initiatives identified by CARB in the 2017 Scoping Plan are implemented, and other technological innovations occur. Stated

differently, the Modified Project's emissions at buildout (2024) likely represents the maximum GHG emissions for the Modified Project as anticipated regulatory developments and technology advances are expected to reduce emissions associated with the Modified Project, such as emissions related to electricity use and vehicle use. Given that the Modified Project is consistent with the Scoping Plan, the 2020-2045 RTP/SCS and the City's relevant plans, policies and regulations, and given the reasonably anticipated decline in Modified Project emissions once fully constructed and operational, the Modified Project would be consistent with the Executive Order goals for 2030 and 2050. Therefore, the Modified Project would be consistent with California's long-term GHG reduction goals, including Executive Orders S-3-05 and B-30-15.

In summary, the Modified Project's GHG emissions analysis and its consistency with applicable plans, policies, and regulations to reduce GHG emissions demonstrates that the Modified Project would substantially comply with or exceed the GHG reduction actions and strategies outlined in CARB's Climate Change Scoping Plan, SCAG's 2020-2045 RTP/SCS, and the City's Green New Deal (2019 Sustainable City pLAn and Green Building Code. Given the Modified Project's consistency with these applicable regulatory plans and policies to reduce GHG emissions, along with implementation of PDF GHG-1, the Modified Project's GHG emissions, either directly or indirectly, would not result in a new impact and would be less than significant and no mitigation measures are required.

Cumulative Impacts: Greenhouse Gas Emissions

Less than Significant Impact. As indicated in the discussion above, the Modified Project would not have a cumulatively considerable impact on the environment. The State of California, through AB 32, has acknowledged that GHG emissions are a statewide impact. The Office of Planning and Research (OPR) acknowledges that although climate change is cumulative in nature, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment. CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of the project. As discussed above, the Project would be consistent with AB 32, SB 375, SB 32, the 2020-2045 RTP/SCS, and the City's Green New Deal (2019 Sustainable City pLAn). Therefore, like the Approved Project, the Modified Project's incremental contribution to any cumulative impact would be less than significant and would not be cumulatively considerable. The Modified Project would not result in any new impact and no mitigation measures would be required.

Findings Related to Greenhouse Gas Emissions

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA. The Modified Project would not result in new significant environmental impacts related to GHG emissions or consistency with GHG reduction plans, policies, and regulations, and there would not be a substantial increase in the severity of impacts described in the 2019 Approved SCEA.

The Project site and surrounding area have not been further developed or altered since the 2019 Approved SCEA was prepared. There is no information in the record or otherwise available that

indicates that there are substantial changes in circumstances pertaining to GHG emissions or consistency with GHG reduction plans, policies, and regulations that would require major changes. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to GHG emissions or consistency with GHG reduction plans, policies, and regulations requiring major revisions to the 2019 Approved SCEA.

Project Design Features

The following Project Design Feature pertaining to GHG emissions that were identified in the 2019 Approved SCEA are applicable to the Modified Project. PDF GHG-1 has been updated based on the design of the Modified Project and City requirements for electric vehicle charging stations with deletions provided in strikeout text and additions provided in underlined text.

PDF GHG-1:

- The Project shall use energy efficient appliances;
- The Project shall use low-flow plumbing fixtures;
- The Project shall install 175~~141~~ long-term and 25~~17~~ short term bicycle parking spaces;
- The Project shall utilize drought-tolerant plants in its landscaping;
- The Project shall install pre-wiring for EV charging spaces for 30~~20~~ percent of its parking capacity for future use and;
- Of the 30~~20~~ percent EV parking spaces, 10~~5~~ percent of the Project's parking capacity will include installed chargers for immediate use by electric vehicles (EV).

Mitigation Measures

No mitigation measures were required for GHG emissions or consistency with GHG reduction plans, policies, and regulations in the 2019 Approved SCEA, and no mitigation is required for the Modified Project.

4.9 Hazards and Hazardous Materials

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the 2019 Approved SCEA. The Modified Project would include the demolition of a 27,843 square foot office building (514 S. Shatto Place). However, this demolition would not result in substantial changes to setting with respect to hazards and hazardous materials.

As described in the 2019 Approved SCEA, a Phase I Environmental Site Assessment, prepared by AEI, dated December 5, 2017 (Phase I ESA), was conducted to evaluate the presence of known or suspected hazardous materials or waste at the Project Site. In addition a *Subsurface Investigation Report, 3119 West 6th Street, Los Angeles, California* (Subsurface Investigation Report) was

prepared by Hazard Management Consulting (HMC), dated September 20th 2018. The purpose of the Subsurface Investigation Report was to evaluate the presence of chemicals of concern stemming from historical uses adjacent to the Project Site identified during the Phase I ESA. Specifically, while the Phase I ESA did not identify any recognized environmental conditions (RECs) associated with past and present land uses on the Project Site, it did identify a leaking underground storage tank (LUST) case at a former gasoline station west of the Project Site. Additionally, the Project Site is located within a Methane Zone as defined by the City of Los Angeles Department of Building and Safety (LADBS). Due to the recommendations contained in the Phase I ESA, a Subsurface Investigation Report was prepared. Please see Section 5.9, *Hazards and Hazardous Materials* of the 2019 Approved SCEA for detailed analysis of potential effects of the Approved Project related to hazards and hazardous materials.

2019 Approved SCEA

Routine Transport, Use or Disposal of Hazardous Materials

Less Than Significant with Mitigation Incorporated. Typical of many construction projects, construction of the Approved Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils. However, all materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Also, all construction work would be performed consistent with applicable federal Occupational Safety and Health Administration (OSHA) Safety and Health Standards and Cal/OSHA requirements to ensure the safety and well-being of construction workers. The Project Site contains contaminated soils below 20 feet bgs that would be removed during excavation. The Approved Project's incorporation of MM HAZ-1 would ensure that the transport and disposal of the contaminated soils removed from the Project Site would not create a significant hazard to the public or the environment. Impacts would be less than significant with mitigation incorporated.

Operation of the Approved Project's residential, office, and commercial uses would involve the use and storage of small quantities of potentially hazardous materials in the form of typical cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for use, storage, and disposal of such products. Therefore, operation of the Approved Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. With compliance with applicable regulatory requirements and MM HAZ-1, impacts to the Approved Project would be less than significant.

Release of Hazardous Materials

Less Than Significant with Mitigation Incorporated. Construction of the Approved Project would not involve the use of hazardous materials in substantial amounts such that a measurable risk to the public or the environment would result from construction activities. However, construction activities or excavation activities could potentially reveal to the presence of unknown hazardous materials in Project Site soil and/or groundwater should such materials be present.

The Phase I ESA prepared for the Project identified the following items of potential environmental concern:

Asbestos-Containing Building Materials

The Project Site is currently developed with school-related buildings and a surface parking lot. The Project Site was historically used for residential, church and school uses. As the onsite structures were built before the 1978 federal regulations banning the use of asbestos containing building materials (ACBMs) were enacted, there is a potential for the presence of ACBMs in the on-site buildings. Therefore, prior to the issuance of any permit for the demolition of the existing buildings or the alteration of the existing church building to be retained, a comprehensive ACBMs survey of the buildings must be performed. If no ACBMs are found, the Project Applicant shall provide a letter to the City of Los Angeles Department of Building and Safety (LADBS) from a qualified asbestos consultant indicating that no ACBMs are present in the onsite buildings. However, if ACBMs are found to be present, they would be abated in compliance with the SCAQMD Rule 1403 and other applicable State and federal rules and regulations. With regulatory compliance, the risk related to any existing ACBMs at the Project Site would be reduced to acceptable levels, and the Approved Project would result in no impact with regard to ACBMs.

Lead-Based Paint

The existing onsite buildings that were constructed prior to the 1978 federal regulations banning the use of lead-based paints (LBPs). Therefore, there is potential for the presence of LBPs in the onsite buildings, which could pose a significant hazard to construction workers or the public. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to CalOSHA regulations. With regulatory compliance, the risk related to any existing LBPs at the Project Site would be reduced to acceptable levels, and Approved Project would result in no impact with regard to LBPs.

The following topics below were not identified as areas of potential concern but were identified during the Phase I ESA reconnaissance findings.

PCBs

Polychlorinated biphenyls (PCBs) were once used as industrial chemicals whose high stability contributed to both their commercial usefulness and their long-term deleterious environmental and health effects. However, no equipment such as aboveground hydraulic lifts, transformers, or other equipment of concern were observed at the Project Site. As such, the presence of PCB's is not expected, and the Approved Project would result in no impact with respect to PCB contamination.

Radon Gas

Radon is a colorless, odorless, naturally occurring, radioactive, inert, gaseous element formed by radioactive decay of radium (Ra) atoms. The Phase I ESA indicated that according to the California Department of Health Services Radon Database, 18 tests were conducted for radon levels in the zip code of the Project Site in 2016. All of these tests indicated that radon levels were below the action levels set forth by the US EPA. According to the ESAP Map of Radon Zones, the Project Site is within the Zone 2 classification. Due to the Zone 2 classification and the design of the Approved

Project, radon is not considered to be a significant environmental concern at the Project Site. As such, the presence of radon gas is not expected at the Project Site, and the Approved Project would result in no impact with respect to radon gas contamination.

Recognized Environmental Conditions (REC)

According to the regulatory database review conducted as part of the Phase I ESA, the Project Site has not been identified as a REC. The Phase I ESA prepared for the Approved Project identified a site located at 3151 West 6th Street, formerly used as a service station, located approximately 130 feet west of the Project Site as a REC. Based on a review of the most recent groundwater data from these wells (2009), elevated concentrations of contaminants of concern were present including benzene and total petroleum hydrocarbons. Based on the relative proximity of the plume to the Project Site, it has the potential to impact the Project Site, which constitutes a REC. As such, a Subsurface Investigation Report was prepared that included the collection of soil, soil gas, and groundwater samples throughout the Project Site.

As part of the Subsurface Investigation Report, on May 23, 2018, six soil borings for the collection of soil samples, groundwater samples and for the installation of nested soil vapor monitoring points were advanced on the Project Site. Selected soil samples were collected for laboratory analyses and screened in the field for stains, odors, and elevated photoionization detector (PID) readings. The results of the testing are described below.

Soil Sampling Results

No stained or odorous soil, or elevated PID readings, were noted from the surface to approximately 20 feet bgs throughout the Project Site. The results of the laboratory analysis of the soil samples verified these field observations, finding no detectable concentrations of gasoline range petroleum hydrocarbons (TPH cc) and no detectable to low concentrations of VOCs and Title 22 metals. Based on these results, these soils are considered to be non-hazardous waste when excavated and disposed of during construction activities. However, soils encountered at depths greater than approximately 20 feet bgs in the southern portion of the Project Site indicated a strong petroleum hydrocarbon odor and PID readings of greater than 50 parts per million (ppm) of VOCs.

The Approved Project includes MM HAZ-1, which includes features required to comply with the South Coast Air Quality Management District's (SCAQMD) Rule 1166. SCAQMD Rule 1166 requires ongoing monitoring for VOC contaminated soils, ongoing testing of soils, the segregation and covering of VOC contaminated soils, and appropriate removal and disposal of VOC contaminated soils. A Site Specific Soil Mitigation Plan (SMP) would be prepared and approved by the SCAQMD prior to commencing soil excavation. The SMP would provide safety guidance to contractors on the appropriate screening and management of potentially impacted or impacted soils that may be encountered at the Project Site during grading and excavation activities. The SMP includes protocols for ongoing testing and appropriate separation and disposal of VOC contaminated soils. Soil monitoring would be completed during excavation in accordance with SCAQMD's Rule 1166 and the SMP.

The Approved Project's incorporation of MM HAZ-1 would ensure that development of the Project would create a less-than-significant impact with respect to contaminated soils.

Groundwater Sampling Results

Groundwater samples were collected from two soil borings in the southern portion of the Project Site and one soil boring in the northern portion of the Project Site. Groundwater was encountered 38 to 43 feet below the surface.[71] Laboratory analysis of the groundwater samples taken indicated elevated concentrations of gasoline and gasoline constituents, such as benzene and toluene, with lesser concentrations in the northern portion of the Project Site; these results are consistent with the general distribution of gasoline products documented in the off-site LUST case.

Based on these results, the groundwater generated during dewatering activities would require treatment prior to discharge to the municipal sewer or stormwater system. As such, the Approved Project would be required to comply with the General National Pollutant Discharge Elimination System (NPDES) requirements and other applicable groundwater water discharge requirements enforced by the Los Angeles Regional Water Quality Control Board (LARWQCB) that ensure that contaminated groundwater removed during construction dewatering is treated prior to discharge to the municipal sewer or stormwater system. In addition, the Approved Project includes MM HAZ-2 which requires the preparation of a Groundwater Management Plan (GWMP) that would include ongoing testing of groundwater, training, protocols, and implementation of a safety plan for contractors for avoiding contact with groundwater during excavation, and appropriate disposal of groundwater.

The Approved Project's compliance with NPDES requirements and other applicable groundwater discharge requirements, and its incorporation of MM HAZ-2 ensure that construction of the Approved Project would result in less-than-significant impacts related to contaminated groundwater.

Soil Vapor Results

Laboratory analyses showed concentrations of tetrachloroethylene (PCE), trichloroethene (TCE), and benzene that exceed the screening levels for non-restrictive residential land uses. Based on the reported Project Site's historical land uses, no on-site sources are suspected, as these contaminants are likely associated with an off-site source. Based on the laboratory results, the Subsurface Investigation Report also conducted a screening human health risk evaluation (HHRE) discussed below to assess the potential health risk to future occupants of the Project.

Human Health Risk Evaluation (HHRE)

The total non-cancer hazard for a typical receptor is presented as an estimated non-cancer hazard index (HI) and the total cancer risk for a receptor is presented as an estimated incremental lifetime cancer risk (ILCR). The HHRE was completed using conservative assumptions, exposure parameters, and other default values that tend to overstate risk. The HHRE estimated that human health risks would exceed the target ILCR and HI based on both a commercial/industrial and sensitive use/residential building scenario. However, the subterranean parking garage, with its

[71] *Subsurface Investigation Report, 3119 West 6th Street, Los Angeles, California* prepared by HMC, September 20, 2018.

associated ventilation system, would reduce the potential for vapor intrusion into the new mixed-use building.[72]

Since the HHRE results are an overestimation of risk, indoor air samples were collected to determine whether an actual health risk would be presented to future occupants of the former church building. The results of the indoor air samples are discussed below.

Indoor Air Sampling Results

On July 20, 2018, indoor air samples were collected within multiple existing buildings at the Project Site, including the existing classrooms and former church building to determine whether a health risk is present to future occupants due to vapor intrusion. Seven indoor air samples were collected from inside of the existing on-site buildings. The indoor air sample results indicated no detectable concentrations of VOCs, with the exception of acetone detected in one indoor air sample. Acetone is a common chemical found in many household chemical products such as paint and nail polish.

Based on these results, there is a low likelihood of a health risk to future employees and visitors to the proposed restaurant uses on the Project Site as a result of vapor intrusion. Even so, the Approved Project includes MM HAZ-3 to reduce any potential health risks related to vapor intrusion associated with the Approved Project's repurposing of the former church building. MM HAZ-3 requires that all concrete cuts and utility penetrations into the former church building's foundation/slab that may occur due to the installation of subsurface piping for future water, sewer and other utilities be sealed to add an additional measure of protection against potential vapor intrusion.

Methane Testing Results

The Project Site has been identified by the LADBS to be within a "Methane Zone." Due to the existing potential environmental risk associated with construction in a Methane Zone, the Project would be subject to developmental regulations pertaining to ventilation and methane gas detection systems that are mandated by the City of Los Angeles. Project development would be governed by the provisions of City of Los Angeles Building Code Chapter 71, Methane Mitigation Standards Ordinance. This ordinance provides installation procedures, design parameters and test protocols for methane gas mitigation systems. Based on the results of the methane gas sampling conducted as part of the Subsurface Investigation Report, elevated concentrations of methane were detected exceeding the lower explosive (LEL) of 50,000 ppm. Per Chapter 71, the Approved Project would be subject to the design and permitting requirements established by LADBS in LAMC Section 91.7102 for a Project Site located within a Methane Zone.

However, based on the design of the Approved Project, which includes four levels of ventilated subterranean parking, the Subsurface Investigation Report concluded that there is a low likelihood that methane risk would be present and that, as a result, LADBS may wave the Level V Minimum Methane Mitigation requirement during plan check and development review. Compliance with City requirements in addition to the Approved Project's development of four levels of ventilated

[72] Subsurface Investigation Report, 3119 West 6th Street, Los Angeles, California (Subsurface Investigation Report) prepared by Hazard Management Consulting (HMC), dated September 20th 2018

subterranean parking at the Project Site would ensure that the Approved Project would not result in reasonably foreseeable upset or accident conditions involving the release of existing methane gas into the environment. Therefore, potential impacts related to methane would be less than significant.

The Approved Project would include Project-specific mitigation measures, MM HAZ-1, MM HAZ-2, and MM HAZ-3 to further reduce potential impacts related to impacted soils, groundwater and vapor intrusion on the Project Site. Compliance regulatory requirements and mitigation measures MM HAZ-1, MM HAZ-2, and MM HAZ-3 would ensure no significant construction related impacts related to hazards would occur under the Approved Project.

Emit Hazardous Emissions or Handle Hazardous Materials within One-Quarter Mile of an Existing or Proposed School

Less Than Significant with Mitigation Incorporated. The school closest to the Project Site are the Young Oak Kim Academy LAUSD middle school located approximately 120 feet to the southwest. The Approved Project includes MM HAZ-1, which requires construction activities to comply with SCAQMD Rule 1166 in order to control and minimize the risk associated with excavating, transporting and disposing of potentially impacted or impacted soils that may be encountered at the Project Site. Among other measures, MM HAZ-1 includes the preparation of an approved SMP that would provide guidance to contractors for appropriate screening, and management of potentially impacted or impacted soils that may be encountered during grading and excavation activities. The SMP would also include procedures for the safe handling and transportation of soils on the Project Site that may impact sensitive receptors such as schools.

As is also discussed above, construction of the Approved Project would also involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils typically used in construction. However, all such substances and materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions and are not expected to cause risk to the public or nearby schools. Thus, compliance with applicable regulations and incorporation of mitigation measures MM HAZ-1, MM HAZ-2, and MM HAZ-3 potential risks of exposure to hazardous materials for the public or the environment, including schools due to Project construction would be less than significant.

The types of potentially hazardous substances and materials that would be used in association with the operation of the Approved Project would include those typical of residential and commercial developments, such as small quantities of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. However, such substances and materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Therefore, operation of the Approved Project would not create a significant risk of exposure to hazardous materials for the public or the environment, including schools.

Compliance with applicable regulations and incorporation of mitigation measures MM HAZ-1, MM HAZ-2, and MM HAZ-3 potential risks of exposure to hazardous materials for the public or

the environment, including schools due to Approved Project operations would be less than significant.

Located on a Hazardous Materials Site as Identified in Government Code Section 65962.5

Less Than Significant with Mitigation Incorporated. According to the review of environmental database records, the Project Site is not listed on any regulatory databases. An adjacent property to the east was identified as previous service station and was identified as a LUST release case; another adjacent property to the east was identified as an EDR Hist Cleaner, meaning that it had previously been an on-site dry cleaning establishment; an adjacent property to the southeast was identified as a EDR Hist Auto site, meaning that it had previously been for automotive uses and an adjacent property to the southwest (Young Oak Kim Academy) was listed on the RCRA-LQG, CA HAZNET databases as being a large quantity generator of potential hazardous waste.

While the Project Site is not currently listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, potential impacts related to soils, groundwater and soil vapor exist on the Project Site. The Subsurface Investigation Report indicated that soil testing results indicated soils greater than approximately 20 feet bgs in the southern portion of the Project Site had a strong petroleum hydrocarbon odor and PID readings of greater than 50 parts per million (ppm) of VOCs. As a result, during excavation, these soils would need to be monitored using a SCAQMD Site Specific Mitigation Plan and would be disposed of appropriately. The SCAQMD Site Specific Mitigation Plan includes protocols for ongoing testing and appropriate separation and disposal of VOC contaminated soils. The Approved Project would also include MM HAZ-1, which would include a SMP that would provide safety guidance to contractors for on the appropriate screening and management of potentially impacted or impacted soils that may be encountered at the Project Site during grading and excavation activities. Compliance with regulatory requirements and incorporation of MM HAZ- 1, would reduce potential soil hazards to less than significant.

To minimize the risk from contacting and contaminating groundwater during construction, the Approved Project would include MM HAZ-2, which would include a GWMP. Compliance with regulatory requirements and incorporation of MM HAZ 2, would reduce potential groundwater hazards to less than significant.

Although the indoor air sample results indicated a low likelihood of a health risk to current and future occupants of the Project Site as a result of vapor intrusion, to minimize any risk the Project would include MM HAZ-3, that requires that all concrete cuts and utility penetrations on the former building's foundation/slab to be sealed to prevent potential vapor intrusion. Incorporation of MM HAZ-3, would ensure potential soil vapor hazards would be less than significant.

Located within an Airport Land Use Plan, or Within Two Miles of an Airport

No Impact. The Project Site is not located within an airport land use plan or within 2 miles of a public or private airport. As such, the Project Site is not located within the vicinity of a private airstrip. Therefore, the Approved Project would not result in an airport-related safety hazard for

people residing or working in the Project area and would not expose people residing or working in the Project area to excessive noise levels from such uses. No impact would occur and no mitigation is required.

Impair Implementation of an Adopted Emergency Response Plan or Emergency Evacuation Plan

Less Than Significant Impact With Mitigation Incorporated. While it is expected that the majority of the Approved Project's construction activities would be confined on-site, some construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day. However, in accordance with City of Los Angeles requirements, the Approved Project would include MM TRAF-1, which requires the development of a Construction Management Plan to ensure that adequate emergency access is maintained and that through-access for drivers, including emergency personnel, along all roads would still be provided during construction. Therefore, the Approved Project's construction would not result in inadequate emergency access.

Operation of the Approved Project would generate traffic in the Project Site vicinity and would result in some modifications to access to the Project Site from the streets that surround it. However, adequate emergency access to the Project Site and to the surrounding area would continue to be provided. Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for patrons, employees, and residents. Project Site access and circulation plans would be subject to review and approval by the Los Angeles Fire Department (LAFD). For these reasons, construction and operation of the Approved Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Compliance with existing regulations, and MM TRAF-1 would ensure that implementation of the Approved Project would not impair or physically interfere with adopted emergency response plans or emergency evacuation plans. Therefore, impacts related to emergency response plans and emergency evacuation plans are less than significant.

Wildfire

No Impact. The Project Site is currently developed and located in a highly urbanized area, and does not contain wildland features. Therefore, development of the Approved Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impacts would occur in this regard and no mitigation is required.

Cumulative Impacts: Hazards and Hazardous Materials

Less Than Significant Impact. Like the Approved Project, many of the related projects would use, handle, store, and/or transport hazardous materials or require demolition of structures containing such materials. Such related projects would be required to use, store, remove and/or transport all potentially hazardous materials in accordance with the manufacturers' instructions and handle materials in accordance with federal, State, and local health and safety standards and regulations. Compliance with existing standards and regulations would ensure that the related

projects would not result in significant impacts to the public or the environment through the routine transport, storage, use, or handling of hazardous materials, and that their development would not result in the release of existing ACBMs, LBPs, radon gas, or PCBs. Some of the related project may be on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, each related project would be required to comply with existing Federal, State, and local regulations related to hazardous materials sites, including cleanup sites, and hazardous materials generators. Some of the related projects also would be constructed within Methane Zones.

Like the Approved Project, related projects in the Project Site area located within Methane Zones would be subject to developmental regulations pertaining to ventilation and methane gas detection systems that are mandated by the City and County of Los Angeles, as applicable, and would reduce impacts with respect to releases or accidents related to methane gas to less than significant. Some of the related projects may also include the use of hazardous materials within 0.25 mile of a school. However, related projects would be subject to environmental review to evaluate potential impacts from hazardous materials releases within 0.25 mile of a school, reducing impacts to less than significant.

Related projects are all located highly urbanized areas, would not contain wildland features, and are not located adjacent to any wildland areas. Therefore, development of related projects would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. As discussed above, prior to commencing construction activities, the Approved Project would comply with regulatory requirements by investigating and removing or remediating any existing contamination or hazards risks at the Project Site, including, without limitation, due to ACBMs, LBPs and methane gas. The Approved Project would also address anticipated contaminated soils below 20 feet bgs and contaminated groundwater, and potential vapor intrusion.

The Approved Project's contribution to cumulative hazards and hazardous materials impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

Analysis of the Modified Project

In addition to the *Phase I ESA* and *Subsurface Investigation Report* that were prepared for the Approved Project, the following analysis is based on the *Phase I ESA* prepared by *AEI Consultants,* on November 14, 2019 for 514 S. Shatto Place. In addition, AEI also conducted a review of the prior environmental reports prepared for 514 S. Shatto Place and 550 S. Shatto Place parcels to assess whether the Mitigation Measures for the Approved Project remained adequate for the Modified Project Site. This assessment was summarized in a memorandum entitled *Mitigation Monitoring Program Addendum* prepared by AEI on June 11, 2020. In addition, a memorandum entitled *Methane Mitigation System Design Intent at 514-550 S. Shatto Place, Los Angeles, CA 90020* (Methane Mitigation System Memorandum) was prepared by Methane Specialists, on October 16, 2020. The *Mitigation Monitoring Program Addendum* Memorandum, the *Phase I ESA* for 514 S. Shatto and the *Methane Mitigation System Memorandum* are included in Appendix H of this Addendum.

Routine Transport, Use or Disposal of Hazardous Materials

Less Than Significant with Mitigation Incorporated. Although the Modified Project is larger in scale and size than the Approved Project, the Approved Project would include similar construction activities. Similar to the Approved Project, the Modified Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils. However, all materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Also, all construction work would be performed consistent with applicable federal OSHA Safety and Health Standards and Cal/OSHA requirements to ensure the safety and well-being of construction workers.

As noted in the *Mitigation Monitoring Program Addendum* prepared by AEI, the Approved Project's incorporation of MM HAZ-1 would remain adequate for the Modified Project. MM HAZ-1 would require that the transport and disposal of the contaminated soils removed from the Project Site would not create a significant hazard to the public or the environment.

Operation of the Modified Project's uses would be similar to the Approved Project's operations, and would involve the use and storage of small quantities of potentially hazardous materials in the form of typical cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. Similar to the Approved Project, the use of these materials would be in small quantities and in accordance with the manufacturers' instructions for use, storage, and disposal of such products. Therefore, operation of the Modified Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Similar to the Approved Project, compliance with applicable regulatory requirements and implementation of MM HAZ-1, the impact would be less than significant under the Modified Project.

Release of Hazardous Materials

Less Than Significant with Mitigation Incorporated. Similar to the Approved Project, activities associated with the Modified Project's construction would not involve the use of hazardous materials in substantial amounts such that a measurable risk to the public or the environment would result from construction activities. However, construction activities or excavation activities could potentially reveal to the presence of unknown hazardous materials in Project Site soil and/or groundwater should such materials be present.

As noted above, operation of the Modified Project would not involve the routine use, storage, transport, or disposal of notable quantities of hazardous materials. Operation of the Modified Project would involve the use of only small quantities of hazardous materials typically used in residential and commercial projects such as cleaning solvents, painting supplies, pesticides for landscaping; however, such materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations.

The *Phase I ESA* prepared by AEI Consultants on September 12, 2020 for 514 S. Shatto Place noted the following areas of potential environmental concern:

Asbestos-Containing Building Materials

The 514 S. Shatto Place lot located on the northern portion of the Modified Project Site is currently developed with a four-story, brick- and metal-frame, rectangular commercial building on a concrete slab foundation with composite roof that was constructed in 1962. Prior to construction of the office building, a single-family residence was located on the lot 1910 to 1962. Since 1962, the office building has been used solely for office/administrative activities since construction. The *Phase I ESA* noted that asbestos was identified at the office building. However, the building materials are good condition and can be effectively managed as part of an asbestos Operations and Maintenance (O&M) Plan until such time demolition activities necessitate their removal.

Similar to Approved Project which evaluated the existing school related uses on the southern portion of the Project Site, that were built before the 1978 federal regulations banning the use of ACBMs. Compliance with regulatory measures that include the requirement to conduct a comprehensive ACBMs survey of the on site buildings. California Health and Safety Code Section 19827.5, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. With regulatory compliance, the risk related to any existing ACBMs at the Project Site would be reduced to acceptable levels, and the Modified Project would result in no impact with regard to ACBMs.

Lead-Based Paint

The *Phase I ESA* prepared for 514 S. Shatto Place, noted that the existing onsite office building was constructed prior to the 1978 federal regulations banning the use LBPs. In addition, on September 11, 2019, EFI Global performed a lead survey at the existing office building. None of the painted components tested were found to contain lead at levels at or above the respective limits considered to be LBP. Based on the results of the survey, LBP is not expected to constitute a significant environmental concern, however due to the age of the office structure, there is a potential for the presence of LBPs in the onsite building, which could pose a significant hazard to construction workers or the public.

Similar to the Approved Project, the Modified Project would be subject to Cal/OSHA's Lead in Construction Standard requires project proponents to develop and implement a lead compliance plan when LBP would be disturbed during construction. The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities.

Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to CalOSHA regulations. With regulatory compliance, the risk related to any existing LBPs at the Project Site would be reduced to acceptable levels, and the Modified Project would result in no impact regarding LBPs.

PCBs

According to the Phase I ESA prepared for 514 S. Shatto Place, a transformer was observed at the office building, but it was a dry-type transformer with no dielectric fluids. The office building is equipped with a hydraulic elevator. However, no evidence of stains or leaks was observed at the base of the equipment during the site reconnaissance. Based on the good condition and regular maintenance of the elevator, it is not expected to represent a significant environmental concern in regard to PCBs. As such, the presence of PCB's is not expected, and similar to the Approved Project, the Modified Project would result in no impact with respect to PCB contamination.

Radon Gas

As noted in the *Phase I ESA* prepared for 514 S. Shatto Place the radon zone level for the area is Zone 2, similar to the Approved Project. Similar to the Approved Project, the Modified Project would include four levels of fully subterranean parking, and as such radon is not considered to be a significant environmental concern at the Project Site. As such, similar to the Approved Project the Modified Project would result in no impact with respect to radon gas contamination.

Methane

Similar to the findings of the Phase I ESA prepared for 550 S. Shatto Place, the Phase I ESA prepared for the 514 S. Shatto Place identified the Project Site being within a "Methane Zone." Similar to the Approved Project, the Modified Project would be subject to development regulations pertaining to ventilation and methane gas detection systems that are mandated by the City of Los Angeles.

Similar to the Approved Project, the Modified Project would be subject to development regulations pertaining to ventilation and methane gas detection systems that are mandated by the City of Los Angeles. Development of the Modified Project would be governed by the provisions of City of Los Angeles Building Code Chapter 71, Methane Mitigation Standards Ordinance (the Methane Ordinance). This ordinance provides installation procedures, design parameters and test protocols for methane gas mitigation systems. More specifically, the Methane Mitigation Standards ordinance includes requirements for site testing, methane mitigation systems, and ventilation systems. Site Design Levels are categorized as Level I through Level V, based on methane concentrations detected during testing.

As described in the *Methane Mitigation System Memorandum* by Methane Specialists, on October 16, 2020, due to the nature of the Modified Project Site having a high water table in addition to being located in a methane zone, a standard methane mitigation system may not be practical for the Modified Project. The Project Site is located within a Methane Zone Design Level V. [73] In lieu of the standard requirements for projects in the methane zone with a design Level V, the design of the Modified Project could include a membrane that performs as a methane membrane and a waterproofing membrane.

[73] *Methane Mitigation System Design Intent at 514-550 S. Shatto Place, Los Angeles, CA 90020* prepared by Methane Specialists, on October 16, 2020

The Modified Project would include PDF HAZ-1, that would require that in lieu of a dewatering and vent piping system that the Methane Ordinance typically requires, the Modified Project would include design components to slope the bottom of the mat slab one percent. The structural mat slab and subterranean walls would be designed hydrostatically. This, along with a waterproofing/methane membrane, would allow potential methane and vapor to move outside the building limits and eliminate any methane impact. Due to the methane levels, an active detection system would be included. The LADBS would be consulted as part of the design process of the Modified Project to ensure risks associated with methane would be minimized.[74] Similar to the Approved Project compliance with applicable regulations that would reduce potential risks to methane intrusion, the potential impact related to methane would be less than significant.

As such, similar to the Approved Project, appropriate design of the Modified Project with PDF HAZ-1, and compliance with applicable regulations that would reduce potential risks to methane intrusion, potential impacts related to methane would be less than significant.

Recognized Environmental Conditions (REC)

The Phase I ESA prepared for 514 S. Shatto Place, did not find any evidence of RECs in connection on the Project Site. The Phase I ESA for 514 S. Shatto Place noted at least one UST was historically located the southern portion of the Project Site analyzed at the under the Approved Project. No releases from the tank have been reported. No evidence of a UST was noted during the site inspection at this adjacent property and USTs were not noted. A prior Phase I ESA (dated October 3, 2017) did not identify this UST.

As described as part of the analysis for the Approved Project, further testing conducted as part of the Approved Project indicated no detectable concentrations of petroleum hydrocarbons and VOCs, and no detectable to low concentrations of metals. Groundwater samples collected on the southern portion of the Project Site evaluated under the Approved Project indicated elevated concentrations of gasoline and gasoline constituents, such as benzene and toluene. As described in the analysis under the Approved Project, groundwater generated during dewatering activities would require treatment prior to discharge to the municipal sewer or stormwater system. As such, the Modified Project would also be required to comply with the NPDES requirements and other applicable groundwater water discharge requirements enforced by the LARWQCB that ensure that contaminated groundwater removed during construction dewatering is treated prior to discharge to the municipal sewer or stormwater system. Similar to the Approved Project, the Modified Project includes MM HAZ-2, to reduce the potential the risk from contact with the contaminated groundwater during construction. MM HAZ-2 requires the preparation of a GWMP that would include ongoing testing of groundwater, training, protocols, and implementation of a safety plan for contractors for avoiding contact with groundwater during excavation, and appropriate disposal of groundwater. To further clarify the groundwater attenuation features that would be implemented, MM HAZ-2, has been modified to include more specific groundwater attenuation features that would be implemented as part of the Modified Project.

[74] *Methane Mitigation System Design Intent at 514-550 S. Shatto Place, Los Angeles, CA 90020* prepared by Methane Specialists, on October 16, 2020

Similar to the Approved Project, the Modified Project includes MM HAZ-3 to reduce any potential health risks related to vapor intrusion associated with the Modified Project's repurposing of the former church building. To further clarify the type of sealant that should be used and to ensure that monitoring of the sealant occurs after construction MM-HAZ-3 has been modified, to include more specific recommendations regarding vapor intrusion and monitoring. With adherence to appliable regulations, and incorporation of MM HAZ-1, MM HAZ-2, and MM HAZ-3 the potential impact related to impacted soils, groundwater and vapor intrusion on the Project Site under the Modified Project would be less than significant.

Emit Hazardous Emissions or Handle Hazardous Materials within One-Quarter Mile of an Existing or Proposed School

Less Than Significant with Mitigation Incorporated. The school closest to the Project Site are the Young Oak Kim Academy LAUSD middle school located approximately 120 feet to the southwest.[75] Similar to the Approved Project, the Modified Project includes MM HAZ-1, which requires Project construction activities to comply with SCAQMD Rule 1166 in order to control and minimize the risk associated with excavating, transporting and disposing of potentially impacted or impacted soils that may be encountered at the Project Site.

Also similar to the Approved Project, construction of the Modified Project would also involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils typically used in construction. However, all such substances and materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions and are not expected to cause risk to the public or nearby schools. Thus, compliance with applicable regulations and incorporation of mitigation measures MM HAZ-1, MM HAZ-2, and MM HAZ-3 potential risks of exposure to hazardous materials for the public or the environment, including schools due to the Modified Project's construction would be less than significant.

Similar to the Approved Project, compliance with applicable regulations and incorporation of mitigation measures MM HAZ-1, MM HAZ-2, and MM HAZ-3 potential risks of exposure to hazardous materials for the public or the environment, including schools, due to the Modified Project's operations would be less than significant.

Located on a Hazardous Materials Site as Identified in Government Code Section 65962.5

Less Than Significant with Mitigation Incorporated. As part of the *Phase I ESA* for 514 S. Shatto Place, a search was conducted for available federal, State, and local environmental database records for the Project Site, and where practicable, adjoining properties and nearby properties and surrounding areas within 1 mile from the Project Site. According to the review of environmental database records, 514 S. Shatto Place is not listed on any regulatory databases. A records search was conducted for available federal, State, and local environmental database records for the Project

[75] Per CEQA Guidelines (Section 15186(c)), schools are defined as K-12 educational facilities.

Site, and where practicable, adjoining properties and nearby properties and surrounding areas within 1 mile from 514 S. Shatto Place. Notable results are listed below:

- 523 Shatto Place to the west of the Project Site is registered with the LAFD for the storage and/or use of hazardous substances or the generation of hazardous wastes (Facility ID FA0009322). No hazardous releases have been reported from this site. No releases have been reported. A 10,000-gallon gasoline tank was formally located approximately 80 feet from the property, along the eastern portion of 523 Shatto Place, and no contamination was reported at the time of removal of the UST. Based on this information, this listing is not expected to constitute a significant environmental concern.

The Phase I ESA for 514 S. Shatto Place noted at least one UST was historically located the southern portion of the Project Site analyzed at the under the Approved Project. No releases from the tank have been reported. No evidence of a UST was noted during the site inspection at this adjacent property and USTs were not noted. A prior Phase I ESA (dated October 3, 2017) did not identify this UST. As described as part of the analysis for the Approved Project, further testing conducted as part of the Approved Project indicated no detectable concentrations of petroleum hydrocarbons and VOCs, and no detectable to low concentrations of metals. Groundwater samples collected on the southern portion of the Project Site evaluated under the Approved Project indicated elevated concentrations of gasoline and gasoline constituents, such as benzene and toluene. As described in the analysis under the Approved Project, groundwater generated during dewatering activities would require treatment prior to discharge to the municipal sewer or stormwater system. As such, the Modified Project would also be required to comply with the NPDES requirements and other applicable groundwater water discharge requirements enforced by the LARWQCB that ensure that contaminated groundwater removed during construction dewatering is treated prior to discharge to the municipal sewer or stormwater system.

Similar to the Approved Project, the Modified Project includes MM HAZ-1, which includes features required to comply with the SCAQMD Rule 1166 which requires ongoing monitoring for VOC contaminated soils, ongoing testing of soils, the segregation and covering of VOC contaminated soils, and appropriate removal and disposal of VOC contaminated soils. A Site SMP would be prepared and approved by the SCAQMD prior to commencing soil excavation.

Similar to the Approved Project, the Modified Project includes MM HAZ-2, to reduce the potential the risk from contact with the contaminated groundwater during construction. MM HAZ-2 requires the preparation of a GWMP that would include ongoing testing of groundwater, training, protocols, and implementation of a safety plan for contractors for avoiding contact with groundwater during excavation, and appropriate disposal of groundwater. To further clarify the groundwater attenuation features that would be implemented, MM HAZ-2, has been modified to include the more specific groundwater attenuation features that would be implemented as part of the Modified Project.

MM HAZ-3 requires that all concrete cuts and utility penetrations into the former church building's foundation/slab that may occur due to the installation of subsurface piping for future water, sewer and other utilities be sealed to add an additional measure of protection against potential vapor intrusion. To further clarify the type of sealant that should be used and to ensure that monitoring of

the sealant occurs after construction MM-HAZ-3 has been modified, to include more specific recommendations regarding vapor intrusion and monitoring.

Similar to the Approved Project, compliance with applicable regulations and incorporation of mitigation measures MM HAZ-1, MM HAZ-2, and MM HAZ-3 the Modified Project's impact with respect to hazardous materials lists, including Government Code Section 65962.2, would be reduced to less than significant.

Located within an Airport Land Use Plan, or Within Two Miles of an Airport

No Impact. Similar to the Approved Project, the Modified Project Site is not located within an airport land use plan or within 2 miles of a public or private airport. Therefore, the Modified Project would not result in an airport-related safety hazard for people residing or working in the Project area and would not expose people residing or working in the Project area to excessive noise levels from such uses. Similar to the Approved Project, no impact would occur and no mitigation would be required.

Impair Implementation of an Adopted Emergency Response Plan or Emergency Evacuation Plan

Less Than Significant Impact With Mitigation Incorporated. Similar to the Approved Project, the Modified Project is located in an established urban area that is well served by an existing roadway network. Similar to the Approved Project, the Modified Project's construction activities would be confined on-site, some construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day. Similar to the Approved Project, the Modified Project would include MM TRAF-1, which requires the development of a Construction Management Plan to ensure that adequate emergency access is maintained and that through-access for drivers, including emergency personnel, along all roads would still be provided during construction. Therefore, construction associated with the Modified Project construction would not result in inadequate emergency access.

The Modified Project's operation would generate traffic in the Project Site vicinity and would result in some modifications to access to the Project Site from the streets that surround it. However, adequate emergency access to the Project Site and to the surrounding area would continue to be provided. Future driveway and building configurations would comply with applicable Fire Code requirements for emergency evacuation, including proper emergency exits for patrons, employees, and residents. Project Site access and circulation plans would be subject to review and approval by the LAFD. For these reasons, construction and operation of the Modified Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Similar to the Approved Project, compliance with existing regulations, and MM TRAF-1 would ensure that implementation of the Modified Project would not impair or physically interfere with adopted emergency response plans or emergency evacuation plans. Therefore, the impact related to emergency response plans and emergency evacuation plans are less than significant.

Wildfire

No Impact. Similar to the Approved Project, the Modified Project is currently developed and located in a highly urbanized area, and does not contain wildland features. Therefore, development of the Modified Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impacts would occur in this regard and no mitigation is required.

Cumulative Impacts: Hazards and Hazardous Materials

Less Than Significant Impact. As indicated in the discussion above, while the Modified Project is located on a Project Site that has expanded slightly, this would not alter or increase any environmental impact related to hazards or hazardous materials as evaluated under the Approved Project. As analyzed under the 2019 Approved SCEA, many of the related projects would use, handle, store, and/or transport hazardous materials or require demolition of structures containing such materials. Such related projects would be required to use, store, remove and/or transport all potentially hazardous materials in accordance with the manufacturers' instructions and handle materials in accordance with federal, State, and local health and safety standards and regulations. Compliance with existing standards and regulations would ensure that the related projects would not result in significant impacts to the public or the environment through the routine transport, storage, use, or handling of hazardous materials, and that their development would not result in the release of existing ACBMs, LBPs, radon gas, or PCBs. Some of the related project may be on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, each related project would be required to comply with existing Federal, State, and local regulations related to hazardous materials sites, including cleanup sites, and hazardous materials generators. Some of the related projects also would be constructed within Methane Zones.

Like the Modified Project, related projects in the Project Site area located within Methane Zones would be subject to developmental regulations pertaining to ventilation and methane gas detection systems that are mandated by the City of Los Angeles and the County of Los Angeles, as applicable, and would reduce impacts with respect to releases or accidents related to methane gas to less than significant. Some of the related projects may also include the use of hazardous materials within 0.25 mile of a school. However, related projects would be subject to environmental review to evaluate potential impacts from hazardous materials releases within 0.25 mile of a school, reducing impacts to less than significant.

As discussed above, prior to commencing construction activities, the Modified Project would comply with regulatory requirements by investigating and removing or remediating any existing contamination or hazards risks at the Project Site, including, without limitation, due to ACBMs, LBPs and methane gas. The Modified Project would also address anticipated contaminated soils below 20 feet bgs and contaminated groundwater, and potential vapor intrusion.

The Modified Project's contribution to cumulative hazards and hazardous materials impacts would not be cumulatively considerable, and cumulative impacts would be less than significant

Findings Related to Hazards and Hazardous Materials

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA. As described above, the *Phase I ESA* prepared by AEI Consultants AEI on September 12, 2020 for 514 S. Shatto Place, the *Mitigation Monitoring Program Addendum* prepared by AEI on June 11, 2020 and the Methane Mitigation System Memorandum was prepared, by Methane Specialists on October 16, 2020 did not provide any new information that indicated new significant or substantially greater environmental effects than were evaluated under the 2019 Approved SCEA or a substantial change in circumstances requiring major revisions to the 2019 Approved SCEA.

As indicated within the *Mitigation Monitoring Program Addendum* prepared by AEI, Mitigation Measures MM HAZ-1, MM HAZ-2, and MM HAZ-3 were deemed applicable for the Modified Project. Per the recommendations of the *Monitoring Program Addendum* prepared by AEI, portions of the MM HAZ-2 have been revised to reflect more clarified groundwater attenuation features that would be implemented as part of the Modified Project. In addition, to further clarify the type of sealant that should be used and to ensure that monitoring of the sealant occurs after construction, MM-HAZ-3 has been modified to include more specific recommendations regarding vapor intrusion and monitoring. Per the recommendations of the *Methane Mitigation System Memorandum* by Methane Specialists, on October 16, 2020, due to the nature of the Modified Project Site having a high water table in addition to being located in a methane zone, a standard methane mitigation system may not be practical for the Modified Project. As such the Modified Project includes PDF HAZ-1, that in lieu of a dewatering and vent piping system that the Methane Ordinance typically requires, the Modified Project could include alternative design components that would eliminate any risks associated with methane. These new revisions do not represent any substantial change in circumstances that would require major revisions to the 2019 Approved SCEA nor represent any new information that would create greater significant effects than in the 2019 Approved SCEA.

Project Design Features

To ensure that impacts related to methane risks are minimized, the Modified Project may include an alternative design than is required by the City of Los Angeles Building Code Chapter 71, Methane Mitigation Standards Ordinance. Therefore, the following project design feature is included for the Modified Project.

> **PDF HAZ-1:** In lieu of a dewatering and vent piping system, to attenuate methane risks, the Modified Project shall include design components, such as sloping to the bottom of the mat slab one percent and an active methane detection system tied into the mechanical system. These features, along with a waterproofing/methane membrane, would allow potential methane and vapor to move outside the building limits and eliminate any methane impact. The structural mat slab and subterranean walls would be designed hydrostatically. As part of the alternative design components, LADBS would be consulted as part of the

design process of the Modified Project to ensure risks associated with methane would be minimized.

Mitigation Measures

There are no additional mitigation required as a result of the Modified Project. However, the mitigation measures identified as part of the Approved Project (MM HAZ-1, MM HAZ-2, and MM HAZ-3) would remain applicable for the Modified Project with the following modifications:

MM HAZ-1: A Site Specific Soil Mitigation Plan (SMP) will be prepared that will provide guidance to contractors for appropriate handling, screening, and management of potentially impacted or impacted soils that may be encountered at the Project Site during grading and excavation activities. These procedures will include training for construction personnel on the appropriate procedures for identification of suspected impacted soils; requirements for testing and collection of potentially contaminated soils; segregation of potentially impacted soils; and applicable soil handling and disposal procedures.

The SMP will also include procedures for handling and transportation of soils with respect to nearby sensitive receptors, such as nearby residential uses and schools. In accordance with SCAQMD Rule 1166 requirements, impacted soil removed from the Project Site must comply with the following:

- Be transported to an approved treatment/disposal facility.
- When loading into trucks is completed, and during transportation, no excavated material will extend above the sides or rear of the truck or trailer.
- Prior to covering/tarping, loaded impacted soil must be wetted by spraying with dust inhibitors.
- The trucks or trailers must be completely covered/tarped prior to leaving the Project Site to prevent particulate emissions to the atmosphere.
- The exterior of the trucks (including the tires) must be cleaned off prior to the trucks leaving the excavation location and leaving the disposal site before returning to the Project Site.

MM HAZ-2: A Groundwater Management Plan (GWMP) will be prepared that includes training and protocol procedures to contractors for avoiding contact with groundwater during excavation and construction of the Project and appropriate disposal protocols of contaminated groundwater. The GWMP will include a requirement for development and implementation of a safety plan to be prepared prior to commencement of construction consistent with Occupational Safety and Health Administration (OSHA) Safety and Health Standards 29 CFR 1910.120 as well as management of groundwater produced through temporary dewatering activities. The safety plan will include necessary training, operating and emergency response procedures, and reporting requirements to regulate all activities that bring workers in contact with potentially contaminated groundwater. In the unlikely event that groundwater contamination occurs, the GWMP will include remedial efforts that

may include batch extraction of groundwater using an on-site dewatering system or application of a chemical amendment, such as oxygen or hydrogen source depending on the type of contamination impact. Groundwater attenuation features may include the following: waterproofing the entire subgrade area; use of waterproofing that is compatible with constituents of concern; and sealing of electrical conduits, piping, etc. to close off preferential pathways.

MM HAZ-3: All concrete cuts and utility penetrations into the building pad(s) or concrete slab(s) that underlie the former church building that may occur during the remodeling/repurposing of the existing school building will be sealed via a vapor-barrier type wrap to add an additional measure of protection against potential vapor intrusion. An environmental professional would be on-site to monitor the sealing process. A pathway assessment/visual monitoring of the sealing of penetration shall be conducted after construction.

4.10 Hydrology and Water Quality

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the 2019 Approved SCEA. Refer to Section 5.1, *Hydrology and Water Quality*, of the 2019 Approved SCEA for an in-depth discussion of these features of the existing environmental setting and potential impacts with regard to hydrology and water quality.

The Approved Project Site evaluated in the 2019 Approved SCEA approximately 1.17 acres pre-dedication and 1.30 acres post dedication and includes existing school uses the former church building, the one-story school classroom building, the two-story classroom building, and restroom and storage facilities and surface parking. The Project Site under the Modified Project has been slightly expanded to the north to include the four story, office building with at-grade parking located to the north of the Approved Project Site located at 514 S. Shatto Place that would be demolished in addition to the structures evaluated under the Approved Project. Pre-dedication, the Modified Project Site is 1.52 acres and is 1.69 acres post-dedication.

2019 Approved SCEA

Violate any water quality standards or waste discharge requirements

Less Than Significant Impact with Mitigation Incorporated. Construction of the Approved Project would involve earthwork activities, including excavation and grading of the Approved Project Site. The Approved Project would excavate to a depth of approximately 60 feet and a program of construction dewatering may be required in order to allow the excavation and installation of the subgrade parking. Dewatering, treatment and disposal of groundwater would be conducted in accordance with the permit requirements set forth in the LARWQCB's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. In addition, to minimize potential hazards associated with potentially impacted or impacted soils and related to contacting contaminated groundwater during construction, the Approved Project would include

MM HAZ-1 and MM HAZ-2. MM HAZ-1 would include requirements that would ensure that potentially impacted or impacted soils would be identified, properly handled and properly transported off-site to a landfill qualified to receive them. MM HAZ-2 would include the development of a GWMP, which would include training and protocol procedures for contractors to avoid contact with groundwater during excavation and construction of the Approved Project. The Approved Project would be designed for hydrostatic pressures in lieu of a permanent dewatering system.

Approved Project construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to avoid or reduce the effects of sedimentation and erosion. In addition, the Approved Project would require approval of an erosion control plan and would be required to prepare a SWPPP.

For any grading projects occurring during the rainy season (October 1st to April 14th), a Wet Weather Erosion Control Plan (WWECP) is required pursuant to the City of Los Angeles Board of Public Works (BPW). The WWECP addresses water pollution control from grading activities during the wet weather season by specifying the use of appropriate temporary erosion and sediment control BMPs. Compliance with the City of Los Angeles requirement to prepare a WWECP would ensure that impacts to water quality during the rainy season would be less than significant.

The Approved Project will be designed to comply with the City of Los Angeles's LID design standards, including rainwater harvesting and/or bio-infiltration flow-through planters. The entirety of the new mixed-use building's roof drains would be diverted via rainwater harvesting and/or bio-infiltration flow-through planters and the overflow discharge would be discharged to Shatto Place and 6th Street via a curb drain or parkway drain.

The design of structural BMP(s) would be in accordance with the City of Los Angles Development Best Management Practices Handbook. The final selection of any BMPs would be made through coordination with the City of Los Angeles. Compliance with the applicable groundwater regulatory requirements and the Approved Project's incorporation of mitigation measures MM HAZ-1 and MM HAZ-2 would ensure impacts of the Approved Project to surface or groundwater quality would be less than significant.

Decrease Groundwater Supplies or Interfere Substantially with Groundwater Recharge

Less Than Significant Impact. The Approved Project Site is located in a highly urbanized area of Los Angeles and is currently developed with four school-related buildings and a surface parking lot. As such, the site does not currently provide a substantial opportunity for recharge of groundwater. As discussed in the Subsurface Investigation Report, prepared for the Approved Project, groundwater was encountered at the Project Site at 38 to 43 feet bgs and, based on sampling, is contaminated. The Approved Project does not propose the development of long-term groundwater production wells.

During construction, groundwater may be encountered, and a program of construction dewatering may be required in order to allow the excavation and installation of the subgrade parking. The

dewatering would continue throughout the construction, but permanent dewatering would not occur. Construction of lower subterranean parking levels would be designed to protect against the potential adverse impacts of the water.

Given the size of the Approved Project Site, and the temporary nature of construction activities, such dewatering activities would be temporary and would not be of an extent that would substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the Approved Project would impede sustainable groundwater management of the basin.

Operation of the Approved Project would negligibly decrease the amount of impervious surface area on the Approved Project Site and thus a negligible increase in the opportunity for potential increases in recharge. The proposed building and paved surfaces would not substantially deplete groundwater supplies or interfere with groundwater recharge. With compliance with existing regulatory compliance measures and City of Los Angeles LID requirements, the Approved Project's construction activities and operations would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Impacts on groundwater would be less than significant, and no mitigation measures are required.

Alteration of Existing Drainage Patterns

Less-Than-Significant Impact. There is no existing storm drain system in the adjacent public streets. The Approved Project Site does not contain a stream or river. Within the Approved Project Site there are on-site inlets for stormwater drainage that currently drain directly onto Shatto Place. The existing Approved Project Site is 98 percent impervious, resulting in a drainage volume of 4,244 cf for an 85th Percentile storm.[76] Based on a 50-year storm event, the existing peak discharge is 3.38 cf per second.[77]

The Approved Project would reduce the impervious area percentage from 98 percent to 94 percent, which represents a decrease of four percent from existing conditions. The associated drainage volume would be 2,152 cf with incorporation of the stormwater BMP. The Approved Project would reduce the overall stormwater runoff. Further, Project construction would comply with applicable NPDES and City requirements including those requiring the preparation of a SWPPP. Pursuant to the City's LID Ordinance, the Approved Project would be required to capture and manage the first three-quarters of an inch of runoff flow during storm events as defined in the City's BMPs. The rainwater harvesting and/or bio-filtration flow-through planters would meet the City of Los Angeles' stormwater capture and reuse criteria and LID design standards. The Approved Project would result in less-than-significant impacts associated substantial erosion or siltation on-or off-site and no mitigation is required.

[76] A percentile rainfall event represents a rainfall amount which a certain percent of all rainfall events for the period of record do not exceed. For example, the 85th percentile rainfall event is defined as the measured rainfall depth accumulated over a 24-hour period, for the period of record, which ranks as the 85th percentile rainfall depth based on the range of all daily event occurrences during this period.

[77] Civil Report Memorandum. Brandow & Johnston, Inc. October 2018.

Substantially Increase Surface Runoff Resulting in Flooding Which Would Exceed Capacity of Stormwater Drainage Systems or Result in Polluted Runoff

Less Than Significant Impact. The Approved Project would increase the Approved Project Site's permeability and would, thus, decrease surface water runoff that could result in flooding on-or offsite or exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The City Los Angeles Bureau of Engineering requires that a storm drain conveyance system be designed for a 25-year storm event and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event. The Approved Project would comply with LARWQCB's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. The Approved Project would include appropriate on-site drainage improvements to accommodate anticipated stormwater flows. Similar to existing conditions, operation of the Approved Project's uses would discharge pollutants commonly associated with urban uses into surface water runoff. However, required water quality control measures would be implemented. Therefore, the Approved Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, result in on or off-site flooding, or provide substantial additional sources of polluted runoff. Impacts would be less than significant and no mitigation is required.

Impede or Redirect Flood Flows

No Impact. According to the City of Los Angeles General Plan Safety Element, the Approved Project Site is not located with a 100-Year or 500-Year flood plain. The Approved Project is a mixed-use project that would not redirect or cause impediment or redirection of flood flows. No impact would occur and no mitigation is required.

Flood, Tsunami, or Seiche Hazards, Release of Pollutants Due to Project Inundation

No Impact. According to the City of Los Angeles General Plan Safety Element, the Approved Project Site is not located with a 100-Year or 500-Year flood plain. The Approved Project Site is located approximately 12 miles east of the Pacific Ocean and is not shown to be located within a tsunami hazard area in the Los Angeles General Plan Safety Element. In addition, the Approved Project Site is not located within the proximity of an enclosed body of water. The nearest enclosed body of water is MacArthur Park Lake, located 0.73 miles southeast of the Approved Project Site and surrounded by intervening development. The Project Site is also at a higher elevation (272 feet above mean sea level [MSL]) than MacArthur Lake (260 feet MSL), and therefore, the Approved Project Site is not downstream of the water body. As such, the Approved Project is not in a flood hazard, tsunami, or seiche zone and there is no potential for risk of the release of pollutants due to project inundation. No impacts would occur under the Approved Project.

Conflict with or Obstruct Implementation of a Water Quality Control or Sustainable Groundwater Management Plan

Less Than Significant Impact. Under the NPDES permit enforced by the LARWQCB, all existing and future municipal and industrial discharges to surface waters within the City of Los Angeles are subject to applicable local, State and/or federal regulations. The Approved Project must comply with all provisions of the NPDES program and other applicable waste discharge requirements (WDRs), as enforced by the LARWQCB.

The Approved Project would comply with and not obstruct implementation of the LARWQCB Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. The Approved Project would comply with applicable NPDES and City requirements, which would include the use of BMPs during construction and operation of the Project as detailed in a SWPPP and in the City's LID ordinance. Approved Project construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to avoid or reduce the effects of sedimentation and erosion. In addition, the Approved Project would require approval of an erosion control plan and would be required to prepare a SWPPP in accordance with the NPDES permit.

The Approved Project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant and no mitigation measures are required.

Cumulative Impacts: Hydrology and Water Quality

Less Than Significant Impact. The related projects would potentially increase the volume of stormwater runoff and contribute to pollutant loading in stormwater runoff within the local vicinity of the Approved Project Site. Pursuant to City and County of Los Angeles requirements, as applicable, related projects and other future development projects would be required to implement BMPs to manage stormwater in accordance with LID guidelines, which would hold steady or decrease flows to the storm drain system. Related projects would be subject to the City's and County's LID Ordinance, as applicable, which would require the capture and manage the greatest runoff volume between a 0.75-inch storm event and the 85th percentile storm event as defined in the City and County's LID BMPs, as applicable.

Further, the related projects would be subject to the NPDES permit requirements for both construction and operation. Each project greater than one-acre in size would be required to develop a SWPPP and would be evaluated individually to determine appropriate BMPs and treatment measures to avoid or minimize impacts to water quality. Smaller projects would be minor infill projects with drainage characteristics similar to existing conditions, with negligible impacts. In addition, the City of Los Angeles and Los Angeles County Department of Public Works, as applicable, reviews all construction projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available.

The cumulative impacts context for flood hazards is the corporate boundary of City of Los Angeles, which provides emergency response services for flood events and participates in the National Flood Insurance Program (NFIP). All related projects are subject to restrictions and requirements as part

of the City's or County's existing permitting process. Related projects within the 100-year flood plain or floodway would be required to implement appropriate flood plain management measures in the design of new buildings. Compliance with these existing regulatory requirements would ensure the any related projects would not place housing within a flood hazard area without incorporating proper measures and reducing this impact to less than significant and would not be cumulatively considerable.

Similarly, the Approved Project would comply with applicable NPDES and City requirements, which would include the use of BMPs during construction and operation of the Approved Project as detailed in a SWPPP and in the City's LID ordinance. The Approved Project would generate less surface runoff than under existing conditions. In addition, the Approved Project would include rainwater harvesting and/or bio-infiltration flow-through planters as a BMP and would include MM HAZ-2, which would include a GWMP that would minimize any potential contamination to groundwater during construction of the Project. The Los Angeles Department of Public Works would review the Approved Project to ensure that sufficient local and regional drainage capacity is available. The Approved Project would not be located in a 100-Year or 500-Year flood plain or near an inundation area subject to seiche, tsunami, or mudflow.

Therefore, the Approved Project's contribution to cumulative impacts to hydrology and water quality and flooding hazards would not be cumulatively considerable. Impacts would be less than significant.

Analysis of the Modified Project

The Modified Project would involve the acquisition and demolition of the approximately 27,843 square-foot, four story, office building with at-grade parking located to the north of the Approved Project Site located at 514 S. Shatto Place. In addition, excavation depths would be substantially similar, increasing slightly to 65 feet (compared to 60 feet for the Approved Project). The following analysis is based on the *Civil Report Memorandum* prepared by Brandow & Johnston, Inc., October 2020 (Appendix I).

Violate any water quality standards or waste discharge requirements

Less Than Significant Impact with Mitigation Incorporated. Construction of the Modified Project would involve the same earthwork activities as the Approved Project, including excavation and grading of the Modified Project Site. Excavation depths would be substantially similar. Dewatering, treatment and disposal of groundwater would be conducted in accordance with the permit requirements set forth in the LARWQCB's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, the same as for the Approved Project. Similar to the Approved Project, the Modified Project would implement mitigation measures MM HAZ-1, which would require a SMP that will provide guidance to contractors for appropriate handling, screening, and management of potentially impacted or impacted soils that may be encountered at the Modified Project Site during grading and excavation activities. Similar to the Approved Project, the Modified Project would implement MM HAZ-2, which would require a GWMP that includes training and protocol procedures to contractors for avoiding contact with groundwater

during excavation and construction of the Modified Project and appropriate disposal protocols of contaminated groundwater. The Modified Project would include a membrane that performs as a methane membrane and a waterproofing membrane in lieu of a permanent dewatering system.

Project construction for the Modified Project would occur in accordance with City Building Code Chapter IX, prepare a SWPPP, a WWECP if required, the City of Los Angeles's LID design standards, and the City of Los Angeles Development Best Management Practices Handbook as described for the Approved Project. The design of structural BMP(s) would be in accordance with the City of Los Angles Development Best Management Practices Handbook. The final selection of any BMPs would be made through coordination with the City of Los Angeles.

Compliance with the applicable groundwater regulatory requirements and the Modified Project's incorporation of mitigation measures MM HAZ-1 and MM HAZ-2 and PDF HAZ-1, would ensure impacts of the Modified Project to surface or groundwater quality would be less than significant. The conclusion would remain the same as described in the 2019 Approved SCEA.

Decrease Groundwater Supplies or Interfere Substantially with Groundwater Recharge

Less Than Significant Impact. Groundwater conditions are similar as described for the Approved Project. As part of the boring drilling conducted in conjunction with the *Updated Geotechnical Engineering Investigation*, prepared by Geotechnologies, Inc., in October 14, 2020, the depth of groundwater beneath the Modified Project Site was encountered at 23-33 feet bsg. This compares to 38 to 43 feet bgs that was encountered during drilling as part of the *Subsurface Investigation Report* prepared for the Approved Project. While the depth of groundwater typically fluctuates throughout the year, any required dewatering would occur as described for the Approved Project. During construction, groundwater may be encountered, and a program of construction dewatering may be required in order to allow the excavation and installation of the subgrade parking. The dewatering would continue throughout the construction, but permanent dewatering would not occur. Construction of lower subterranean parking levels would be designed to protect against the potential adverse impacts of the water.

Operation of the Modified Project would negligibly decrease the amount of impervious surface area on the Approved Project Site (from 99 percent to 95 percent) and there would be a negligible increase in the opportunity for potential increases in recharge. The proposed building and paved surfaces would not substantially deplete groundwater supplies or interfere with groundwater recharge. With compliance with existing regulatory compliance measures and City of Los Angeles LID requirements, the Modified Project's construction activities and operations would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Modified Project may impede sustainable groundwater management of the basin.

Therefore, the impact on groundwater would be less than significant, and no mitigation measures are required. The significance conclusion would not change from the 2019 Approved SCEA.

Alteration of Existing Drainage Patterns

Less Than Significant Impact. The Modified Project would reduce the impervious area percentage on the Modified Project Site from 99 percent to 95 percent, which represents a decrease of four percent from existing conditions, the same percentage decrease as for the Approved Project (98 percent to 94 percent). The Modified Project would reduce the overall stormwater runoff. Further, Modified Project construction would comply with applicable NPDES and City requirements including those requiring the preparation of a SWPPP. Pursuant to the City's LID Ordinance, the Modified Project would be required to capture and treat the greater runoff volume between a 0.75-inch storm event and the 85th percentile storm event. Based on the proposed impervious area percentage of 95 percent the greater volume is generated by the 85th percentile storm. The rainwater harvesting and/or bio-filtration flow-through planters would meet the City of Los Angeles' stormwater capture and reuse criteria for BMPs and LID design standards. [78]

The Modified Project would result in a less-than-significant impact associated substantial erosion or siltation on-or off-site and no mitigation is required. There would be no change in the significance conclusion in the 2019 Approved SCEA.

Substantially Increase Surface Runoff Resulting in Flooding Which Would Exceed Capacity of Stormwater Drainage Systems or Result in Polluted Runoff

Less Than Significant Impact. The Modified Project would increase the Modified Project Site's permeability and would, thus, decrease surface water runoff that could result in flooding on-or offsite or exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Due to the increased total site area of approximately 1.69 acres and revised imperviousness of 95 percent, the volume required to be mitigated is 5,057 cubic feet. The Modified Project would comply with all City and LARWQCB requirements as specified for the Approved Project. [79]

The Modified Project would include similar appropriate on-site drainage improvements and would not discharge pollutants other than typical urban runoff as described for the Approved Project. The 50-year storm event peak discharge will be 4.29 cubic feet per second. In addition to a bio-filtration flow through planter system a rainwater harvesting system will be considered as a proposed BMP option. An alternative system to be considered will be a rainwater harvesting system.

This system will be sized to collect the volume required to reduce the flow to below 5,057 cubic feet (or 4.29 cs) standard. Based on Bureau of Sanitation Low Impact Development Standards and re-used. The system will be connected to the buildings' irrigation system so that collected stormwater runoff will be re-used. The system is designed to capture runoff, store it within its chambers, and re-use it for irrigation. The Modified Project would implement required water quality control measures and would not create or contribute runoff water that would exceed the

[78] Civil Report Memorandum. Brandow & Johnston, Inc. October 2020.
[79] Civil Report Memorandum. Brandow & Johnston, Inc. October 2020.

capacity of existing or planned stormwater drainage systems, result in on or off-site flooding, or provide substantial additional sources of polluted runoff.

Therefore, impacts would be less than significant and no mitigation is required. The significance finding would remain the same as identified in the 2019 Approved SCEA.

Impede or Redirect Flood Flows

No Impact. According to the City of Los Angeles General Plan Safety Element, the Project Site is not located with a 100-Year or 500-Year flood plain. Similar to the Approved Project, the Modified Project is a mixed-use project that would not redirect or cause impediment or redirection of flood flows. Therefore, similar to the Approved Project**,** no impact would occur under the Modified Project and mitigation is not required.

Flood, Tsunami, or Seiche Hazards, Release of Pollutants Due to Project Inundation

No Impact. Similar to the Approved Project, the Modified Project is not located with a 100-Year or 500-Year flood plain and is not shown to be located within a tsunami hazard area in the Los Angeles General Plan Safety Element. In addition, the Modified Project Site is not located within the proximity of an enclosed body of water. As such, the Modified Project is not in a flood hazard, tsunami, or seiche zone and there is no potential for risk of the release of pollutants due to project inundation.

Similar to the Approved Project, no impact would occur under the Modified Project.

Conflict with or Obstruct Implementation of a Water Quality Control or Sustainable Groundwater Management Plan

Less Than Significant Impact. The Modified Project would comply with all provisions of the NPDES program and other applicable waste discharge requirements, as enforced by the LARWQCB. The Modified Project would not obstruct implementation of the LARWQCB Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. The Modified Project would comply with applicable NPDES and City requirements, which would include the use of BMPs during construction and operation of the Project as detailed in a SWPPP and in the City's LID ordinance. Project construction would occur in accordance with City Building Code Chapter IX, which requires necessary permits, plans, plan checks, and inspections to avoid or reduce the effects of sedimentation and erosion. In addition, the Modified Project would require approval of an erosion control plan and would be required to prepare a SWPPP in accordance with the NPDES permit.

Therefore, similar to the Approved Project, the Modified Project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant and no mitigation measures are required.

Cumulative Impacts: Hydrology and Water Quality

Less Than Significant Impact. The related projects would remain subject to the NPDES permit requirements for both construction and operation. Each project greater than one-acre in size would be required to develop a SWPPP and would be evaluated individually to determine appropriate BMPs and treatment measures to avoid or minimize impacts to water quality. Smaller projects would be minor infill projects with drainage characteristics similar to existing conditions, with negligible impacts. The City or County of Los Angeles Department of Public Works, as applicable, reviews all construction projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available.

All related projects are subject to restrictions and requirements as part of the City's or County's existing permitting processes. Related projects within the 100-year flood plain or floodway would be required to implement appropriate flood plain management measures in the design of new buildings. Compliance with these existing regulatory requirements would ensure the any related projects would not place housing within a flood hazard area without incorporating proper measures and reducing this impact to less than significant and would not be cumulatively considerable.

Similarly, the Modified Project would comply with applicable NPDES and City requirements, which would include the use of BMPs during construction and operation of the Project as detailed in a SWPPP and in the City's LID ordinance. The Modified Project would generate less surface runoff than under existing conditions. In addition, the Modified Project would include rainwater harvesting and/or bio-infiltration flow-through planters as a BMP and would include MM HAZ-2 which would include a GWMP that would minimize any potential contamination to groundwater during construction of the Modified Project. The Los Angeles Department Public Works would review the Modified Project to ensure that sufficient local and regional drainage capacity is available. The Modified Project would not be located in a 100-Year or 500-Year flood plain or near an inundation area subject to seiche, tsunami, or mudflow.

Therefore, the Modified Project's contribution to cumulative impacts to hydrology and water quality and flooding hazards would not be cumulatively considerable. Impacts would be less than significant. The significance conclusion remains unchanged from that identified in the 2019 Approved SCEA.

Findings Related to Hydrology and Water Quality

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA. The Modified Project would not result in new significant environmental impacts related to hydrology and water quality, and there would not be a substantial increase in the severity of impacts described in the 2019 Approved SCEA. With the exception of inclusion of the office uses on the Modified Project Site, the Modified Project Site has not been further developed or altered since the 2019 Approved SCEA was prepared.

The Modified Project does not represent a substantial change in circumstances pertaining to hydrology and water quality that would require major changes to the 2019 Approved SCEA.

Project Design Features

No Project Design Features were required for hydrology and water quality in the 2019 Approved SCEA, and no Project Design Features are required for the Modified Project.

Mitigation Measures

There are no additional mitigation required as a result of the Modified Project. The mitigation measures identified as part of the Approved Project (MM HAZ-1, MM HAZ-2, and MM HAZ-3) would remain applicable for the Modified Project with the modifications identified in Item 4.9, *Hazards and Hazardous Materials* of this Addendum.

4.11 Land Use

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the 2019 Approved SCEA. The Modified Project would involve the acquisition and demolition of the four story office building located to the north of the Approved Project Site located at 514 S. Shatto Place, in addition to the removal of the school uses on the Project Site that were analyzed under the Approved Project. The Modified Project would include the same type of land uses that were analyzed under the Approved Project, albeit at a greater intensity than the Approved Project.

Overall, the Modified Project would include approximately 440,442 square feet of building area and a floor area ratio (FAR) of 6:1 compared to the 235,744 square feet of floor area (FAR of 4.25:1) under the Approved Project. In addition, the Modified Project would include the creation of a new central plaza anchored with an approximately 506 square foot restaurant space. The Modified Project would provide 33,169 square feet of required open space compared to the 21,450 square feet of required open space under the Approved Project. While the land uses would be greater than the Approved Project, and the Project Site would be continue to be located within close proximity of transit, including walking distance of the Metro B/D Line Wilshire/Vermont Station and numerous bus routes.

Refer to Section 5.11, *Land Use and Planning*, of the 2019 Approved SCEA for a detailed analysis of potential effects of the Approved Project related to land use and planning.

2019 Approved SCEA

Physical Division of an Established Community

No Impact. The Project Site associated with the Approved Project is developed with school-related buildings and a surface parking lot. The Project Site vicinity is highly urbanized and generally built out. The local vicinity is characterized by a blend of commercial, residential, office, schools, and government facilities. The Approved Project would provide a new mixed-use development that would include residential uses and ground floor office uses. The Approved Project would also involve the repurposing of the existing church building, currently used for school purposes, into restaurant uses. As such, the Approved Project would be an infill project providing uses in keeping

with the mixed-use character of the surrounding area. Given the type of uses in the Project Site vicinity, and the infill character of the Project, it would not physically divide an established community. The Approved Project would not disrupt or divide an established community through a change in street or land use patterns on surrounding streets. Therefore, no impact would occur under the Approved Project and no mitigation measures are necessary.

Conflict with any Land Use Plan, Policy, or Regulation

Less Than Significant Impact. The Approved Project would be substantially consistent with all of the applicable plans, policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect associated with development of the Project Site. Specifically the Approved Project would be consistent with, and not conflict with, the SCAG 2016-2040 RTP/SCS, the City of Los Angeles Framework Element, the City of Los Angeles Housing Element, the Wilshire Community Plan, the 2035 Mobility Plan, and the Do Real Planning document. Therefore, the Approved Project's impacts related to land use and planning would be less than significant and no mitigation measures are required.

SCAG 2016-2040 RTP/SCS

The 2016-2040 RTP/SCS provides a blueprint for improving quality of life for residents by providing choices for where they will live, work, and play, and how they will move around. It is designed to promote safe, secure, and efficient transportation systems to provide improved access to opportunities, such as jobs, education, and healthcare. Its emphasis on transit and active transportation is designed to allow residents to lead a healthier, more active lifestyle. Its goal is to create jobs, ensure the region's economic competitiveness through strategic investments in the goods movement system, and improve environmental and health outcomes for its residents by 2040. The 2016-2040 RTP/SCS also includes examples of measures that could reduce impacts from planning, development, and transportation. It notes, however, that the example measures are not intended to serve as any kind of checklist to be used on a project-specific basis. Since every project and project setting is different, project-specific analysis is needed to identify applicable and feasible mitigation. These mitigation measures are particularly important where streamlining mechanisms under SB 375 are utilized.

The Approved Project would be substantially consistent with the applicable 2016-2040 RTP/SCS policies and with the land use designation, density, and building intensity identified in the 2016-2040 RTP/SCS for the area in which the Project Sites are located. The Approved Project is located within a HQTA and TPA near numerous bus lines, the Metro Rail Station Wilshire/Vermont, bike lanes, and a pedestrian network. The Approved Project's mixture of commercial, residential and office uses would encourage the use of transit, walking and bicycling. Consistent with land within a HQTA, the Approved Project would be developed at a greater intensity than the development that currently exists on the Project Site and would set aside 11 percent of its total residential units (29 affordable units) as income restricted. The Project's increased density at the Project Site provides a foundation for the implementation of other strategies for HQTAs and TPAs such as enhanced transit services, and facilitates the use of transit by more people.

The Approved Project would be substantially consistent with 2016-2040 RTP/SCS goals to improve regional economic development, maximize mobility and accessibility for all people and goods in the region, ensure travel safety and reliability, preserve and ensure a sustainable regional transportation system, maximize the productivity of the transportation system, protect the environment, encourage energy efficiency, and facilitate the use of alternative modes of transportation. The Project Site is an infill location close to jobs, off-site housing, and services and in close proximity to existing and future public transit stops, which would result in reduced VMT.

The Approved Project is designed to integrate the new mixed-use building and the former church building into a cohesive, active Project. Both components have been designed to activate the pedestrian environment with the inclusion of a ground level restaurant and outdoor patio, ground level office uses, inclusion of a public plaza and open space, perimeter landscaping, and at-grade and subterranean parking that is hidden from the street. The Approved Project would also enhance the streetscape and walkability by providing ground floor commercial use, street trees, and landscaping.

The Approved Project is located in a major metropolitan area that is well served by regional and local transit, as well as other modes of transportation. The Approved Project is located within approximately 500 feet of the Metro Rail Wilshire/Vermont light rail station. The Approved Project is also located in close proximity to multiple bus routes including Metro bus lines. The Approved Project would contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit.

As a result, the Approved Project would support and be consistent with the 2016-2040 RTP/SCS's land use and growth patterns that facilitate transit and active transportation by: providing a mix of land uses; creating a range of housing opportunities and choices for people at different income levels; creating walkable areas; providing infill development within existing communities; providing a variety of transportation choices; and providing opportunities for residents and visitors to use public transit for work trips, and walk to retail businesses near the Project Site.

Los Angeles General Plan Framework Element

Adopted in December 1996, and readopted in August 2001, the City of Los Angeles General Plan Framework Element (General Plan Framework) establishes the conceptual basis for the City's General Plan. The General Plan Framework sets forth a citywide comprehensive long-range growth strategy and defines Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services.

The Approved Project would be substantially consistent with applicable objectives, goals, and policies, of the General Plan Framework. In particular, the Project would be substantially consistent the Framework Element as follows:

- The Approved Project would be substantially consistent with objectives of Chapter 4 on Housing by providing 256 new dwelling units in a mix of unit sizes (studios, one-bedroom, two-bedroom, and three-bedroom units) and affordability levels, including 29 units restricted

to Extremely Low Income households. In addition, the Project would be substantially consistent with the multiple objectives of locating new multifamily housing in proximity to transit, and to provide adequate buffers between higher intensity uses and adjacent residential neighborhoods. The Approved Project's 256 units, would create a notable increase in housing stock, including 29 housing units that can meet the needs of residents with limited incomes.

- The Approved Project would provide its mix of uses in proximity to a broad range of land uses and transit options within walking distance, which would stimulate non-vehicular modes of travel, including pedestrian and bicycle activity. The Approved Project would be integrated with the surrounding area through new ground level office commercial uses and amenities, including new street trees, a plaza, and landscaping.
- The Project Site is located within a Los Angeles State Enterprise Zone and a City-identified Transit Priority Area, and would meet the objectives of the land use, economic and housing policies of the General Plan Framework to provide a diversity of uses, including restaurants, commercial, residential uses (including affordable housing), in proximity to transit. The Project's mixed uses would support the General Plan Framework's land use, economic and housing goals to enhance urban lifestyles with proximity to services, retail, and transit.

Because the Approved Project would support and not conflict with the General Plan Framework land use goals, policies and objectives, impacts with respect to the Framework would be less than significant.

Wilshire Community Plan

Adopted in 2001 and last amended in 2016, the Wilshire Community Plan identifies and established goals and polices for land use within the Wilshire Community Plan Area. The Approved Project would be consistent with applicable objectives and policies of the Wilshire Community Plan. In particular, the Approved Project would be consistent the Wilshire Community Plan as follows:

- The Approved Project would be substantially consistent with goals and policies that aim to provide a balance of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, VMT, and air pollution. The Approved Project's mixture of commercial, office, and residential development would be developed at an infill location in close proximity to transit and surrounding residential, commercial, services and public facilities, which would help reduce vehicle trips and trip lengths, and associated GHG and air pollutant emissions, generated by the Project.
- The Approved Project would provide neighborhood-serving commercial uses that would front 6th Street and Shatto Place, both of which are existing mixed-use commercial corridors. The new on-site commercial development could be readily accessed by the Approved Project's new residential population without the need for vehicular travel, and by the surrounding neighborhood via walking, bicycling or bus or rail services. The Approved Project would be substantially consistent with goals and objectives that aim to locate neighborhood-serving commercial facilities along commercial corridors and near existing neighborhoods.
- The Approved Project would include 256 new housing units, including studio, one-bedroom, two-bedroom, and three-bedroom units, with substantial resident amenities. The Project would include market rate units and 29 income restricted units. The Approved Project would be

substantially consistent with objectives and policies that aim to provide housing of types, sizes, and densities required to satisfy the varying needs and desires of all segments of the community's population.

Because the Approved Project would not conflict with the Wilshire Community Plan goals, policies and objectives impacts with respect to consistency with the Wilshire Community Plan would be less than significant.

Los Angeles General Plan Housing Element

The Housing Element of the General Plan is prepared and updated pursuant to State law and provides planning guidance in meeting the housing needs identified in SCAG's RHNA. The 2013–2021 Housing Element, an update to the previous 2006–2014 Housing Element that is based on the updated 2012 RHNA, was adopted by the City Council on December 3, 2013.

The Housing Element encourages new construction of a range of different housing types that address the needs of the City's households. The City of Los Angeles 5th cycle RHNA identified in the Housing Element, indicates that the City's needs assessment allocation includes 82,002 housing units of which 35,412 units, or 43.2 percent, would be for above moderate-income households. The remaining 56.8 percent of the needed housing units consist of 13,728 moderate-income units (16.8 percent), 12,435 low-income units (15.2 percent), 10,213 very-low-income units (12.5 percent), and 10,213 extremely-low-income units (12.5 percent).[80]

The Approved Project is a mixed-income project that would offer a mixture of studio, one-bedroom, two-bedroom, and three-bedroom units. The Approved Project would provide 256 new residential units, of which 29 units would be reserved for Extremely Low Income households. Thus, the Approved Project would support meeting the City's RHNA allocations by contributing to both the overall supply of housing as well as contributing to the availability of housing for Extremely Low Income households. The Project Site is close to multiple transit options that serve the greater Los Angeles region. Specifically, the Project Site is located less than 500 feet from the Wilshire/Vermont Metro Rail Station, and is also in close proximity to several bus lines.

Therefore, the Approved Project would be substantially consistent with the Los Angeles General Plan Housing Element and impacts would be less than significant.

City of Los Angeles Mobility Plan 2035

Mobility Plan 2035 (Mobility Plan), provides revised street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions, including transit routes and stops, pedestrian environments, bicycle routes, building design, and site access. Various modes of travel are encouraged by the Mobility Plan, including walking, biking and using public transit.

The Approved Project would support the Mobility Plan policies listed above as it promotes a balanced transportation system by locating a mixed-use, mixed-income project on its urban infill Project Site located in an area that has an existing mix of commercial, residential, office, and educational uses. The Project Site is also located within a TPA and is within walking distance of

[80] Ibid, Table 1.29 (pg. 1-79).

Wilshire/Vermont Metro Rail Station and numerous bus lines. The Approved Project encourages pedestrian and bicycle activity by locating new residents, employees and visitors in close proximity to public transit and services. Project residents, employees and visitors would have the option to walk, ride bicycles or use public transit to access jobs and services in the surrounding neighborhood and nearby job centers, such as Downtown Los Angeles.

The Approved Project would provide bicycle parking for residential, office, and commercial uses, adhering to the Code requirements for bicycle parking. As such, the Approved Project would provide convenient, secure and well-maintained bicycle parking facilities that would encourage the use of bicycles by Project residents and visitors and a reduction in the use of vehicular travel.

Because the Approved Project would be consistent with these applicable policies of the Mobility Plan, impacts would be less than significant.

Do Real Planning

The City Planning Commission's Do Real Planning document includes fourteen guidelines intended to set the City on a course toward sustainability. Guidelines that would be applicable to the Approved Project include the following:

- Guideline 2, *Offer Basic Design Standards*, Guideline 8, *Landscape in Abundance*, and Guideline 9, *Arrest Visual Blight*, apply to the appearance of the City. The Approved Project would replace the existing school uses and surface parking lot surrounded by perimeter fencing with a new mixed-use development that would include residential, office, and commercial uses. The Approved Project has been designed to respond to the context and character of the surrounding active, urban neighborhood, which is adjacent to residential, commercial, offices, schools and other services. The Project would provide substantial new landscaping, 64 new trees, a corner pedestrian plaza, and ground-floor commercial that would include and outdoor dining area, office uses, and amenities that would enhance the pedestrian experience.
- Guideline 3, *Require Density Around Transit*, and Guideline 6, *Locate Jobs Near Housing*, address the location of new development within the City. The Approved Project would be supportive of these Guidelines as it would increase population density and provide new housing than currently exists on the Project Site, including housing for Extremely Low Income households in an area that is well-served by public transit. The Approved Project would provide new employment opportunities and would also be located near existing employment centers.
- Guideline 5, *Advance Homes for Every Income*, addresses the value of accommodating higher densities and the need to address housing for the poor and middle class. The Approved Project would increase the City's housing stock with a variety of unit sizes and unit costs, including housing affordable to Extremely Low Income households.
- Guideline 12, *Identify Smart Parking Requirements*, addresses smart parking guidelines intended to avoid parking lots that occupy prime street frontage. The Approved Project would replace existing surface parking with a mixed-use development that would include subterranean parking for the commercial and office uses and residential units located within the tower. Five at-grade space units would be provided for the townhouse units directly behind the townhomes along Shatto Place and would not be directly visible from the street. Thus, the

parking would be provided internal to the Approved Project and would not occupy prime street frontage.

Because the Approved Project would be consistent with these applicable Guidelines, the Project would be consistent with the Planning Commission's Do Real Planning Guidelines and impacts would be less than significant.

Therefore as analyzed in the 2019 Approved SCEA, the Approved Project would not cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect and impacts would be less than significant. No mitigation measures would be required.

Cumulative Impacts: Land Use and Planning

Less Than Significant Impact. As analyzed in the 2019 Approved SCEA, related projects would be located primarily within the Wilshire Community Plan area and would have general access or proximity to transit. The intensification of development within this area would be consistent with the intent of the General Plan Framework, which is to encourage a diversity of uses, including restaurants, commercial, residential uses, including affordable housing, in close proximity to transit. In addition, many related projects feature mixed-use components that provide housing, office, and street-oriented commercial uses that would enliven the street front and enhance pedestrian activity in accordance with the objectives of the General Plan Framework, County of Los Angeles General Plan 2035, and other adopted plans. Because it is anticipated that development of the related projects would be consistent with the objectives of the General Plan and other plans that support intensification and redevelopment, land use impacts would be less than significant. Any related projects requesting discretionary approvals, such as changes to General Plan or zoning would be vetted through environmental review and only allowed at discretion of the City and with consideration of consistency with applicable plans.

The related projects are located in urbanized areas that are nearly fully developed where, therefore, most opportunities to build involve infill development or recycling previously developed property. As both the Approved Project and the related projects constitute in-fill development and would increase density, together they would not alter existing basic land use patterns.

The Approved Project would be consistent with the policies and objectives of the Los Angeles Framework Element, Los Angeles General Plan Housing Element, Los Angeles General Plan Mobility Plan 2035, the Do Real Planning document, the SCAG's 2016-2040 RTP/SCS, and the Wilshire Community Plan. Specifically, the Approved Project is consistent with goals and policies contained within these plans that aim to provide new housing, improve the pedestrian environment, support mixed use development near transit, improve air quality and active transportation (e.g., bicycling and walking), and encourage new high quality development that is compatible with existing uses and development.

Therefore, cumulative land use and planning impacts would be less than significant and would not be cumulatively considerable. No mitigation measures would be required.

Analysis of the Modified Project

Physical Division of an Established Community

No Impact. The Modified Project is developed with office and school-related buildings. Similar to the Approved Project, the Project Site vicinity is highly urbanized and generally built out. Similar to the Approved Project the Modified Project would provide a new mixed-use development that would include residential, office and commercial uses. As such, the Modified Project, like the Approved Project would be an infill project providing uses in keeping with the mixed-use character of the surrounding area and would not physically divide an established community. The Modified Project would not disrupt or divide an established community through a change in roadway or land use patterns on surrounding streets. Therefore, similar to the Approved Project, no impact would occur under the Modified Project and no mitigation measures are necessary.

Conflict with any Land Use Plan, Policy, or Regulation

Less Than Significant Impact. The Modified Project would be substantially consistent with all of the applicable plans, policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect associated with development of the Project Site. Specifically the Approved Project would be consistent with, and not conflict with the SCAG 2020-2045 RTP/SCS, the City of Los Angeles Framework Element, the City of Los Angeles Housing Element, the Wilshire Community Plan, the 2035 Mobility Plan, and the Do Real Planning document. Therefore, similar to the Approved Project, the Modified Project's impacts related to land use and planning would be less than significant and no mitigation measures are required.

SCAG 2020-2045 RTP/SCS

On September 3, 2020, the SCAG's Regional Council formally adopted an updated to the 2016-2040 RTP/SCS; entitled (*2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)* (SCAG 2020–2045 RTP/SCS) also known as the Connect SoCal. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles including the SCAG 2016-2040 RTP/SCS to increase mobility options and achieve a more sustainable growth pattern. It should be noted, that while specific goals, policies and principles have been updated, both the SCAG 2016-2040 RTP/SCS and the SCAG 2020–2045 RTP/SCS contain similar overarching themes; namely to support a sustainable economy throughout the region, enhance mobility options, promote a sustainable environment and encourage healthy/complete communities. As such, the overarching themes within the SCAG 2016-2040 RTP/SCS and SCAG 2020–2045 RTP/SCS do not differ substantially and do not constitute a substantial change for evaluation under the Modified Project.

Most specifically, the Modified Project includes the same type of land uses (new residential, office and commercial uses) as the Approved Project, but at a higher intensity; offering a greater opportunity to locate new housing, service and employment opportunities near transit. The Project Site would remain in a transit-rich and pedestrian-accessible location with connectivity to many areas within the city. As with the Approved Project, the Modified Project is located within walking distance of the Metro Wilshire/Vermont Station and numerous bus routes. Thus, the Modified Project would also encourage the utilization of mass transit as a mode of transportation to and from

the Project Site area and contribute to increasing person and travel choices within the transportation system.

Similar to the Approved Project, energy saving and sustainable design would be incorporated throughout the Modified Project. Similar to the Approved Project, the Modified Project includes ample bicycle parking spaces for the residential, office, and commercial uses of the Modified Project. Furthermore, the Modified Project would also include pedestrian-friendly landscaping and design, new perimeter street trees, streetscape improvements, and street level commercial and office uses that would enliven the pedestrian experience.

The Modified Project's mixture of land uses and close location near transit would continue to enable residents and visitors to reach surrounding services, jobs, and other destinations with relative ease and within a reasonable time, using a diverse array of transportation choices. This would be consistent with SCAG 2020–2045 RTP/SCS goals of increased mobility, accessibility, reliability, and travel safety. Thus, the Modified Project would be consistent with the SCAG 2020–2045 RTP/SCS.

Los Angeles General Plan Framework Element

Similar to the Approved Project, the Modified Project is a mixed-income development that would offer a mix of market rate and affordable units. The Modified Project offers a greater number of housing units, more diverse housing options and more affordable housing than the Approved Project to help meet the City's housing goals. Specifically, the Modified Project would provide 367 units, and of these, 42 units would be designated as restricted affordable housing subject to LAMC requirements of 5 percent for Extremely Low Income households and 6 percent for Very Low Income households for for-rent units, and 11 percent Very Low Income for for-sale units. In addition, 54 units would be co-living units with five-bedrooms. The co-living units would share common living spaces such as a kitchen, living room and other amenity spaces within the units and would have individual bedrooms and bathrooms; offering greater opportunities for affordability, convenience and social connections than traditional apartment rentals. Compared to the Approved Project, the Modified Project would result in 111 additional residential units and would increase number of affordable units from 29 units to 42 units.

The Modified Project also would result in an increase of office and commercial uses compared to the Approved Project. In addition, the Modified Project would include the creation of a more open space including the new addition of a central plaza anchored with an approximately 506 square foot restaurant space. In total, the Modified Project would provide 33,169 square feet of required open space compared to the Approved Project's 21,450 square feet of required open space. As such, the Modified Project would provide a greater opportunity to provide housing, services, and new jobs, and open space within walking distance of transit, and other non-vehicular modes of travel, including pedestrian and bicycle activity.

Therefore, the Modified Project would also meet the objectives of the land use, economic and housing policies of the General Plan Framework to provide a diversity of uses, including restaurants, commercial, residential uses (including affordable housing), in proximity to transit. The Modified Project's mixed uses would also support the General Plan Framework's land use,

economic and housing goals to enhance urban lifestyles with proximity to services, retail, and transit. Thus, similar to the Approved Project, Modified Project would be consistent with the Los Angeles General Plan Framework Element.

Wilshire Community Plan

Similar to the Approved Project, the Modified Project would be substantially consistent with goals and policies of the Wilshire Community Plan that aim to provide a balance of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, VMT, and air pollution. Key policies related to the Wilshire Community Plan area are listed below:

- Objective 1-1: Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.
- Policy 1-1.4: Provide for housing along mixed-use boulevards where appropriate.
- Goal 2: Encourage strong and competitive commercial sectors which promote economic vitality and serve the needs of the Wilshire community through well-designed, safe and accessible areas, while preserving historic and cultural character.
- Objective 2-1: Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services.
- Policy 2-1.1 New commercial uses should be located in existing established commercial areas or shopping centers.
- Policy 2-1.2 Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by standalone residential development by adhering to the community plan land use designations.
- Policy 2-1.3 Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.
- Goal 12: Encourage alternative modes of transportation to reduce single-occupancy trips.

The Modified Project would be consistent the Wilshire Community Plan as follows:

The Modified Project would, similar to the Approved Project, be substantially consistent with goals and policies that aim to provide a balance of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, GHG, and air pollution. The Modified Project's mixture of commercial, office, and residential development would be developed at an infill location in close proximity to transit and surrounding residential, commercial, services and public facilities, which would help reduce vehicle trips and trip lengths and associated air pollution.

In addition, the Modified Project would provide neighborhood-serving commercial uses that would front 6th Street and Shatto Place, both of which are existing mixed-use commercial corridors. The Modified Project's commercial and office development would be readily accessed by the Modified Project's new expanded residential population without the need for vehicular travel, and by the surrounding neighborhood via walking, bicycling or transit. The Modified Project, similar to the Approved Project, would be substantially consistent with goals and objectives that aim to locate

neighborhood-serving commercial facilities along commercial corridors and near existing neighborhoods.

Compared to the Approved Project, the Modified Project would result in 111 additional residential units and would increase number of affordable units from 29 units to 42 units. The Modified Project offers a greater opportunity to provide a mixture of new market rate and affordable new housing on the Project Site to meet the Wilshire Community Plans' objectives and policies that aim to provide housing of types, sizes, and densities required to satisfy the varying needs and desires of all segments of the community's population.

The Modified Project Site is subject to the Wilshire Community Plan which limits commercially designated sites to Height District 1. This height district limits the floor area to 1.5 to 1. The majority of the commercially designated sites in the Wilshire Community Plan are located immediately adjacent to highly dense residential and commercial zones and uses. The Modified Project, would require a General Plan Amendment, Zone Change and Height District Change to the Wilshire Community Plan.

The General Plan Amendment request for a change from Community Commercial to Regional Center Commercial land use designation and a Vesting Zone Change and Vesting Height District Change from C2-1 and CR-1 to C2-2 would be consistent with the goals, objectives, and policies of the Wilshire Community Plan. The C2 zone would correspond to the Community Commercial land use designation, and as such, the new zone would replace underutilized parcels and allow for development of the Modified Project's mixture of commercial, office and housing in close proximity to rail and bus line options. In addition, surrounding uses on similarly zoned C2 parcels are a mixture of primarily commercial and residential uses. In the vicinity of the Modified Project, along 6th Street, Wilshire Boulevard, 7th St and 8th Street are multiple multi-story commercial and residential buildings as well as office-tower and resident-tower high-rises located on C2 zoned parcels.

Since the adoption of the Wilshire Community Plan in the year 2001, the Metro Rail system has expanded by developing the Metro Rail Red and Purple Lines, which includes the Wilshire/Vermont Metro Station in close proximity to the Modified Project. As such, the Modified Project's amendment to a C2 Zone for the Modified Project Site is consistent with the Wilshire Community Plan recommends the adoption of commercial designations and zones in areas that are recommended as transit-oriented districts. The Modified Project's General Plan Amendment to Regional Center Commercial would allow for higher intensity of commercial, office and mixed-use development that would provide greater housing and employment opportunities along the Wilshire Boulevard and 6th Street corridors. In addition, the C2 Zone Change would allow for the creation of urgently needed housing, including affordable housing within the City in proximity to rail transit and major bus routes.

As such, similar to the Approved Project, the Modified Project would be consistent with the Wilshire Community Plan and the impact would be less than significant.

Los Angeles General Plan Housing Element

The 2013–2021 Housing Element, an update to the previous 2006–2014 Housing Element that is based on the updated 2012 RHNA, was adopted by the City Council on December 3, 2013. The Housing Element encourages new construction of a range of different housing types that address the needs of the City's households. The City of Los Angeles 5th RHNA cycle identified in the Housing Element, indicates that the City's needs assessment allocation includes 82,002 housing units of which 35,412 units, or 43.2 percent, would be for above moderate-income households. The remaining 56.8 percent of the needed housing units consist of 13,728 moderate-income units (16.8 percent), 12,435 low-income units (15.2 percent), 10,213 very-low-income units (12.5 percent), and 10,213 extremely-low-income units (12.5 percent).

The Draft RHNA for the 6th RHNA cycle which would cover the planning period October 2021 through October 2029 is planned for adoption by SCAG in October 2020. This RHNA allocation for City of Los Angeles identified the need to provide 455,577 new units with 259,209 of these units identified as for affordable housing for the planning period. [81]

The Modified Project offers a greater number of housing units, more diverse housing options and more affordable housing than the Approved Project and would better meet the City's Housing Element RHNA allocations and housing goals. Similar to the Approved Project, the Modified Project would locate new housing near existing Metro Rail and bus lines and supporting the goals of the Housing Element to encourage infill development and increase density in higher-intensity commercial and mixed-use districts, centers and boulevards, and in proximity to transit. As such, similar to the Approved Project, the Modified Project would be substantially consistent with the Los Angeles General Plan Housing Element and the impact would be less than significant.

City of Los Angeles Mobility Plan 2035

Similar to the Approved Project, the Modified Project would support the Mobility Plan policies listed above as it promotes a balanced transportation system by locating a mixed-use, mixed-income project on its urban infill Project Site located in an area that has an existing mix of commercial, residential, office, and educational uses. The Project Site would continue to be located within a TPA and is within walking distance of Wilshire/Vermont Metro Rail Station and numerous Metro bus lines. Similar to the Approved Project, sidewalks and curb ramps along the Modified Project frontage would be designed in compliance with Americans with Disabilities Act (ADA) standards to achieve accessibility for all patrons of the Modified Project.

Similar to the Approved Project, the Modified Project would incorporate Transportation Demand Management (TDM) measures to reduce the dependency on single-occupancy vehicles by providing convenient bicycle parking and pedestrian network improvements within and connecting off-site. TDM measures help reduce VMT and vehicle trips to and from the Project Site consistent with City and State GHG policies and objectives. The Modified Project would also provide sufficient off-street parking to accommodate the Modified Project's parking demand on-site.

[81] The 2013–2021 Housing Element is currently being updated. The City is working on the 2021-2029 Housing Element, which is a multi-year update that will address the growing housing challenges faced by the City.

As such, similar to the Approved Project, the Modified Project would be substantially consistent with Mobility Plan and impacts would be less than significant.

Do Real Planning

The Modified Project would replace the existing school uses, office and surface parking lot with a new mixed-use development that would include residential, office, and commercial uses. Like the Approved Project, the Modified Project has been designed to respond to the context and character of the surrounding active, urban neighborhood, which is adjacent to residential, commercial, offices, schools and other services. The Modified Project would provide substantial new landscaping, trees, a corner plaza, and a new and central pedestrian plaza, and ground-floor commercial uses that would include and outdoor dining area, office uses, and amenities that would enhance the pedestrian experience.

Compared to the Approved Project, the Modified Project would provide a greater increase population density and provide more new market rate and affordable housing than currently exists on the Project Site, in an area that is well-served by public transit. Similar to the Approved Project, the Modified Project would replace existing surface parking with a mixed-use development that would include subterranean parking for the commercial and office uses and residential units. Furthermore, the Modified Project would also include bicycle parking spaces for residents, employees, and visitors consistent LAMC requirements.

Similar to the Approved Project, the Modified Project would be consistent with the Planning Commission's Do Real Planning Guidelines and the impact would be less than significant.

Cumulative Impacts: Land Use and Planning

Less Than Significant Impact. As analyzed under the 2019 Approved SCEA, related projects are located primarily within the Wilshire Community Plan area and would have general access or proximity to transit. In addition, many related projects feature mixed-use components that provide housing, office, and street-oriented commercial uses that would enliven the street front and enhance pedestrian activity in accordance with the objectives of the General Plan Framework and other adopted plans. Because it is anticipated that development of the related projects would be consistent with the objectives of the General Plan and other plans that support intensification and redevelopment, land use impacts would be less than significant. Any related projects requesting discretionary approvals, such as changes to General Plan or zoning would be vetted through environmental review and only allowed at discretion of the City and with consideration of consistency with applicable plans. As both the Modified Project and the related projects constitute in-fill development and would increase density, together they would not alter existing basic land use patterns.

The Modified Project would be consistent with the policies and objectives of the Los Angeles Framework Element, Los Angeles General Plan Housing Element, Los Angeles General Plan Mobility Plan 2035, the City Planning Commission's Do Real Planning document, the SCAG 2020–2045 RTP/SCS, and the Wilshire Community Plan, as amended. Specifically, the Modified Project, like the Approved Project, is consistent with goals and policies to contained within these plans that aim to provide new housing, improve the pedestrian environment, support mixed use

development near transit, improve air quality and active transportation (e.g., bicycling and walking), and encourage new high quality development that is compatible with existing uses and development.

Findings Related to Land Use and Planning

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA that would result in a new significant environmental impact related to land use and planning, and there would not be a substantial increase in the severity of an impact described in the 2019 Approved SCEA.

Project Design Features

There are no project design features pertaining to land use and planning that are applicable to either the Approved Project or the Modified Project.

Mitigation Measures

There are no mitigation measures pertaining to land use and planning that are applicable to either the Approved Project or the Modified Project.

4.12 Mineral Resources

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the 2019 Approved SCEA. Refer to Section 5.12, *Mineral Resources*, of the 2019 Approved SCEA for an in-depth discussion of these features of the existing environmental setting and potential impacts with regards to mineral resources.

2019 Approved SCEA

Result in the Loss of Availability of a Known Mineral Resource that would be of Value to the Region and the Residents of the State

No Impact. As described in the 2019 Approved SCEA, the Project Site is not located in a designated surface mining district or mineral resource zone. As shown in the Los Angeles General Plan Safety Element, Exhibit E, Oil Field and Oil Drilling Areas, the Project Site is within the Los Angeles City Oil Drilling District and its respective State Designated Oil Field, which extends to the west of Vermont Avenue on its west edge and to the east to approximately Figueroa Street on its east edge. No oil or gas wells are located on the Project Site. Therefore, as the Project Site does not have any wells and no active wells are located in its immediate vicinity, the Approved Project would not result in the loss of availability of this known mineral resource. The Approved Project is not in a designated surface mining district or mineral resource zone and therefore there would be no impact to mineral resources.

Result in the Loss of Availability of a Locally-Important Mineral Resource Recovery Site Delineated on a Local General plan, Specific Plan, or Other Land Use Plan

No Impact. As described in the 2019 Approved SCEA, sand and gravel resources, which are mineral resources of local value in the City of Los Angeles, do not occur in the section of the Los Angeles basin occupied by the Project Site. Because the Approved Project would not encroach on the City's existing sand and gravel mining operations or known sand and gravel resources, it would not result in the loss of availability of these locally-important mineral resources. Therefore, there would be no impact to locally-important mineral resources.

Cumulative Impacts: Mineral Resources

Less Than Significant Impact. As described in the Approved Project, some of the related projects would be located within mineral resource designated areas, because of the large number and broad extent of City Oil Drilling Districts and State-designated oil fields in the Project study area, including the LA City Oil Drilling District and its respective State Designated Oil Field. However, with implementation new methodologies, such as slant drilling, related projects would not substantially reduce extraction capabilities, impede exploratory operations, or would cumulatively result in the significant loss of availability of oil resources. The Approved Project would have a no impact on mineral resources and the Approved Project would have no incremental contribution to the potential cumulative impact on mineral resources. Project impacts would not be cumulatively considerable and cumulative impacts would be less than significant.

Analysis of the Modified Project

Result in the Loss of Availability of a Known Mineral Resource that would be of Value to the Region and the Residents of the State

No Impact. Similar to the Approved Project, the Modified Project is not located in a designated surface mining district or mineral resource zone. [82] As noted in the Phase I ESA prepared for 550 S. Shatto Place, no oil or gas wells are located on the Project Site. The Phase I ESA prepared by AEI Consultants AEI on September 12, 2020 for 514 S. Shatto Place also concluded that no oil or gas wells are located on the Project Site. Furthermore, there was no record of oil wells on the Project Site though oil wells are located within the Project Site vicinity to the west and the northeast. All of the off-site wells are currently buried, plugged, or idle and not in active use.[83] Therefore, as the Project Site does not have any wells and no active wells are located in its immediate vicinity, the Modified Project would not result in the loss of availability of this known mineral resource. Similar to the Approved Project, the Modified Project is not in a designated surface mining district or mineral resource zone and there would be no impact to mineral resources.

[82] City of Los Angeles General Plan, Conservation Element, 2001.Appendix A. https://planning.lacity.org/plans-policies/general-plan-overview Accessed September 21, 2020.

[83] California Department of Conservation, Division of Oil, Gas, and Geothermal Resources Well Finder. https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx Accessed September 2020.

Result in the Loss of Availability of a Locally-Important Mineral Resource Recovery Site Delineated on a Local General Plan, Specific Plan, or Other Land Use Plan

No Impact. Similar to the Approved Project, sand and gravel resources, which are mineral resources of local value in the City of Los Angeles, do not occur in the section of the Los Angeles basin occupied by the Modified Project.[84] The Modified Project would not encroach on the City's existing sand and gravel mining operations or known sand and gravel resources. Similar to the Approved Project, there would be no impact to locally-important mineral resources.

Cumulative Impacts: Mineral Resources

Less Than Significant Impact. Similar to the Approved Project, some of the related projects to the Modified Project would be located within mineral resource designated areas, because of the large number and broad extent of City Oil Drilling Districts and State-designated oil fields in the Project study area, including the LA City Oil Drilling District and its respective State Designated Oil Field. However, similar to the Approved Project, with implementation new methodologies, related projects would not substantially reduce extraction capabilities, impede exploratory operations, or would cumulatively result in the significant loss of availability of oil resources. The Modified Project would have a no impact on mineral resources and the Modified Project would have no incremental contribution to the potential cumulative impact on mineral resources. Project impacts would not be cumulatively considerable and cumulative impacts would be less than significant.

Findings Related to Mineral Resources

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved Project that would result in new significant environmental impacts related to mineral resources and there is no new information requiring major revisions to the 2019 Approved SCEA.

Project Design Features

There are no project design features pertaining to mineral resources that are applicable to either the Approved Project or the Modified Project.

Mitigation Measures

There are no mitigation measures pertaining to mineral resources applicable to either the Approved Project or the Modified Project.

[84] City of Los Angeles General Plan Conservation Element, Exhibit A, Mineral Resources, March 2001. https://planning.lacity.org/plans-policies/general-plan-overview

4.13 Noise

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the 2019 Approved SCEA. Subsequent to approval of the Approved Project, the applicant purchased a lot to the north of the approved Project Site containing an existing 27,843 square foot office building (514 S. Shatto Place). No significant changes to the lot to the north of the approved Project Site at 514 S. Shatto Place have occurred since the preparation of the 2019 Approved SCEA. The related project, the Vermont Corridor Project, which is a mixed-use project with office, retail and restaurant uses and located approximately 90 feet west of the Project Site at its closest point on the east side of Vermont Avenue north of 6th Street, is undergoing construction (as of September 2020). This related project was identified and considered in the Approved SCEA for cumulative impacts as appropriate. Therefore, construction and future operation of the Vermont Corridor related project does not constitute a significant change to the environmental setting. No significant changes to the pertinent noise and vibration regulations have occurred since the preparation of the 2019 Approved SCEA. As such, refer to Item 5.13, *Noise*, of the 2019 Approved SCEA for an in-depth discussion of the existing environmental setting.

2019 Approved SCEA

Substantial Temporary or Permanent Increase in Ambient Noise Levels in the Vicinity of the Project in Excess of Standards

Less than Significant Impact with Mitigation Incorporated. The 2019 Approved SCEA determined that project-related construction activities would result in potentially significant noise impacts, but that mitigation measures would reduce impacts to less than significant. Noise from construction activities would be generated by the operation of vehicles and equipment involved during various stages of construction: demolition, excavation, foundation construction, building construction and building renovations. The Approved Project would implement certain PDFs to control noise. As stated in the 2019 Approved SCEA, the Project Applicant is committed to implementation of the PDFs and the City will take appropriate steps to enforce and verify compliance with these commitments. PDF NOISE-1 limits construction and demolition to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays or holidays (City observed), consistent with the Los Angeles Municipal Code (LAMC) Section 41.40 and Section 112.05. PDF NOISE-2 prohibits the use of impact pile drivers, which are equipment that can potentially generate high noise levels. The construction noise modeling in the 2019 Approved SCEA determined that unmitigated construction noise levels generated by on-site sources, such as from on-site heavy-duty equipment, could be up to 85 dBA equivalent or average sound level (Leq), which would exceed the applicable significance threshold of 66 dBA Leq (5 dBA more than the ambient noise level of 61 dBA Leq) at the nearest noise-sensitive uses, which consist of multi-family residential uses located to the east of the Project Site along South Westmoreland Avenue (denoted as location R3 in the 2019 Approved SCEA). The Approved SCEA identified Mitigation Measures MM NOISE-1 and MM NOISE-2 to reduce the Project's potential impacts to a less-than-significant level. Mitigation measure MM NOISE-1 would require the implementation of noise reduction devices and techniques during construction at the Project

Site that would reduce noise levels generated by the construction of the Project to the maximum extent that is technically feasible to achieve the specified performance standard. Mitigation measure MM NOISE-2 would provide the community with a contact phone number for the Project's designated construction relations officer to address community concerns. Therefore, compliance with regulatory compliance measures, PDF NOISE-1 and PDF NOISE-2, and the implementation of MM NOISE-1, MM-NOISE-2, would be reduce on-site construction noise to a less than significant level.

Construction truck and vehicle traffic would generate construction noise off the Project Site along the roadway travel routes. Off-site construction truck and vehicle traffic noise modeling in the 2019 Approved SCEA determined that the noise level increases generated by the Project's haul truck trips and workers vehicle trips would be below the significance threshold, and therefore, impacts would be less than significant. While the Project would not result in significant noise impacts at the school receptor, the 2019 Approved SCEA included MM NOISE-3, which prohibits construction vehicles or haul trucks from staging or idling on streets near Young Oak Kim Academy, a Los Angeles Unified School District (LAUSD) middle school, during school hours to ensure no significant construction noise impacts at the school.

The Approved Project would generate operational off-site noise from vehicle trips attributed to operation of the Project uses, which would increase average daily traffic (ADT) volumes along the major thoroughfares within the Project Site vicinity. Traffic noise modeling in the 2019 Approved SCEA determined that the off-site roadway traffic volumes associated with the Project under future with Project conditions would result in a maximum increase in the Community Noise Equivalent Level (CNEL) of approximately 0.1 dBA along the segments of Shatto Place, between 6th Street and Wilshire Boulevard, 4th Street between Vermont Avenue and Shatto Place, Wilshire Boulevard between Shatto Place and Hoover Street, Vermont Avenue between 3rd Street and 4th Street and between 6th Street and Wilshire Boulevard. All other segments would experience noise level increases in CNEL lower than 0.1 dBA. The noise level increase on local roadways due to the Project's off-site traffic would not exceed the 3 dBA significance threshold, and impacts would be less than significant, and no mitigation measures are required.

The Approved Project would also generate operational on-site noise associated with operation of its on-site uses, including noise generated by its building mechanical equipment, parking structure activities, open space activities and delivery and trash hauling trucks. The noise modeling in the 2019 Approved SCEA determined that the operational on-site noise from these sources would not exceed the applicable significance threshold of 66 dBA Leq (5 dBA more than the ambient noise level of 61 dBA Leq) at the nearest noise-sensitive uses, which consist of multi-family residential uses located to the east of the Project Site along South Westmoreland Avenue (denoted as location R3 in the 2019 Approved SCEA), with the exception of periodic noise from emergency generator maintenance and testing operations.

Maintenance and testing of the emergency generator would not occur daily, but rather periodically, up to 50 hours per year per as required in South Coast Air Quality Management District (SCAQMD) Rule 1470. The 2019 Approved SCEA included mitigation measure MM NOISE-4, which requires the installation of a sound enclosure or equivalent noise attenuation devices, to

reduce the emergency generator maintenance and testing noise to less significant. The noise modeling in the 2019 Approved SCEA also determined that, with implementation of mitigation measure MM NOISE-4, the composite operational on-site noise from these sources would not exceed the applicable significance threshold of 66 dBA Leq. Therefore, the Approved Project's operational on-site composite noise would be less than significant with implementation of MM NOISE-4.

Generation of Excessive Groundborne Vibration or Groundborne Noise Levels

Less than Significant Impact with Mitigation Incorporated. The Approved Project would utilize construction equipment, such as dozers and excavators, that would generate groundborne vibration during construction foundation activities. The 2019 Approved SCEA determined that the existing multi-family residential buildings located to the east of the Project Site could be exposed to vibration velocities of up to 0.99 inches per second peak particle velocity (PPV), which would exceed the 0.5 inches per second PPV significance threshold for potential building damage for the on-site former church building (potential building damage for reinforced-concrete, steel, or timber buildings) and 0.3 inches per second PPV significance threshold for potential building damage for the off-site multi-family residential building to the east of the Project Site (location R3) (potential building damage for engineered concrete and masonry buildings). Therefore, potential building damage vibration impacts during the excavation phase would be potentially significant without implementation of mitigation measures.

With respect to potential human annoyance from vibration, the 2019 Approved SCEA determined that the multi-family residential uses to the east of the Project Site (location R3) could be exposed to groundborne vibration levels of up to 108 VdB, which would exceed the 72 VdB threshold for human annoyance. Therefore, vibration impacts for human annoyance would be potentially significant for the multi-family residential uses at location R3.

Implementation of mitigation measures MM NOISE-5 and MM NOISE-6, which requires the use of low vibration equipment and techniques and vibration monitoring to meet the established performance standards, would reduce the maximum vibration impact associated with construction activities to a less-than-significant level of 0.5 inches per second PPV and 0.3 inches per second PPV, respectively, at the identified buildings for potential building damage and 72 VdB for human perception. MM NOISE-6 would also require the Approved Project to conduct a pre-construction survey for building damage and provide repairs in the event vibration from construction of the Approved Project causes building damage at the identified vibration-sensitive buildings.

In addition, mitigation measures MM NOISE-7 would require the preparation of a shoring plan prepared by a qualified structural engineer who meets the relevant Secretary of the Interior's Professional Standards to ensure the protection of the on-site former church building on the Project Site, as well as the potential historic resources adjacent to the Project Site at 3109 West 6th Street and 523 South Westmoreland Avenue, during construction. Potentially significant impacts would be reduced to a less-than-significant level with mitigation incorporated.

Once construction activities have been completed, there would be no substantial sources of vibration activities from the Project Site. Thus, operational vibration impacts related to the Approved Project would be less than significant.

Expose People Residing or Working in the Project Area to Excessive Noise Levels from a Private Airstrip or an Airport

No Impact. The Project Site is not located within the vicinity of a private airstrip or an airport land use plan area or within 2 miles of a public airport or public use airport. Therefore, construction or operation of the Approved Project would not expose people to excessive airport related noise levels.

Cumulative Impacts: Noise and Vibration

Less than Significant Impact. Noise from on-site construction activities of the Approved Project and related projects would be localized, thereby potentially affecting areas immediately within 500 feet from the construction sites.

The Vermont Corridor Project, denoted as Related Project No. 89 in the 2019 Approved SCEA, is a mixed-use project with office, retail and restaurant uses, which at its closest point is approximately 90 feet west of the Project Site located on the east side of Vermont Avenue north of 6th Street. Construction of this related project could potentially combine its on-site construction noise levels with the noise from the Approved Project's on-site construction activities and could adversely affect noise-sensitive receptor locations R1 or R2. Like the Approved Project, this related project would be subject to LAMC Section 41.40 and Section 112.05, which limits the hours of allowable construction activities. As previously discussed, potentially significant noise impacts during Approved Project construction would be reduced to a less-than-significant level through compliance with applicable regulations, implementation of the Approved Project's PDFs, and implementation of the identified mitigation measures.

The EIR for the Vermont Corridor Project concluded that with mitigation, its construction impacts would be less than significant after implementation of feasible mitigation measures.[85] Construction of Vermont Corridor Project would not generate noise loud enough to increase the ambient noise levels at the multi-family residential uses (location R1) but could increase the ambient noise levels by up to 2.2 dBA at the school uses (location R2) based on a mitigated construction noise level of approximately 71.4 dBA L_{eq}.[86] As determined in the 2019 Approved SCEA, the Approved Project construction noise levels would be well below the significance threshold of 75 dBA at the school uses (location R2) with a maximum noise level of approximately 64 dBA L_{eq}. If these noise levels were to combine, the noise level would be approximately 72 dBA based on the logarithmic summation of the decibel scale, which would not exceed the significance threshold. Therefore, if construction of the Vermont Corridor Project were to overlap with construction of the Project, cumulative construction noise impacts would not occur. All other related projects are located more

[85] County of Los Angeles, Environmental Impact Report: Vermont Corridor Project, Section 4.10 Noise, November 2017. Available at: https://www.lacdc.org/docs/default-source/economic-dev/vermont-corridor/4-10-noise-(vermont-corridor)-public-review-deir-110317.pdf?sfvrsn=870884bd_2. Accessed September 2020.

[86] County of Los Angeles, Environmental Impact Report: Vermont Corridor Project, Section 4.10 Noise, November 2017. Available at: https://www.lacdc.org/docs/default-source/economic-dev/vermont-corridor/4-10-noise-(vermont-corridor)-public-review-deir-110317.pdf?sfvrsn=870884bd_2. Accessed September 2020.

than 500 feet from the Project Site and would not contribute substantially to cumulative on-site construction noise impacts. As such, cumulative impacts associated with on-site construction noise would be less than significant.

Cumulative off-site construction noise impacts could occur if off-site construction noise from the related project were to combine with the Approved Project's off-site construction noise impacts if the related projects were under construction concurrently with the Approved Project. The Vermont Corridor Project is required to implement mitigation measure MM NOI-5 as specified in its EIR, which restricts construction truck traffic to truck routes approved by the City of Los Angeles Department of Building and Safety and that avoids residential areas and other sensitive receptors to the extent feasible.[87] Similar to the Approved Project, the related project applicant would also be required to prepare and submit to LADOT for approval a construction management plan to minimize construction traffic noise impacts. Therefore, cumulative off-site construction traffic noise impacts would not be cumulatively considerable and off-site construction noise impacts would be less than significant.

Cumulative operational noise impacts could occur primarily as a result of increased traffic on local roadways due to the Approved Project and the related projects. Based on cumulative traffic noise modeling, the 2019 Approved SCEA determined that the largest cumulative (Project plus ambient growth plus other known related projects in the vicinity of the Project Site) roadway noise impact would be 69.9 dBA CNEL, which is predicted to occur along Vermont Avenue, between 3rd Street and 4th Street and would represent an increase in CNEL of 1.5 dBA over existing conditions. Therefore, with respect to roadway noise, the Approved Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative construction impacts would be less than significant.

Compliance with LAMC Section 112.02 that limits stationary-source noise from items such as roof-top mechanical equipment, operational noise levels would be less than significant at the property line for each related project. For this reason, on-site operational noise produced by any related project would not result in a substantial or noticeable additive increase to the Approved Project-related on-site operational noise levels. As the Approved Project's composite stationary-source impacts would be less than significant with implementation of MM NOISE-4, its contribution to cumulative impacts would not be cumulatively considerable and cumulative operational impacts would be less than significant.

Analysis of the Modified Project

As part of the Modified Project, a revised noise and vibration analysis has been completed. As such, the analysis of the Modified Project changes and the findings related to Noise and Vibration are based in part on traffic noise modeling conducted for the Modified Project, with the modeling output files provided in Appendix J. To quantify traffic noise, the same methodology was utilized

[87] County of Los Angeles, Environmental Impact Report: Vermont Corridor Project, Mitigation Monitoring and Reporting Program, May 2018. Available at: https://www.lacdc.org/docs/default-source/economic-dev/vermont-corridor/vermont-corridor---final-environmental-impact-report.pdf?sfvrsn=829380bd_2. Accessed September 2020.

in the 2019 Approved SCEA, which is based on a spreadsheet model developed based on the methodologies provided in the Federal Highway Administration (FHWA) Transportation Noise Model (TNM) Technical Manual (FHWA 1998). Project specific traffic volume data is provided in the *CEQA Thresholds and Non-CEQA Transportation Analysis for the 550 S. Shatto Place Project, November 18, 2020* (Transportation Analysis), prepared by Gibson Transportation Consulting, Inc. included in Appendix M of this Addendum. Roadway noise attributable to the Modified Project's development was calculated and compared to existing and future noise levels that would occur under the "Without Project" condition.

Substantial Temporary or Permanent Increase in Ambient Noise Levels in the Vicinity of the Project in Excess of Standards

Less Than Significant with Mitigation Incorporated. Similar to the noise analysis for the Approved Project in the 2019 Approved SCEA, the analysis of temporary or permanent increases in ambient noise levels in the vicinity of the Modified Project includes consideration of construction and operational noise effects on noise-sensitive receivers in the vicinity of the Project Site. The noise-sensitive land uses within the vicinity of the Modified Project include the noise-sensitive receptor uses identified in the 2019 Approved SCEA and other uses based on proximity to the Modified Project Site. The City of Los Angeles (City) California Environmental Quality Act (CEQA) Thresholds Guide (LA CEQA Thresholds Guide) states that residences, schools, transient lodging, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks can be considered sensitive receptors for noise analysis. Similarly, the Noise Element of the City of Los Angeles General Plan (General Plan) defines noise sensitive land uses as: single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodging, and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves; and parks.[88] Based on the aforementioned definitions of noise sensitive receptors, the noise-sensitive receptors located in the vicinity of the Project Site, inclusive of the lot to the north of the approved Project Site (514 S. Shatto Place) that is part of the Modified Project, include the following land uses:

- **North** – The land uses north of the Project Site along West 5th Street consist of a church and multi-family residential uses, which are noise sensitive uses and an adult university (World Mission University) use which is not defined as noise-sensitive, but is nonetheless included in the analysis.
- **East** – Land uses immediately east of the Project Site along South Westmoreland Avenue consist of noise-sensitive multi-family residential uses and non-noise sensitive surface parking lot and commercial uses.
- **South** – Land uses south of the Project Site along West 6th Street consist of non-noise sensitive commercial and medical office uses, and further to the southwest of the Project Site, noise sensitive uses such as Young Oak Kim Academy (LAUSD middle school), and multi-family residential and church uses further to the south.

[88] Noise Element, City of Los Angeles General Plan, Chapter IV, p. 4-1.

- **West** – Land uses west of the Project Site along Shatto Place include an adult university (Nobel University), which is not defined as noise-sensitive, but is nonetheless included in the analysis, and non-noise sensitive commercial uses.

Ambient noise levels in the vicinity of the Project Site were provided in the 2019 Approved SCEA. The related project, the Vermont Corridor Project, located approximately 90 feet west of the Project Site at its closest point on the east side of Vermont Avenue north of 6th Street, is undergoing construction (as of September 2020). Construction activities of this related project could generate periodic construction noise affecting the ambient noise in the vicinity. However, for the purposes of this Addendum, the ambient noise levels provided in the 2019 Approved SCEA are used to represent the ambient noise in the vicinity of the Modified Project. The use of the ambient noise levels provided in the 2019 Approved SCEA would provide for a conservative noise analysis for this Addendum since it does not include additional noise that may be occurring under existing 2020 conditions from construction of the related Vermont Corridor Project.

Construction Noise

Similar to the Approved Project, noise from construction of the Modified Project would be generated by the operation of vehicles and equipment involved during various stages of construction: demolition, excavation, foundation construction, building construction and building renovations. Like the Approved Project, the Modified Project would involve demolition of some of the existing uses (i.e., surface parking lot and some of the existing school related buildings). The existing former church building currently on the Project Site would remain and be repurposed into a restaurant that would feature a new outdoor patio. The office building would be demolished as part of the Modified Project and would offer the opportunity to create a higher intensity of mixed-use residential, office, and commercial/restaurant development on the Project Site. The 2019 Approved SCEA evaluated construction of the Approved Project with an expected construction duration of approximately 26 months with buildout in year 2021. The Modified Project would have an expected construction duration of approximately 37 months with buildout in year 2024, assuming maximum intensity of daily construction activities. While construction of the Modified Project would last for a longer duration than the Approved Project, it would utilize the same types of numbers of heavy-duty construction equipment, such as excavators, loaders, cranes, and paving equipment would be used during construction.

As discussed in the 2019 Approved SCEA for the Approved Project, the maximum unmitigated construction noise levels generated by on-site construction activities for the Modified Project would also be generated when construction activities and equipment operations would occur at the location closest to the off-site noise-sensitive receptor property lines. The existing residential uses located adjacent to the east of the Project Site, denoted as location R3 in the 2019 Approved SCEA, represent the nearest and maximally impacted noise-sensitive receptors for the Approved Project and for the Modified Project. As was discussed in the 2019 Approved SCEA, these noise-sensitive uses could be exposed to construction noise levels of up to approximately 85 dBA Leq.

Similar to the Approved Project, the unmitigated construction noise levels from the Modified Project could also generate construction noise levels of up to approximately 85 dBA Leq at the existing residential uses located adjacent to the east of the Project Site (location R3), which would

exceed the significance threshold of 66 dBA Leq (5 dBA more than the ambient noise level of 61 dBA Leq). The Modified Project could also generate construction noise levels of up to approximately 85 dBA Leq at the existing church and university uses to the north (location R1, south of W. 5th Street) and multi-family residential uses to the northeast (location R4, south of W. 5th Street) since construction activities for the Modified Project could occur at similar distances to the receptors to the north and northeast as receptors to the east. Like the Approved Project, the Modified Project could exceed the significance threshold when construction activities, such as demolition, utilities/trenching, foundation/concrete pours, building construction/renovation and paving activities would occur very close or adjacent to the Project Site's eastern and northern boundaries. As site demolition activities, as well as other construction activities, are completed near the Project Site's eastern boundary, and construction activities move toward the interior of the Project Site farther from the Project Site's eastern boundary, the construction noise levels at these noise-sensitive residential property lines would decrease accordingly. Thus, overall maximum construction noise impacts from the Modified Project would not be greater than the Approved Project. It would generate a construction noise level of up to approximately 85 dBA Leq at sensitive receptors. Consistent with the Approved Project, the Modified Project would result in a similarly significant impact prior to mitigation. Similar to the Approved Project, unmitigated construction noise levels generated by Modified Project construction would not exceed the significance thresholds at the noise-sensitive uses farther to the north (i.e., north of W. 5th Street), the university use to the west (i.e., west of Shatto Place), or the school use to the south as well as other residential and church uses further to the south (i.e., south of W. 6th Street).

Therefore, similar to the Approved Project, construction of the Modified Project would result in noise that would be considered a potentially significant impact prior to mitigation. Like the Approved Project, the Modified Project would implement PDF NOISE-1 (construction hour limits in accordance with LAMC Section 41.40 and Section 112.05) and PDF NOISE-2 (prohibits the use of impact pile drivers). In addition, similar to the Approved Project, the Modified Project would implement mitigation measures MM NOISE-1 and MM NOISE-2 to reduce the potential construction noise impacts to a less-than-significant level. MM NOISE-1 requires the implementation of noise reduction devices and techniques during construction at the Project Site that would reduce noise levels generated by the construction of the Modified Project to achieve the performance standards. MM NOISE-2 would provide the community with a contact phone number for the Project's designated construction relations officer to address community concerns and site-specific noise issues. The Modified Project, as compared to the Approved Project, would not create a new or substantially worse significant construction noise impact.

With respect to off-site construction noise, the Modified Project would generate a greater number of truck trips compared to the Approved Project. For the Modified Project, peak off-site construction noise would be generated on days with material/vendor truck deliveries, including semi-regular (e.g., weekly) concrete truck deliveries, and peak worker commutes associated with foundation and building construction phases of construction. Material/vendor and concrete truck delivery trips are not subject to haul route limitations; therefore, off-site construction noise impacts from these trucks and vehicles were evaluated on all of the roadway segments analyzed for operational traffic noise impacts, which conservatively assumes all of these trucks and vehicles could travel on any or all of these roadway segments, with the exception of 5th Street between

Shatto Place and S. Commonwealth Avenue since it is not a through street and does not serve as a direct route to the Project Site in any travel direction. Maximum truck trips during the foundation and building construction phases of Modified Project construction would be up to approximately 164 truck trips (82 inbound and 82 outbound truck trips) in a day with concrete pouring, or approximately 21 trips in an hour. Up to 488 worker daily vehicle trips (244 inbound, 244 outbound) would occur during the foundation and building construction phases.

For the Modified Project, haul truck activity during the excavation/grading phase of construction would result in the second highest off-site construction traffic levels. Haul trucks would be subject to haul route limitations. Site grading and excavation would result in approximately 98,000 cubic yards of soil export with approximately 162 haul truck trips (81 inbound and 81 outbound haul truck trips) per day during excavation, or approximately 20 trips in an hour.[89] In addition, up to 24 worker daily vehicle trips (12 inbound, 12 outbound) would occur from grading and utilities trenching activities. The Modified Project haul route would be as follows:

- **Loaded Truck Route:** travel south on Shatto Place, west on 6th Street, north on Vermont Avenue to the Hollywood Freeway (US 101) Southbound, to Interstate 10 (I-10) East, to Interstate 605 (I-605) North, and exit Live Oak Avenue to Hanson disposal site.
- **Empty Truck Route:** travel west on Live Oak Avenue to I-605 Southbound, to I-10 West to US 101 North, exit Vermont Avenue, south on Vermont Avenue, east on 6th Place, and north on Shatto Place to the Project Site.

Off-site construction related traffic noise calculation worksheets are provided in Appendix J of this Addendum. The Modified Project's truck trips and worker vehicle trips, when added to the existing traffic noise, would generate maximum noise level increase of approximately +3.1 dBA CNEL along Shatto Place north of 5th Street (existing noise level of 60.9 dBA CNEL compared to the existing plus Modified Project construction noise level of 64.0 dBA CNEL). This noise level would be within the "conditionally acceptable" category according to the City's Guidelines for Noise Compatible Land Use (refer to Table 5-20 of the Approved SCEA) and would occur during the foundation and building construction phases on days with concrete pouring. The maximum noise level increase would not exceed the significance threshold of +5 dBA CNEL for "normally acceptable" or "conditionally acceptable" categories.

As discussed below in Operational Noise, the existing noise levels along the specified haul route are 62.0 dBA CNEL along Shatto Place between 5th Street and 6th Street, 67.6 dBA CNEL along 6th Street between Vermont Avenue and Shatto Place, and 67.5 dBA CNEL along Vermont Avenue north of 6th Street. Since construction traffic noise levels generated by the Modified Project's haul truck trips and worker vehicle trips would increase ambient noise levels by approximately +1.8 dBA on Shatto Place, +0.6 dBA on 6th Street and +0.6 dBA on Vermont Avenue, the noise level increases generated by the Modified Project's haul truck trips and workers vehicle trips would be below the significance threshold of +5 dBA CNEL for "normally acceptable" or "conditionally acceptable" categories or +3 dBA for "normally unacceptable" or "clearly unacceptable" categories, and therefore, impacts would be less than significant.

[89] Excavation volume includes a 20 percent contingency factor.

The maximum truck trips and worker vehicle trips would represent the highest noise levels from off-site construction related traffic noise. Therefore, the noise level increases by material trucks and worker trips during the demolition phase (18 truck trips and 14 worker trips per day) and during renovation, paving and finishing phases (2 truck trips and 118 worker trips per day) would be lower than the noise levels increased by truck trips and worker vehicle trips during the foundation and building construction and the excavation/grading and utilities/trenching phases. Therefore, the Modified Project would not result in any new significant impact. Similar to the Approved Project, off-site construction noise from the Modified Project would not generate substantial temporary increases in ambient noise levels in the vicinity of the project in excess of standards and the impact would be less than significant. No mitigation is required.

Operational Noise

Off-Site Traffic Noise Sources

Similar to the Approved Project, the Modified Project would result in net increases in off-site noise attributable to the net increase in vehicle trips along the major thoroughfares within the Project Site vicinity from operation of the Modified Project. The Modified Project would result in the development of a greater number of residential units (367 units), office floor area (11,965 square feet), and commercial floor area (24,435 square feet) compared to Approved Project (256 units, 2,507 square feet of office, and 12,800 square feet of commercial). Therefore, the Modified Project would generate greater vehicle trips than the Approved Project. Roadway noise attributable to Modified Project development was calculated and compared to existing and future noise levels that would occur under the "Without Project" condition.

Table 4.2-12 presents the change in mobile source noise resulting from Modified Project implementation as compared to existing conditions. As shown, the off-site roadway traffic volumes associated with Modified Project operation would result in a maximum increase in CNEL of 0.5 dBA along Shatto Place between 5th and 6th Street. Noise calculations are provided in Appendix J of this Addendum.

TABLE 4.2-12
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING

Roadway	Roadway Segment	Calculated Traffic Noise Levels, dBA CNEL		Modified Project Increment (B–A)	Exceeds Significant Threshold?
		Existing (A)	Existing Plus Modified Project (B)		
5th St	east of Shatto Pl	56.7	56.7	0.0	No
6th St	west of Vermont Ave	67.6	67.7	0.1	No
	between Vermont Ave and Shatto Place	68.4	68.5	0.1	No
	east of Shatto Pl	67.9	67.9	0.1	No
Shatto Pl	north of 5th St	62.0	62.1	0.1	No
	between 5th St and 6th St	60.9	61.4	0.5	No
	south of 6th St	62.6	62.8	0.2	No
Vermont Ave	north of 5th St	67.5	67.6	0.0	No
	south of 6th St	67.0	67.0	0.1	No

SOURCE: ESA, 2020; Gibson Transportation Consulting, Inc., 2020 (for traffic volumes).

Table 4.2-13 presents the change in mobile source noise resulting from Modified Project implementation as compared to future buildout year conditions. As shown, the off-site roadway traffic volumes associated with Modified Project operation would result in a maximum increase in CNEL of 0.4 dBA along Shatto Place between 5th and 6th Street. Noise calculations are provided in Appendix J of this Addendum.

TABLE 4.2-13
OFF-SITE TRAFFIC NOISE IMPACTS – FUTURE

Roadway	Roadway Segment	Calculated Traffic Noise Levels, dBA CNEL		Modified Project Increment (B–A)	Exceeds Significant Threshold?
		Future 2024 (A)	Future Plus Modified Project (B)		
5th St	east of Shatto Pl	56.8	56.8	0.0	No
6th St	west of Vermont Ave	68.1	68.2	0.1	No
	between Vermont Ave and Shatto Place	68.9	69.0	0.1	No
	east of Shatto Pl	68.3	68.4	0.0	No
Shatto Pl	north of 5th St	62.3	62.4	0.1	No
	between 5th St and 6th St	62.1	62.5	0.4	No
	south of 6th St	62.8	63.0	0.2	No
Vermont Ave	north of 5th St	68.3	68.3	0.0	No
	south of 6th St	67.6	67.6	0.0	No

SOURCE: ESA, 2020; Gibson Transportation Consulting, Inc., 2020 (for traffic volumes).

Similar to the Approved Project, the noise level increase on local roadways due to the Modified Project's off-site vehicle trips would not exceed the 3 dBA significance threshold. Therefore, the Modified Project would not result in any new significant impacts. Similar to the Approved Project, off-site operational noise from the Modified Project would not generate substantial permanent increases in ambient noise levels in the vicinity of the project in excess of standards and impacts would be less than significant. No mitigation is required.

On-Site Noise Sources

With respect to on-site operational noise, similar to the Approved Project, the Modified Project would generate noise associated with operation of its on-site uses, including noise generated by its building mechanical equipment, parking structure activities, open space activities and delivery and trash hauling trucks.

Mechanical Equipment

The Modified Project's mechanical equipment would be located within enclosed rooms on the ground floor and on the mechanical level near the top floor of the new tower (Level 41), and would be shielded from nearby land uses by wall enclosures and/or sound screen/parapet walls to attenuate the noise generated and avoid conflicts with adjacent uses. Similar to the Approved Project, the Modified Project would remodel and repurpose the former church building into restaurant uses and mechanical equipment for the former church building would be replaced with new mechanical equipment. All mechanical equipment would be designed with appropriate noise control devices, such as sound attenuators, or acoustics louvers to comply with noise limitation requirements contained in LAMC Section 112.02, which limits the noise from such equipment causing an increase in the ambient noise level by more than five decibels. Therefore, operation of mechanical equipment would comply with the City's mechanical equipment noise limitations and impacts would be less than significant and the Modified Project would not result in any new significant impact.

Emergency Generator

Similar to the Approved Project, the Modified Project would include emergency generator capacity. Like the Approved Project, the maintenance and testing of the emergency generator for the Modified Project would not occur daily, but rather periodically, up to 50 hours per year per SCAQMD 1470. The emergency generator room would be located within an enclosed room on the ground floor and would be screened from public view and shielded from surrounding off-site development. The nearest sensitive receptors include multi-family residential uses adjacent to the loading areas of the Project Site (R3) and are located within approximately 25 feet. Based on a noise survey that was conducted for an equivalent generator by ESA, the generator would generate noise levels of approximately 96 dBA (L_{eq}) at 25 feet.[90] Based on a noise level source strength of 96 dBA at a reference distance of 25 feet, and accounting for barrier-insertion loss by the Modified Project buildings (25 dBA transmission loss due to the building enclosure using common building

[90] The generator noise measurements were conducted at a Verizon facility using the Larson-Davis 820 Precision Integrated Sound Level Meter (SLM) in November 2000. The Larson-Davis 820 SLM is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specification. The microphone was placed at a height of approximately 5 feet above the local grade. Generator noise data provided in Appendix I.

materials)[91] generator-related activity noise would be approximately 71 dBA at the nearest noise-sensitive receptor and would potentially increase the daytime average ambient noise level of 61 dBA L_{eq} by 5 dBA or more. Like the Project, the Modified Project would also result in a potentially significant noise impact from the emergency generator and would implement mitigation measure MM NOISE-4 to reduce the impact to less than significant. With MM NOISE-4, emergency generator noise would be reduced to 56 dBA.

Parking

With respect to parking noise, the Modified Project would provide 470 vehicle parking spaces compared to the Approved Project's 329 spaces. Vehicular access to the Modified Project would be provided via one driveway along Shatto Place along with an ingress-only secondary driveway to a passenger drop-off area that would connect to the primary vehicular driveway lane to the parking garage. Based on the Modified Project's Transportation Analysis, the Modified Project is estimated to generate 146 net new trips and 240 net new trips during the a.m. and p.m. peak hours, respectively.[92] Based on the noise estimation methodology in the Approved SCEA, the Project's highest peak hour vehicle trips, which would be 240 net new trips during the p.m. peak hour, would generate noise levels of approximately 50 dBA L_{eq} at a distance of 50 feet from the Modified Project's parking entrance on Shatto Place. Noise sensitive uses would be located farther than 50 feet away from the parking entrance thereby attenuating (decreasing) noise by a rate of 6 dBA per doubling of distance. These noise levels would be well below the ambient noise levels of 66 dBA at Nobel University and the World Mission University, church, multi-family residences to the north (noise-sensitive receptor R1 as denoted in the 2019 Approved SCEA) and 70 dBA at Young Oak Kim Academy (noise-sensitive receptor R2 as denoted in the 2019 Approved SCEA). Since the parking entrance would be shielded by the Modified Project buildings at noise-sensitive receptors R3 and R4 as denoted in the 2019 Approved SCEA, it would not increase the ambient noise level of 61 dBA along Westmoreland Avenue (noise-sensitive receptors R3 and R4 as denoted in the Approved SCEA). Thus, this impact would be less than significant.

Loading and Unloading, and Trash/Recycling

Loading and unloading activities would occur at the eastern portion of the Project Site within a partially enclosed loading dock. Noise could be generated from delivery truck activities, loading and unloading of goods, and backup alarms. Based on the design of the Modified Project loading dock, trucks would back into the loading dock, which extends westward into the Modified Project building, and loading activities would occur within the partially enclosed loading area. The nearest noise-sensitive receptors include multi-family residential uses to the east at location R3 as denoted in the 2019 Approved SCEA at approximately 50 feet or more away from where loading activities would take place. Based on measured noise levels, delivery truck and loading/unloading operations

[91] Gordon, C.G., W.J. Galloway, B.A. Kugler, and D.L. Nelson. NCHRP Report 117: Highway Noise: A Design Guide for Highway Engineers. Washington, D.C.: Transportation Research Board, National Research Council, 1971.

[92] Gibson Transportation Consulting, Inc., CEQA Thresholds and Non-CEQA Transportation Analysis for the 550 S. Shatto Place Project, September 2020.

at the loading area would generate noise levels of approximately 75 dBA (L_{eq}) at a 5-foot distance,[93] and accounting for distance loss from 5 feet to 50 feet for noise propagation (minimum 20 dBA loss), loading dock noise would be 55 dBA at the nearest noise-sensitive receptors (R3), which would not exceed the ambient noise level of 61 dBA. Since the loading dock would be partially enclosed by the Modified Project building, loading dock noise would not increase the ambient noise levels at the other noise-sensitive receptors (R1, R2, or R4 as denoted in the 2019 Approved SCEA). Thus, impacts to noise-sensitive uses would be less than significant. Trucks equipped with back-up alarms could sound such alarms for several seconds during back-up movements. While the use of back-up alarms from trucks equipped with such devices would be very short-term occurrences and not cause an exceedance of the significance threshold, which is based on an equivalent or time averaged noise level, they may be heard by nearby receptors. Backup alarms are located at the rear of vehicles since the purpose is to notify persons who may be in the reverse pathway of the vehicle. Since the delivery trucks would back into the Modified Project's loading dock toward the west, the back-up alarms would be located on the side of the truck opposite of the easterly sensitive receptors, thereby minimizing backup alarm noise potentially audible at those receptors.

The Modified Project's trash/recycle room would be located in the interior of the building and would be fully enclosed. Therefore, trash/recycle room activities would not increase the ambient noise levels at the noise-sensitive receptors (R1, R2, R3, or R4 as denoted in the 2019 Approved SCEA). Thus, impacts to noise-sensitive uses would be less than significant.

Open Space

Regarding open space noise, the Modified Project would include ground-level restaurants and outdoor patio areas and a central plaza surrounded by an ensemble of buildings composed of a historic church, podium and residential tower. Additionally, the Modified Project would provide an exterior dog run and interior dog care area on level 2. On level 3, community rooms and gym/fitness center, and a landscaped, amenity deck with swimming pool would be provided. At the rooftop level 40, additional communal rooms and landscaped areas are provided.

Similar to the Approved Project, the noise from the Modified Project's commercial uses in the existing repurposed church building associated with the patio seating fronting 6th Street would be confined to the active street corner of West 6th St and Shatto Place. As was determined in the 2019 Approved SCEA, the noise from human conversation and background ambient music from this open space area would be approximately 37 dBA and 41 dBA, respectively, at the closest noise-sensitive receptor, the school use at R2 approximately 150 feet from the patio. The combined noise levels of 37 dBA and 41 dBA would be approximately 42 dBA at the closest noise-sensitive receptor, the school use at R2, which would not exceed the significance threshold of 75 dBA (5 dBA plus the ambient noise levels of 70 dBA).

The central plaza that would front along Shatto Place would include a relatively small 506 square feet of restaurant space. Since the Modified Project buildings generally surround the central plaza

[93] The loading dock facility noise measurements were conducted at a loading dock facility at a Wal-Mart store using the Larson-Davis 820 Precision Integrated Sound Level Meter ("SLM") in May 2003. The Larson-Davis 820 SLM is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specification. The microphone was placed at a height of approximately 5 feet above the local grade. Noise measurement data are provided in Appendix I.

on the north, east, and south, the noise-sensitive receptor that could be impacted by noise from this open space area would be the Nobel University to the northwest. As the Nobel University would be approximately 150 feet or more from the central plaza and restaurant space, the noise level would be about 45 dBA, assuming twice the capacity as the open space area on the corner of West 6th St and Shatto Place. This noise level would be well below the ambient noise levels of 66 dBA at Nobel University.

The level 2 exterior dog run would be located on the north end of the Modified Project. Since the Modified Project buildings surround the exterior dog run on the south and east, the noise-sensitive receptor that could be impacted by noise from this open space area would be the Nobel University to the west and the World Mission University and church to the north. Noise based on typical human conversation is approximately 55 dBA at a distance of 3 feet and noise from loud talking is approximately 74 dBA at a distance of 3 feet.[94] Assuming an occupancy of 20 generating noise equivalent to loud talking from 10 simultaneous sources, the continuous noise level would be approximately 84 dBA L_{eq} at 3 feet. As the Nobel University would be approximately 200 feet from the central portion of the level 2 exterior dog run area, based on a noise level source strength of 86 dBA L_{eq} at a reference distance of 3 feet, and accounting for distance attenuation of 6 dBA per doubling of distance (minimum 36 dBA loss), this outdoor area noise would be approximately 48 dBA at the Nobel University, which would be well below the ambient noise levels of 66 dBA at Nobel University and not exceed the significance threshold of 71 dBA (existing plus 5 dBA).

The World Mission University and church would be approximately 20 feet from the central portion of the level 2 exterior dog run area, based on a noise level source strength of 86 dBA L_{eq} at a reference distance of 3 feet, and accounting for distance attenuation of 6 dBA per doubling of distance (minimum 36 dBA loss), this outdoor area noise would be approximately 68 dBA at the Nobel University, which would not exceed the significance threshold of 71 dBA (existing plus 5 dBA).

The exterior landscaped, amenity deck with swimming pool on level 3 would be located on the east side of the Modified Project, north of the on-site re-purposed church building. The swimming pool and spa area would be regulated by set day and evening hours. The noise-sensitive receptor that could be impacted by noise from this open space area would be the residential uses to the east (R3). Under a conservative scenario, there could be up to approximately 100 people at the communal pool at one time. Noise from human conversation is approximately 55 dBA at a distance of 3 feet and noise from children talking loudly is approximately 74 dBA at a distance of 3 feet.[95] Assuming 50 adults and 50 children, with half of the people talking loudly simultaneously, the continuous noise level would be approximately 91 dBA L_{eq} at 3 feet. Based on a noise level source strength of 91 dBA L_{eq} at a reference distance of 3 feet, and accounting for distance attenuation of 6 dBA per doubling of distance of 50 feet from the central pool area to the residential uses to the east (R3) and barrier-insertion loss provided by the architectural elements and solid barriers including planters with shrubbery and trees and a continuous guardrail along the eastern perimeter (10 dBA insertion loss), the communal pool related noise would be approximately 57 dBA L_{eq} at the multi-

[94] American Journal of Audiology Vol.7 21-25 October 1998. doi:10.1044/1059-0889(1998/012).

[95] American Journal of Audiology Vol.7 21-25 October 1998. doi:10.1044/1059-0889(1998/012).

family residential uses (R3). Sound levels from background music speakers would be approximately 66 dBA at 5 feet (5 dBA plus the ambient noise level of 61 dBA). Based on a noise level source strength of 66 dBA at a reference distance of 5 feet, and accounting for distance attenuation of 6 dBA per doubling of distance and barrier-insertion loss provided by the architectural elements and solid barriers including planters with shrubbery and trees and a continuous guardrail along the eastern perimeter (10 dBA insertion loss), sound levels from amplified speakers would be approximately 36 dBA at the closest multi-family residential uses (R3). Combined noise levels of 57 dBA and 36 dBA would be approximately 57 dBA at the closest multifamily residential uses (R3), which would not exceed the significance threshold of 66 dBA (5 dBA plus the noise levels of 61 dBA). As such, impacts would be less than significant.

The level 40 rooftop would include exterior landscaped areas, fire pits, bar, and a spa and would be regulated by set day and evening hours. The level 40 rooftop would be approximately 442 feet above ground level. At this distance, noise from this rooftop use would attenuate by 43 dBA at the surrounding uses, which are at or near ground level, such that it would not increase the ambient noise environmental for those surrounding uses. For example, a noise level of approximately 72 dBA L_{eq} at 3 feet, which represents 50 people talking simultaneously, would attenuate to approximately 29 dBA L_{eq} at 442 feet. Furthermore, the architectural elements and landscaping around the boundary of the rooftop area would further reduce noise originating from the rooftop area to the outside environment. As such, impacts would be less than significant.

Composite Noise Level Impacts from Modified Project Operations

Similar to the Approved Project, based on the location of the Modified Project noise sources, the only noise-sensitive locations at which composite noise impacts could occur are the multi-family residences (R3) located to the east of the Project Site. The noise-sensitive location R3 is the nearest sensitive receptor and if a noise impact at the location R3 is less than significant, noise impacts at all other noise sensitive receptors will be less than significant because of distance attenuation and attenuation from intervening structures that partially or fully block the line-of-sight. The predominant Modified Project noise source that could potentially affect these off-site sensitive receptors would be noise-generating activities at loading dock and refuse service areas, mechanical equipment, emergency generators, open space activities, and the subterranean parking structure.

Noise associated with activities in the trash/recycling area would not increase the overall ambient noise levels in the Modified Project vicinity, since this area is fully enclosed; therefore, it is not included in the composite analysis. Additionally, since the parking entrance would be shielded by the Modified Project buildings at noise-sensitive receptor R3, it would not increase the ambient noise level of 61 dBA along Westmoreland Avenue; therefore, it is not included in the composite analysis. As shown in **Table 4.2-14,** this analysis conservatively assumes that the Project's operational noise sources would generate maximum noise levels simultaneously. Therefore, the Project's operational composite noise would be less than significant with implementation of MM NOISE-4.

TABLE 4.2-14
COMPOSITE NOISE LEVELS AT SENSITIVE RECEPTOR LOCATION R3 FROM PROJECT OPERATIONS

Operational Noise Sources	Noise Levels, dBA Leq Location R3	
	Without MM NOISE-4	With MM NOISE-4
Existing (Ambient) Noise Level (A)	**61**	**61**
Project Composite Noise Sources		
Mechanical Equipment	51	51
Emergency Generator	71	56 [a]
Loading and Unloading	55	55
Open Spaces	57	57
Off-Site Traffic (Modified Project Only - 6th Street east of Shatto Place)	49.9	49.9
Project Composite Noise Level (B)	**71.3**	**61.6**
Existing Plus Project Composite Noise Level (A + B = C)	**71.7**	**64.3**
Project Increment (C-A)	10.7	3.3
Exceeds Threshold?	Yes	No

[a] Emergency generator noise levels are with implementation of MM NOISE-4.
SOURCE: ESA, 2020.

Similar to the Approved Project, the Modified Project's composite operational noise would not exceed the 5 dBA significance threshold for on-site operational noise sources with implementation of MM NOISE-4. Therefore, the Modified Project would not result in any new significant impacts. Similar to the Approved Project, on-site operational noise from the Modified Project would not generate substantial permanent increases in ambient noise levels in the vicinity of the project in excess of standards and the impact would be less than significant. No additional mitigation beyond what is already included in the 2019 Approved SCEA is required.

Generation of Excessive Groundborne Vibration or Groundborne Noise Levels

Construction Vibration

Less Than Significant with Mitigation Incorporated. The existing buildings located adjacent to the east of the Project Site, denoted as location R3 in the 2019 Approved SCEA, represent the nearest and maximally impacted residential vibration receptor buildings for the Approved Project and for the Modified Project. As discussed in the 2019 Approved SCEA, these buildings could be exposed to vibration velocities of up to 0.99 inches per second PPV, which would exceed the 0.3 inches per second PPV significance threshold for potential building damage (potential building damage for engineered concrete and masonry buildings). Therefore, similar to the Approved Project, the Modified Project would result in potential building damage vibration impacts at the residential buildings to the east of the Project Site (R3) and would be potentially significant without implementation of mitigation measures.

The school use to the southwest of the Project Site, denoted as location R2 in the 2019 Approved SCEA, would be located approximately 150 feet from the Project Site. This represents the nearest

and maximally impacted vibration receptor school buildings for the Approved Project and for the Modified Project. As discussed in the 2019 Approved SCEA, the school uses (R2) would be exposed to vibration levels of up to 0.006 inches per second PPV which would be well below the 0.5 inches per second PPV significant threshold for potential building damage for reinforced-concrete, steel, or timber buildings. Similar to the Approved Project, the Modified Project would not result in building damage vibration impacts at the school and impacts would be less than significant on the school (R2).

The commercial building to the north of the Modified Project Site, which includes the World Mission University and a church, could be exposed to similar vibration velocities of up to 0.99 inches per second PPV as the residential buildings to the east of the Project Site (R3), given that construction activities could occur at a similar distance. This would similarly exceed the 0.3 inches per second PPV significance threshold for potential building damage (potential building damage for engineered concrete and masonry buildings) and would be potentially significant without implementation of mitigation measures.

As was discussed in the 2019 Approved SCEA, the former church building on the Project Site was constructed in 1936 and was identified by SurveyLA as a historical resource. The 2019 Approved SCEA treated this building as a historic resource. In addition, there are two properties in the vicinity of the Approved Project and the Modified Project at 3109 W. 6th Street and 523 S. Westmoreland Avenue that were identified as potential historical resources. The historic buildings, including the 1936 church, 3109 West 6th Street building, and 523 South Westmoreland Avenue building, would be exposed to vibration velocities of up to 0.99 inches per second PPV. These values would exceed the 0.5 inches per second PPV significance threshold for potential building damage for the former church building (potential building damage for reinforced-concrete, steel, or timber buildings) and the 0.3 inches per second PPV significance threshold for potential building damage for the two properties in the Project Vicinity at 3109 W. 6th Street and 523 S. Westmoreland Avenue (potential building damage for engineered concrete and masonry buildings). Therefore, similar to the Approved Project, construction of the Modified Project would potentially generate vibration impacts at these historic resources that would be potentially significant without implementation of mitigation measures.

With respect to potential human annoyance from vibration, impacts are evaluated for places where people may sleep, such as residences. Similar to the Approved Project, the Modified Project would generate vibration levels that could expose the multi-family residential uses located adjacent to the east of the Project Site (R3) to groundborne vibration levels of up to 108 VdB from the use of a large dozer, which would exceed the 72 VdB threshold for human annoyance.[96] The school uses to the southwest of the Project Site (R2) would be located approximately 150 feet from the Project Site would be exposed to vibration levels of up to 58 VdB which would be below the 72 VdB perception threshold for human perception. Therefore, vibration impacts for human annoyance would be potentially significant for the multi-family residential uses at to the east of the Project Site (R3).

[96] Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Table 8-1, May 2006.

As discussed previously, the relationship between groundborne vibration and groundborne noise depends on the frequency content of the vibration and the acoustical absorption characteristics of the receiving room. For typical buildings, groundborne vibration results in groundborne noise levels that are approximately 25 to 40 decibels lower than the velocity levels.[97] As discussed above, the nearest noise-sensitive uses adjacent to the east of the Project Site could be exposed to groundborne vibration levels of up to 108 VdB from the use of a large dozer, which would exceed the 72 VdB threshold for human annoyance.[98] As stated above, groundborne vibration results in groundborne noise levels approximately 25 to 40 decibels lower than the velocity level.[99] Nonetheless, since groundborne noise is a direct result of groundborne vibration, groundborne noise would be considered significant without implementation of mitigation measures.

Therefore, the Modified Project would not result in any new significant impacts. Similar to the Approved Project, construction of the Modified Project could generate excessive groundborne vibration or groundborne noise levels of up to 0.99 inches per second PPV that may have significant impact at the multi-family residential uses adjacent to the east of the Modified Project and mitigation is required. The Modified Project could generate similar vibration velocities of up to 0.99 inches per second PPV at the commercial building to the north. In addition, similar to the Approved Project, the Modified Project could generate excessive groundborne vibration or groundborne noise levels that may have significant impact at the historic buildings, which include the on-site 1936 church, and the office 3109 W. 6th Street building and 523 S. Westmoreland Avenue building. Like the Approved Project, with implementation of mitigation measures MM NOISE-5, MM NOISE-6, and MM NOISE-7, with slight modifications to account for the office building parcel (514 S. Shatto Place) that is part of the Modified Project Site, Modified Project construction vibration impacts would be mitigated to less than significant.

Operational Vibration

Less Than Significant. Similar to the Approved Project, the Modified Project would not include substantial sources of vibration-generating activities or equipment on the Project Site. Like the Approved Project, the Modified Project's operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, emergency generator, and exhaust fans, which would produce limited levels of vibration. The primary source of transient vibration would include passenger vehicle circulation within the proposed parking area, delivery and trash trucks, and moving vans, which also produces limited levels of vibration. The groundborne vibration sources associated with the Modified Project's fixed mechanical equipment would generate groundborne vibration of up to 45 VdB at the nearest vibration-sensitive residential buildings, which would not exceed the threshold of 72 VdB for human annoyance.[100] According to the FTA, if the roadway is fairly smooth, the vibration from rubber-tired traffic is rarely perceptible, with the threshold of perception for humans at approximately 65 VdB.[101] The Modified Project's parking areas would be paved with smooth and

97 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, page 7-6, May 2006.

98 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Table 8-1, May 2006.

99 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, page 7-6, May 2006.

100 America Society of Heating, Refrigerating and Air-Conditioning Engineers, Inc., Heating, Ventilating, and Air-Conditioning Applications, 1999.

101 FTA, *Transit Noise and Vibration Impact Assessment Manual*, 2018, pages 112 and 113.

maintained surfaces, and vehicles would be traveling at very low speeds minimizing vibration levels. Parking area vibration would also be confined to the immediate area and would not be expected to be perceptible off the Project Site. Therefore, parking area vibration would not exceed the significance threshold of 72 dBA at off-site sensitive residential uses. Since groundborne noise is a direct result of groundborne vibration, groundborne noise impacts would also not occur.

Therefore, the Modified Project would not result in any new significant impact. Similar to the Approved Project, operation of the Modified Project would not generate excessive groundborne vibration or groundborne noise levels and the impact would be less than significant. No mitigation is required.

Expose People Residing or Working in the Project Area to Excessive Noise Levels from a Private Airstrip or an Airport

No Impact. The Project Site is not located within the vicinity of a private airstrip or an airport land use plan area or within 2 miles of a public airport or public use airport. Therefore, like the Approved Project, construction or operation of the Modified Project would not expose people to excessive airport related noise levels and no impact would occur.

Cumulative Impacts: Noise and Vibration

Construction

Similar to the Approved Project, noise from on-site construction activities of the Modified Project and related projects would be localized, thereby potentially affecting areas immediately within 500 feet from the construction sites. The 2019 Approved SCEA identified one related project in the Approved Project vicinity within approximately 500 feet of the Project Site, the Vermont Corridor Project. This same related project would also be the only related Project within approximately 500 feet of the Modified Project.

As was discussed in the 2019 Approved SCEA, like the Modified Project, this related project would be subject to LAMC Section 41.40, which limits the hours of allowable construction activities. In addition, this related project would be subject to LAMC Section 112.05, which prohibits any powered equipment or powered hand tools from producing noise levels that exceed 75 dBA at a distance of 50 feet from the noise source within 500 feet of a residential zone. Noise levels are only allowed to exceed this noise limitation under conditions where compliance is technically feasible. Furthermore, this related project is County-owned and subject to the County's construction noise standards in County Code Section 12.08.440, Construction Noise, which prohibits construction equipment during weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, such that the sound there from creates a noise disturbance across a residential or commercial real-property line. Section 12.08.440 includes construction noise limits based on the duration of equipment use (i.e., short- or long-term), type of land use, (i.e., single-family residential, multifamily residential, or semi-residential/ commercial) and the time period with daytime construction noise limit of 75 dBA at single-family residences, 80 dBA at multifamily residences, and 85 dBA at semi-residential/commercial areas.

As previously discussed, potentially significant noise impacts during Modified Project construction would be reduced to a less-than-significant level through compliance with applicable regulations,

implementation of PDF NOISE-1 and PDF NOISE-2, and implementation of mitigation measures MM NOISE-1, MM NOISE-2, and MM NOISE-3. The EIR for the Vermont Corridor Project concluded that with mitigation, its construction impacts would be less than significant after implementation of feasible mitigation. The construction of Vermont Corridor Project would not increase the ambient noise levels at the multifamily residential uses located to the north of the Modified Project (denoted as location R1 in the 2019 Approved SCEA) but would increase the ambient noise levels by up to 2.2 dBA at the school uses to the south of the Modified Project (denoted as location R2 in the 2019 Approved SCEA) based on a mitigated construction noise level of approximately 71.4 dBA L_{eq}.[102] Modified Project construction noise levels would be well below the significance threshold of 75 dBA at the school uses (R2) with a maximum noise level of approximately 64 dBA L_{eq}. If these noise levels were to combine, the noise level would be approximately 72 dBA based on the logarithmic summation of the decibel scale, which would not exceed the significance threshold. Therefore, if construction of the Vermont Corridor Project were to overlap with construction of the Project, cumulative construction noise impacts would not occur. All other related projects are located more than 500 feet from the Project Site and would not contribute substantially to cumulative on-site construction noise impacts. As such, cumulative impacts associated with on-site construction noise would be less than significant with implementation of the above PDFs and mitigation measures for the Modified Project.

Similar to the Approved Project, cumulative off-site construction noise impacts could occur if off-site construction noise from the related project were to combine with the Modified Project's off-site construction noise impacts if the related projects were under construction concurrently with the Modified Project. The Vermont Corridor Project is required to implement mitigation measure MM NOI-5 as specified in its EIR, which restricts construction truck traffic to truck routes approved by the City of Los Angeles Department of Building and Safety and that avoids residential areas and other sensitive receptors to the extent feasible.[103] Similar to the Modified Project, the related project applicant would also be required to prepare and submit to LADOT for approval a construction management plan to minimize construction traffic noise impacts. Therefore, the Modified Project would not result in any new significant impacts. Similar to the Approved Project, construction of the Modified Project would not result in cumulatively considerable noise levels and cumulative impacts would be less than significant. No mitigation is required.

With respect to cumulative vibration, as discussed previously, the nearest residential building contains the multi-family residences (location R3 as denoted in the 2019 Approved SCEA) to the east of the Project, which is approximately 5 feet from the Project Site. Similar to the Approved Project, these maximum impacted residences would be exposed to vibration velocities up to 0.99 inches per second PPV. These values would exceed the 0.3 inches per second PPV significance threshold for structural damage. The residences would be also be exposed to groundborne noise levels up to 108 VdB. The commercial building to the north of the Modified Project Site could also

[102] County of Los Angeles, Environmental Impact Report: Vermont Corridor Project, Section 4.10 Noise, November 2017. Available at: https://www.lacdc.org/docs/default-source/economic-dev/vermont-corridor/4-10-noise-(vermont-corridor)-public-review-deir-110317.pdf?sfvrsn=870884bd_2. Accessed September 2020.

[103] County of Los Angeles, Environmental Impact Report: Vermont Corridor Project, Mitigation Monitoring and Reporting Program, May 2018. Available at: https://www.lacdc.org/docs/default-source/economic-dev/vermont-corridor/vermont-corridor---final-environmental-impact-report.pdf?sfvrsn=829380bd_2. Accessed September 2020.

be exposed to similar vibration velocities of up to 0.99 inches per second PPV. However, with the incorporation of mitigation measures MM NOISE-5 and MM NOISE-6, the Modified Project would reduce the maximum vibration impact associated with construction activities to a less-than-significant level.

Construction of the Vermont Corridor Project was determined to result in a less-than-significant impact for construction vibration.[104] At a distance of 90 feet and greater, vibration levels from the Vermont Corridor Project would not exceed building damage or human annoyance thresholds. Furthermore, the distance from the Vermont Corridor Project and the multi-family residential uses at location R3 is approximately 300 feet and the distance from the Vermont Corridor Project and the commercial building north of the Modified Project Site is approximately 130 feet, which would result in substantial attenuation of vibration. Therefore, the Modified Project would not result in any new significant impacts. Similar to the Approved Project, construction of the Modified Project would not result in cumulatively considerable vibration levels and cumulative impacts would be less than significant. No mitigation is required.

Operation

Similar to the Approved Project, cumulative noise impacts for the Modified Project would occur primarily as a result of increased traffic on local roadways from buildout of the Modified Project and the related projects. Table 4.2-15 presents the change in mobile source noise resulting from Modified Project implementation as compared to cumulative future buildout year conditions. As shown, the off-site roadway traffic volumes associated with Modified Project operation plus cumulative future buildout would result in a maximum increase in CNEL of 1.6 dBA along Shatto Place between 5th and 6th Street. Noise calculations are provided in Appendix J of this Addendum.

[104] County of Los Angeles, Environmental Impact Report: Vermont Corridor Project, Section 4.10 Noise, November 2017. Available at: https://www.lacdc.org/docs/default-source/economic-dev/vermont-corridor/4-10-noise-(vermont-corridor)-public-review-deir-110317.pdf?sfvrsn=870884bd_2. Accessed September 2020.

TABLE 4.2-15
OFF-SITE TRAFFIC NOISE IMPACTS – CUMULATIVE

Roadway	Roadway Segment	Calculated Traffic Noise Levels, dBA CNEL		Modified Project Increment (B–A)	Exceeds Significant Threshold?
		Existing (A)	Future Plus Modified Project (B)		
5th St	east of Shatto Pl	56.7	56.8	0.2	No
6th St	west of Vermont Ave	67.6	68.2	0.6	No
	between Vermont Ave and Shatto Place	68.4	69.0	0.5	No
	east of Shatto Pl	67.9	68.4	0.5	No
Shatto Pl	north of 5th St	62.0	62.4	0.3	No
	between 5th St and 6th St	60.9	62.5	1.6	No
	south of 6th St	62.6	63.0	0.4	No
Vermont Ave	north of 5th St	67.5	68.3	0.7	No
	south of 6th St	67.0	67.6	0.7	No

SOURCE: ESA, 2020; Gibson Transportation Consulting, Inc., 2020 (for traffic volumes).

Similar to the Approved Project, the noise level increase on local roadways due to the Modified Project's off-site vehicle trips plus cumulative future buildout vehicle trips would not exceed the 3 dBA significance threshold. Therefore, the Modified Project would not result in any new significant impacts. Similar to the Approved Project, off-site operational noise from the Modified Project would not result in a cumulatively considerable noise impact. No mitigation is required.

Compliance with LAMC Section 112.02 that limits stationary-source noise from items such as roof-top mechanical equipment, operational noise levels would be less than significant at the property line for each related project. For this reason, on-site operational noise produced by any related project would not result in a substantial or noticeable additive increase to Project-related on-site operational noise levels. Therefore, the Modified Project would not result in any new significant impacts. Similar to the Approved Project, on-site operational noise from the Modified Project would not result in a cumulatively considerable noise impact. No mitigation is required.

As indicated in the discussion above, the groundborne vibration and groundborne noise associated with the Modified Project's operation would not generate excessive groundborne vibration and groundborne noise levels. Operation of the Vermont Corridor Project, was determined to result in a less-than-significant impact for operational vibration.[105] The distance from the Vermont Corridor Project and the multi-family residential uses at location R3 is approximately 300 feet, which would result in substantial attenuation of vibration. Therefore, the Modified Project would not result in any new significant impact. Similar to the Approved Project, operation of the Modified Project

[105] County of Los Angeles, Environmental Impact Report: Vermont Corridor Project, Section 4.10 Noise, November 2017. Available at: https://www.lacdc.org/docs/default-source/economic-dev/vermont-corridor/4-10-noise-(vermont-corridor)-public-review-deir-110317.pdf?sfvrsn=870884bd_2. Accessed September 2020.

and the Vermont Corridor Project would not result in a cumulatively considerable vibration impact at the nearest sensitive receiver to both projects. No mitigation is required.

Findings Related to Noise and Vibration

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA. The Modified Project would not result in new significant environmental impacts related to noise and vibration, and there would not be a substantial increase in the severity of impacts described in the 2019 Approved SCEA.

Project Design Features

The following Project Design Features pertaining to noise and vibration that were identified in the 2019 Approved SCEA are applicable to the Modified Project. For the Modified Project, PDF NOISE-4 is revised to reflect the appropriate outdoor patio areas and amenity deck levels, with deletions provided in strikeout text and additions provided in underlined text.

> **PDF NOISE-1:** The Project shall limit construction and demolition to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays or holidays (City observed).
>
> **PDF NOISE-2:** The Project will not require or allow the use of impact pile drivers.
>
> **PDF NOISE-3:** The Project will not allow any delivery truck idling for more than 5 consecutive minutes in the loading area pursuant to State regulation (Title 13 California Code of Regulations, Section 2485). Signs will be posted in delivery loading areas specifying this idling restriction.
>
> **PDF NOISE-4:** The Project will not require or allow operation of any amplified sound system in the outdoor areas except for downward or inward facing speakers playing background music that will be confined to the outside ground-level dining patio areas in the central plaza and along West 6th Street and the amenity decks on levels ~~2, 30, and 31~~3 and 40.

Mitigation Measures

The following mitigation measures were required for noise and vibration in the 2019 Approved SCEA and are applicable to the Modified Project. The mitigation measures have been slightly modified to account for the office building parcel (514 S. Shatto Place) that is part of the Modified Project Site and to provide for a more specific communication protocol with Young Oak Kim Academy during the Modified Project's construction. Based on the noise and vibration analyses presented above, the modifications to the mitigation measures ensure that Modified Project's noise and vibration impacts would be reduced to the same less than significant level as in the 2019 Approved SCEA and that the measures are at least as stringent as the measures included in the 2019 Approved SCEA. Text deletions are shown in strikeout format and additions in underlined format.

MM NOISE-1: The Project shall implement construction noise reduction strategies to reduce noise levels from construction affecting the noise-sensitive residential receptors located to the east of the Project Site, with a performance standard of achieving a construction noise level of less than 66 dBA L_{eq} at the noise-sensitive residential receptors adjacent to the east of the Project Site and the university and church use directly to the north of the Project Site. The noise reduction strategies shall include one or a combination of the following to achieve the performance standard.

- Use construction equipment, fixed or mobile, that individually generates less noise than presumed in the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). Examples of such equipment are medium, compact, small, or mini model versions of backhoes, cranes, excavators, loaders, or tractors; or newer model equipment; or other applicable equipment that are equipped with reduced noise-generating engines. Construction equipment noise levels shall be documented based on manufacturer's specifications. The construction contractor shall keep construction equipment noise level documentation on-site for the duration of Project construction.

- Noise-generating equipment operated at the Project Site shall be equipped with California industry standard noise control devices to effectively reduce noise levels, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. The reduction in noise level from noise shielding and muffling devices shall be documented based on manufacturer's specifications. The construction contractor shall keep noise shielding and muffling device documentation on-site and documentation demonstrating that the equipment has been maintained in accordance with the manufacturers' specifications on-site for the duration of Project construction.

- Construction and demolition activities shall be scheduled so as to minimize or avoid operating multiple heavy pieces of equipment such as a large dozer, concrete saw, and excavator, simultaneously at the perimeter of the Project Site along the eastern boundary of the Project Site.

- The Project shall provide temporary minimum 8-foot-tall construction noise barriers along property lines facing adjacent off-site residential buildings to the east and northeast and off-site university and church use adjacent to the north. The temporary barriers shall at a minimum remain in place during early Project construction phases (up to the start of framing) when the use of heavy equipment is prevalent. Standard construction protective fencing with green screen or pedestrian barricades for protective walkways shall be installed along property lines facing streets or commercial buildings. All temporary barriers, fences, and walls shall have gate access as needed for construction activities, deliveries, and site access by construction personnel. The Applicant shall ensure through appropriate postings and frequent visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are

accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner (i.e., free of trash, graffiti, peeling postings and of uniform paint color or graphic treatment) throughout the construction period The construction management company's name and telephone number(s) shall be posted at a least one location along each street frontage that borders the Project Site.

- The Project shall stage noise-generating construction equipment as far away from the noise-sensitive receptors adjacent to the east of the Project Site as practicable; minimize the number of noise-generating construction equipment in simultaneous use; and/or provide other noise-reducing techniques.

The effectiveness of the noise reduction strategies to achieve the performance standard shall be documented by on-site noise monitoring conducted by a qualified acoustical analyst using a Type 1 instrument in accordance with the American National Standards Institute (ANSI) S1.4. Noise monitoring shall be conducted during early Project construction phases when the use of heavy equipment is prevalent.

MM NOISE-2: The Applicant shall designate a construction relations officer to serve as a liaison with surrounding residents and property owners who is responsible for responding to any concerns regarding construction. The liaison's telephone number(s) shall be prominently displayed at the Project Site. Signs shall also be posted at the Project Site that include permitted construction days and hours. In addition, no less than 30 days prior to the start of construction, the Applicant shall also meet with the principal, or other designated representatives, of Young Oak Kim Academy, including the LAUSD's Transportation Branch to discuss Project construction dates, the Construction Management Plan, and provide information regarding the construction relations officer who would serve as the liaison to the community.

MM NOISE-3: Due to potential noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on W. 6th Street between Vermont Avenue and Shatto Place and on Shatto Place between W. 6th Street and Wilshire Boulevard ~~these streets~~ during school hours.

MM NOISE-4: The Project shall install a sound enclosure or equivalent noise attenuation measures for the Project's operational emergency generators that shall provide a minimum noise reduction of 15 dBA. The generator would generate noise levels of approximately 81 dBA (L_{eq}) at 25 feet with the noise attenuation measures. At Plan Check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

MM NOISE-5: The Project shall implement construction vibration reduction strategies to reduce vibration levels from construction affecting vibration-sensitive receptors on the Project Site, to the east of the Project Site, and adjacent to the north of the Project Site, with a performance standard of achieving a construction vibration level of less than 0.5 inches per second PPV at the face of the on-site former church building, less than 0.3 inches per second PPV at the face of the 500 Shatto Place building, 3109 West 6th Street building and the 523 South Westmoreland Avenue building, and 72 VdB or less at occupied

vibration-sensitive residential receptors adjacent to the east of the Project Site. Vibration reduction strategies shall include one or a combination of the following to achieve the performance standards.

- Use construction equipment, fixed or mobile, that individually generates less vibration than presumed in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual. Examples of such equipment are medium, compact, small, or mini model versions of bulldozers, drills, or trucks; or newer model equipment with lower vibration levels; or other applicable equipment that are equipped with reduced vibration-generating engines. Construction equipment vibration levels shall be documented based on manufacturer's specifications or other equipment or testing documentation. The construction contractor shall keep construction equipment vibration level documentation on-site for the duration of Project construction.

- Prior to obtaining a building permit, the effectiveness of the vibration reduction strategies to achieve the performance standard shall be documented in a vibration study conducted by a qualified acoustical/vibration engineer based on detailed Project plans for Plan Check.

MM NOISE-6: Prior to construction, the Applicant shall retain the services of a qualified acoustical/vibration engineer to review the proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the on-site former church building, the 500 Shatto Place building, the 3109 West 6th Street building, and the 523 South Westmoreland Avenue building.

- The Applicant and qualified acoustical/vibration engineer shall conduct a pre-construction survey that visually identifies the existing conditions of the on-site former church building, the 500 Shatto Place building, the 3109 West 6th Street building, and the 523 South Westmoreland Avenue building.

- During construction, the contractor shall install and maintain at least one continuously operational automated vibrational monitors on the on-site former church building, the 500 Shatto Place building, the 3109 West 6th Street building, and the 523 South Westmoreland Avenue building. The monitors shall be capable of being programmed with two predetermined vibratory velocities levels:

    a) On-site former church building: a first-level alarm equivalent to a 0.48 inches per second PPV at the face of the on-site former church building and a regulatory alarm level equivalent to 0.5 inches per second PPV at the face of the on-site former church building.

    b) 500 Shatto Place building, 3109 West 6th Street building and the 523 South Westmoreland Avenue building: a first-level alarm equivalent to a 0.28 inches per second PPV at the face of the 500 Shatto Place building, the 3109 West 6th Street building and the 523 South Westmoreland Avenue building and a regulatory alarm level equivalent to 0.3 inches per second PPV at the face of the

500 Shatto Place building, the 3109 West 6th Street building and the 523 South Westmoreland Avenue building.

- The monitoring system shall produce real-time specific alarms (for example, via text message and/or email to on-site personnel) when velocities exceed either of the predetermined levels. In the event of a first-level alarm, feasible steps to reduce vibratory levels shall be undertaken, including but not limited to halting/staggering concurrent activities and utilizing lower-vibratory techniques. In the event of an exceedance of the threshold level, the contractor shall review the construction work in the vicinity and investigate construction methods that would reduce vibration levels in the vicinity. If it is determined that the construction work is causing an exceedance of the vibration threshold level, the contractor shall also visually inspect the on-site former church building, the 500 Shatto Place building, the 3109 West 6th Street building, and the 523 South Westmoreland Avenue building for damage. Results of the inspection shall be logged. In the event damage occurs to finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant, and if warranted, in a manner that meets the Secretary of the Interior's Standards.

In addition, the Historical Resource Assessment Report (November 2018) and the Historic Resources Technical Report Addendum (September 2020)[106] includes a mitigation measure to reduce the potential impacts to the buildings during construction:

> **MM NOISE-7:** Prior to the issuance of grading permits, the Applicant will provide a shoring plan prepared by a qualified structural engineer who meets the relevant Secretary of the Interior's Professional Standards, for review and approval by the City of Los Angeles. The shoring plan will ensure the protection of the on-site former church building on the Project Site, as well as the potential historic resources adjacent to the Project Site at 3109 West 6th Street and 523 South Westmoreland Avenue, during construction.

4.14 Population and Housing

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the 2019 Approved SCEA. Subsequent to approval of the Approved Project, the applicant purchased a lot to the north of the approved Project Site containing an existing 27,843 square foot office building (514 S. Shatto Place). Refer to Section 5.14, *Population and Housing*, of the 2019 Approved SCEA for an in-depth discussion of these features of the existing environmental setting and potential impacts with regards to population and housing.

[106] Historic Resources Group, Historic Resource Assessment Report, 550 S. Shatto Place, Los Angeles, November, 2018; Historic Resource Technical Report - Addendum, 514-550 S. Shatto Place, Los Angeles, September 2020.

2019 Approved SCEA

Induce Substantial Unplanned Population Growth

Less Than Significant Impact. The Approved Project would provide infill replacement development within a currently developed urban setting. It would not add new infrastructure beyond that required to connect the Approved Project to existing utility lines, and adjacent roadways. Therefore, the Approved Project would not directly or indirect induce unplanned population growth.

The Approved Project would replace the existing school uses with new residential, office, and commercial uses. The Approved Project's mix of uses would result in a reduced employment population at the Project Site and an increase in resident population and housing units. The Project would provide 256 residential units (inclusive of 29 units that would be restricted for Extremely Low Income households), 12,800 sf of commercial uses, and 2,507 sf of office uses. The changes in Project Site population are reported in **Table 4.2-16**, *Estimated Population Growth (Approved Project)*

TABLE 4.2-16
ESTIMATED POPULATION GROWTH (APPROVED PROJECT)

Use	Units or Square Feet	Average Household Size[a] or Employment Generation Factor[b]	Total Population or Employees
Existing Development			
Existing School			28[c]
Proposed Residential	256	2.43	622
Employment			
Proposed Restaurant	12,800	0.00271/1,000 sf	35
Proposed Office	2,507	0.00479/1,000 sf	13
Total Employment			*48*
Net Employment Increase			**+20**

[a] The average household size reflects the Citywide Person Per Household factor for multifamily units, provided by the Department of City Planning Demographics Unit (e-mail from Jonathan Chang to Jessie Fan, ESA, February 8, 2018), and as published in the 2016 American Community Survey.

[b] The employee generation factors for commercial uses is based on the retail employee generation factor included in the Los Angeles Unified School District, 2018 Developer Fee Justification Study, March 2018. https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/921/LAUSD%20Dev%20Fee%20Study%202018%20FINAL.pdf.

[c] Based on staff information provided at https://www.e-nca.org/about/staff.cfm. Accessed Oct 1, 2018. An additional 3 employees were assumed for janitorial/landscaping services.

SOURCE: ESA, 2018.

As indicated, in Table 4.2-16, the Approved Project's 256 residential units are estimated to result in a residential population of approximately 622 residents. As the Approved Project would replace existing school uses with new restaurant and office employment, the Project would result in a net increase of 20 employees.

The interpolated 2018 baseline population, housing and employment estimates for the City of Los Angeles, the estimated growth projections for 2021 (Project buildout year), and SCAG's 2040 growth projections (SCAG Projection Horizon), all based on the SCAG 2016 RTP/SCS, are shown

below in **Table 4.2-17**, *Projected Population, Housing and Employment Estimates for the City of Los Angeles*, and are discussed in more detail below. As shown in Table 4.2-17, the City's population is expected to grow by 1.8 percent, the number of households/occupied housing units is expected to increase by 2.9 percent, and the number of employees is expected to grow by 3.5 percent between 2018 and 2021.

TABLE 4.2-17
PROJECTED POPULATION, HOUSING AND EMPLOYMENT ESTIMATES FOR THE CITY OF LOS ANGELES

		2021 (Project Buildout Year)			2040 (SCAG Projection Horizon)		
	2018 (Project Baseline)	Projected	Total Growth	Percentage Increase as Compared to 2018	Projected	Total Growth	Percentage Increase as Compared to 2018
Population	3,974,125	4,045,367	71,242	1.8%	4,609,400	635,275	16.0%
Housing	1,412,425	1,453,233	40,808	2.9%	1,690,300	277,875	19.7%
Employment	1,848,725	1,913,140	64,415	3.5%	2,169,100	320,375	17.3%

SOURCE: Based on SCAG data prepared for the 2016 RTP/SCS. Compiled by ESA, 2018.

The Approved Project is estimated to result in a new residential population of approximately 622 residents and 20 net new employees. These contributions are compared, in **Table 4.2-18**, *Project Population, Housing, and Employment Impacts for the City of Los Angeles*, to the growth projections shown from the SCAG 2016-2040 RTP/SCS for the City.

TABLE 4.2-18
PROJECT POPULATION, HOUSING, AND EMPLOYMENT IMPACTS FOR THE CITY OF LOS ANGELES

	Project Increase[a]	SCAG Projected Growth[b]	Project Percentage of Growth
Population			
2018–2021 Buildout	622	71,242	0.9%
2018–2040 Projection Horizon	622	635,275	0.1%
Households			
2018–2021 Buildout	256	40,808	0.6%
2018–2040 Projection Horizon	256	277,875	0.1%
Employment			
2018–2021 Buildout	20	64,415	>0.1%
2018–2040 Projection Horizon	20	320,375	>0.01%

[a] From Table 5-26
[b] From Table 5-27
SOURCE: ESA, 2018. Based on SCAG 2016 RTP/SCS projections.

As shown in Table 4.2-18, the Approved Project's estimated 622 residents would be well within, and would comprise less than 1.0 percent of, SCAG's estimated 2021 population growth of 71,242 persons. SCAG's longer-term projected 2040 population increase for the City area is 635,275 residents, for a total residential population of 4,609,400; the Approved Project's residential

population would also be well within, comprising approximately 0.1 percent of, SCAG's total population increase for the City between 2018 and 2040.

The Approved Project would induce planned population growth directly through the introduction of 256 housing units on the Project Site, which currently has no residential uses. However, as Table 4.14-3 shows, the Project's 256 housing units would be well within SCAG's year 2021 estimated increase of 40,808 households within the City, and would comprise 0.6 percent of that figure. The Approved Project's new housing units would also be well within SCAG's 2040 estimated increase of 277,875 households within the City and would comprise 0.1 percent of that figure.

In addition, the Approved Project's growth would contribute toward the attainment of City and regional goals and policies to encourage housing development in the greater Los Angeles area. In particular, Objective 4.2 of the Housing Chapter states that the City should "[e]ncourage[s] the location of new multifamily housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods."[107]

As stated above, the Approved Project's development is located within a HQTA, and would help the City increase planned housing growth in its HQTAs. While HQTAs account for only three percent of the total land area in SCAG's region, HQTAs are expected to accommodate 46 percent and 55 percent of future household and employment growth, respectively, between 2012 and 2040.[108] Developments within HQTAs are intended to produce high-quality housing with consideration to urban design, construction, and durability, and result in increased ridership on important public transit investments. The Project Site is located approximately 500 feet from the Metro Wilshire/Vermont Metro Rail Station and close to other modes of transit.

The Approved Project is also substantially consistent with City and regional policies regarding the location of development and preferred development patterns for the region. The SCAG Regional Housing Needs Assessment (RHNA), as addressed in the City's General Plan Housing Element identifies needed housing stock to meet the regional housing needs. The City's 2013-2021 Housing Element is based on the updated 2012 RHNA. Table 1.29 of the Housing Element provides a City needs assessment allocation of 82,002 housing units of which 35,412 units, or 43.2 percent, would be for above moderate income households. The remaining needs include 10,213 very low-income units (12.5 percent). The Approved Project would provide 256 new residential units, including 29 units that would be restricted for Extremely Low Income households. Thus, the Approved Project would support the RHNA by contributing to both the overall housing supply and to the availability of housing for Extremely Low Income households.

The Approved Project's provision of residential development at the Project Site is substantially consistent with the planned growth and sustainability policies of SCAG's 2016-2040 RTP/SCS, which are to create denser communities connected by public transportation. The Project Site is also

[107] City of Los Angeles, General Plan Framework, Chapter 4 Housing, Goals, Objectives, and Policies. https://planning.lacity.org/cwd/framwk/chapters/04/04.htm Accessed November 21, 2018.

[108] SCAG, 2016 RTP/SCS, page 75. Accessed November 21, 2018.

located within a designated City of Los Angeles TPA and within an area meeting SCAG's definition of an HQTA and TOD; the population growth generated by the Project is considered to be substantially consistent with the City's and SCAG's growth policies.

Therefore, impacts with respect to inducing substantial unplanned population growth would be less than significant and no mitigation measures are required.

Displace Substantial Numbers of Existing People or Housing

No Impact. The Project Site is currently developed with existing school-related buildings and a surface parking lot. There are no housing units or people dwelling on the Project Site. No housing would be removed or destroyed, and no displacement would occur as a result of the Approved Project. No impact would occur with respect to the displacement of people or housing that would necessitate the construction of replacement of housing elsewhere and no mitigation measures are required.

Cumulative Impacts: Population and Housing

Less Than Significant Impact. Of the 118 development projects on the related projects list, 95 include residential components. These 95 related projects with residential components include a total of 15,822 housing units with a corresponding population of 38,931 persons, without taking into account any existing residential units that might be demolished to allow for development of the related projects.

When combined with the Approved Project's 256 net new units and increase of 622 in population, the total number of housing units is 16,078 units and the total population would be 39,553. The total number of employees for the related projects would be 4,108 employees and, when combined with the Approved Project's 20 net new employees, the total number of employees would be 4,128.

Table 4.2-19, *Cumulative Population, Housing, and Employment Growth within the City of Los Angeles*, compares the growth of these related projects, together with the Approved Project, to the 2016 RTP/SCS 2040 horizon year projections.

TABLE 4.2-19
CUMULATIVE POPULATION, HOUSING, AND EMPLOYMENT GROWTH WITHIN THE CITY OF LOS ANGELES

	Cumulative Increase Including Proposed Project	SCAG Projected Growth[a]	Cumulative Percentage of Growth
Population	39,553	635,275	6.2%
Households	16,078	277,875	5.8%
Employment	4,128	320,375	1.3%

[a] From Table IV.J-1.
SOURCE: ESA, 2018.

The cumulative growth shown in Table 4.2-19 reflects a broad mix of development including residential, office and retail uses, as well as miscellaneous uses including museums and community centers. The related projects would be implemented over a longer time period than the expected

buildout date of the Approved Project, with many developments consisting of longer range plans for development and/or phased developments that would extend further out in time.

The Koreatown area is currently developed with a substantial infrastructure system in place to meet the needs of current and anticipated development, consistent with growth patterns identified in applicable SCAG and City plans. Further, the cumulative development is within the planned growth estimates and growth distribution patterns accounted for within the SCAG projections and policies. The estimate of cumulative growth for population, housing, and employment is well within the projected estimates for the City. The estimate of cumulative population growth in the larger Project Site vicinity, the 39,553 new people to the area, constitute 6.2 percent of the population growth for the 2040 horizon year. The 16,078 cumulative dwelling units within the City constitutes 5.8 percent of SCAG's projected housing growth in the City by 2040. The employment population associated with the cumulative growth would represent 1.3 percent of the projected new employment population Citywide by year 2040.

All the related projects are being proposed and/or developed in existing, developed areas, and would be consistent with plan policies that serve as a guide for providing services and infrastructure. The cumulative development in the City will provide opportunities for residents to locate within the HQTA, and more particularly the Koreatown area with its substantial transit facilities, thus reducing demand for development in lower-density areas of Los Angeles and achieving greater efficiency in the provision and use of services and infrastructure, in keeping with SCAG goals and policies.

Furthermore, the calculation of estimated housing growth, population growth, and employment growth is conservative as many of the related projects are replacement projects, without netting out existing development; some of the related projects may have been completed and accounted for in existing population estimates; and some of the related projects may not be developed at all.

As discussed above, the projected cumulative population, household, and employment growth would be within the 2040 SCAG projections identified in the 2016-2045 RTP/SCS for the City, in an area that is currently built out with existing infrastructure intended to be the site of future planned growth.

The Approved Project would be a less than significant cumulative impact from unplanned population and housing growth or from displacing substantial numbers of existing people or housing that would require replacement housing elsewhere and would not be cumulatively considerable.

Analysis of the Modified Project

Induce Substantial Unplanned Population Growth

Less Than Significant Impact. Similar to the Approved Project, the Modified Project would provide infill replacement development within a currently developed urban setting. It would not add new infrastructure beyond that required to connect the Project to existing utility lines, and

adjacent roadways. Therefore, similar to the Approved Project, the Modified Project would not directly or indirect induce unplanned population growth.

The Modified Project would replace the existing school and office uses with a greater amount of new residential, office, and commercial uses than the Approved Project. Similar to the Approved Project, the Modified Project's mix of uses would result in a reduced employment population at the Project Site and an increase in resident population and housing units. The Modified Project would provide 367 residential units (inclusive of the 42 units that would be designated as restricted affordable housing). Of the 367 residential units, 54 units would be co-living units that would include five-bedrooms that would share common living spaces such as a kitchen, living room and other amenity spaces. The co-living units would have individual bedrooms and bathrooms. The Modified Project would also include 24,435 square feet of restaurant uses and 11,965 square feet of office uses.

The changes in Project Site employment and population for the Modified Project are reported in **Table 4.2-20**, *Estimated Employment and Population Growth, (Modified Project)*. The estimated household size for converting the Modified Project's number of traditional units was Citywide Person Per Household factor for multifamily units as published in the 2016 American Community Survey. For the co-living units a more conservative factor 5.7 persons per household is used given the unique configuration of co-living units.[109]

[109] In order to determine occupancy/density rates applicable to co-living beds based on Census data, the 2017 American Housing Survey (AHS), data was filtered for occupied residential units in the Los Angeles-Long Beach Metropolitan area. According to the AHS, the average population density for units with no bedrooms, as defined by the AHS survey, is 1.14 persons per unit. In terms of population density, the individual bedrooms within the co-living units would closely resemble the population density of studio, efficiency, and bachelor units since they also generally consist of one or two rooms, as defined by the AHS survey, with an attached bathroom. This estimate was further substantiated by information provided by other co-living providers in the region. Thus, in the City, for co-living units of three or more bedrooms, the use of 1.14 persons per bedroom per co-living unit is used. A memorandum summarizing the methodology is contained in Appendix K of this Addendum.

TABLE 4.2-20
ESTIMATED EMPLOYMENT AND POPULATION GROWTH (MODIFIED PROJECT)

Use	Units or Square Feet	Average Household Size[a,b] or Employment Generation Factor[c]	Total Population or Employees
Existing Development			
Existing School			28[d]
Existing Office	27,843	0.00479	134
Total			162
Proposed Development			
Proposed Traditional Units	313	2.43	761
Proposed Co Living Units	54	5.7	308
Total			1,068
Employment			
Proposed Restaurant	24,435	0.00271	67
Proposed Office	11,965	0.00479	58
Total			125
Net Total Employment			*-37*

[a] The average household size reflects the Citywide Person Per Household factor for multifamily units, provided by the Department of City Planning Demographics Unit (e-mail from Jonathan Chang to Jessie Fan, ESA, February 8, 2018), and as published in the 2016 American Community Survey. Per updated information from the City of Los Angeles, the average household Citywide Person Per Household factor for multifamily units as published in the 2018 American Community Survey is 2.41. While the average household has changed, the prior factor of 2.43 is used to provide a more conservative analysis and to be consistent with the previous environmental analysis in the 2019 SCEA.

[b] The employee generation factors for commercial uses is based on the commercial employee generation factor included in the Los Angeles Unified School District, 2020 Developer Fee Justification Study, March 2020. https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/921/LAUSD%20Dev%20Fee%20Study%202020_Final.pdf

c The 2017 American Housing Survey (AHS), provides an average population density for units with no bedrooms, as defined by the AHS survey, of 1.14 persons per unit

[d] Based on staff information provided at https://www.e-nca.org/staff . An additional 3 employees were assumed for janitorial/landscaping services.

SOURCE: ICF, 2020.

As indicated in Table 4.2-20, the Modified Project's 367 residential units are estimated to result in a residential population of approximately 1,068 residents. As the Modified Project would replace existing school and larger office uses with new restaurant and office employment, the Modified Project would result in a net decrease of 37 employees.

As indicated in Table 4.2-21, the interpolated 2020 baseline population, housing and employment estimates for the City of Los Angeles, the estimated growth projections for 2024 (project buildout year), and SCAG's 2045 growth projections (SCAG Projection Horizon), all based on the SCAG 2020-2045 RTP/SCS,[110] are shown below in Table 4.2-21, *Projected Population, Housing and Employment Estimates for the City of Los Angeles*, and are discussed in more detail below. As shown in 4.2-21, between 2020 and 2024, the City's population is expected to grow by 2.9 percent, the number of households/occupied housing units is expected to increase by 4.1 percent, and the number of employees is expected to grow by 2.1 percent.

[110] https://www.connectsocal.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf Accessed September 21, 2020.

TABLE 4.2-21
TABLE 6-37. PROJECTED POPULATION, HOUSING AND EMPLOYMENT ESTIMATES FOR THE CITY OF LOS ANGELES

		2024 (Project Buildout Year)			2045 (SCAG Projection Horizon)		
	2020 (Project Baseline)	Projected	Total Growth	Percentage Increase as Compared to 2020	Projected	Total Growth	Percentage Increase as Compared to 2020
Population	4,049,317	4,164,834	115,517	2.9%	4,771,300	721,983	17.8%
Housing	1,425,759	1,484,517	58,759	4.1%	1,793,000	367,241	25.8%
Employment	1,887,969	1,927,638	39,669	2.1%	2,135,900	247,931	13.1%

Source: Based on SCAG data prepared for the 2020-2045 RTP/SCS. Compiled by ICF, 2020.

The Modified Project is estimated to result in a new residential population of approximately 1,068 residents and would result in less (-37) employees on the Project Site. These project contributions are compared, in Table 4.2-22, *Project Population, Housing, and Employment Impacts for the City of Los Angeles*, to the growth projections from the SCAG 2020-2045 RTP/SCS for the City.

TABLE 4.2-22
PROJECT POPULATION, HOUSING, AND EMPLOYMENT IMPACTS FOR THE CITY OF LOS ANGELES

	Project Increase	SCAG Projected Growth	Project Percentage of Growth
Population			
2020–2024 Buildout	1,068	115,517	0.9%
2020–2045 Projection Horizon	1,068	721,983	0.1%
Households			
2020–2024 Buildout	367	58,759	0.6%
2020–2045 Projection Horizon	367	367,241	0.1%
Employment			
2020–2024 Buildout	-37	39,669	-0.1%
2020–2045 Projection Horizon	-37	247,931	0.0%

Source: Based on SCAG data prepared for the 2020-2045 RTP/SCS. Compiled by ICF, 2020.

As shown in 4.2-22, the Modified Projects' estimated 1,068 residents would be well within, and would comprise less than one percent of, SCAG's estimated 2024 population growth of 115,517 persons for the City. SCAG's longer-term projected 2045 population increase for the City is 721,983 residents, for a total residential population of 4,771,300; the Modified Project's residential population would also be well within, comprising approximately 0.1 percent of, SCAG's total population increase for the City between 2020 and 2045.

The Modified Project would induce planned population growth directly through the introduction of 367 housing units on the Project Site, which currently has no residential uses. However, as Table 4.2-22 shows, the Modified Project's 367 housing units would be well within SCAG's year 2024 estimated increase of 58,759 households within the City and would comprise 0.6 percent of that figure. The Modified Project's new housing units would also be well within SCAG's 2045 estimated increase of 367,241 households within the City and would comprise 0.1 percent of that

figure. The Modified Project would result in less employees on the Project Site compared to existing conditions and would not contribute to the SCAG's 2045 estimated total employment growth for the region.

As shown in Table 4.2-22, the Modified Project's contributions to growth fall within the range of growth accounted for in the SCAG projections that are used for future planning activities and provision of services.

Furthermore, as the increase in housing under the Modified Project would be an increase (111 more units) compared to the 256 housing units provided under the Approved Project, and this would further the City's goals to provide new housing development in the Los Angeles region. The Modified Project would also contribute a greater amount of affordable housing to assist in meeting the City's affordable housing goals. Of the Modified Project's 367 units, 42 units would be designated as restricted affordable housing that would include 5 percent for Extremely Low Income households and 6 percent for Very Low Income households for for-rent units, and 11 percent Very Low Income for for-sale units. The Modified Project would provide a notable, increase in affordable housing compared to the 29 units that would be provided under the Approved Project that were restricted as affordable housing for Extremely Low-Income Households

The Modified Project is located within a TPA and complies with City and regional policies regarding the location of development and preferred development patterns for the region, including locating new development near transit and employment centers. The SCAG RHNA, as addressed in the City's 2013–2021 General Plan Housing Element, identifies needed housing stock to meet regional housing needs. The 2013–2021 General Plan Housing Element which is based on the 5th RHNA cycle allocation, identifies housing needs for the planning period between January 2014 and October 2021. Table 1.29 of the 2013–2021 General Plan Housing Element provides a City needs assessment allocation of 82,002 housing units of which 35,412 units, or 43.2 percent, would be for above moderate income households and 56.8 for affordable housing (very low, low and moderate income housing).

The Draft RHNA for the 6th RHNA cycle which would cover the planning period October 2021 through October 2029 is planned for adoption by SCAG in October 2020. This RHNA allocation for City of Los Angeles identified the need to provide 455,577 new units with 259,209 of these units identified as for affordable housing for the planning period. Thus, the Modified Project would support the RHNA by contributing to the overall housing supply and affordable housing supply. [111]

Therefore, for all of the above reasons, the Modified Project provision of residential and employment development at the project site is substantially consistent with the planned growth and sustainability policies of SCAG's 2020-2045 RTP/SCS. The Modified Project's provision of residential development at the Project Site is substantially consistent with the planned growth and sustainability policies of the SCAG 2020-2045 RTP/SCS, which are to create denser communities connected by public transportation. The Project Site is also located within a designated City of Los Angeles TPA and within an area meeting SCAG's definition of an HQTA and TOD. Similar to the

[111] The 2013–2021 Housing Element is currently being updated. The City is working on the 2021-2029 Housing Element, which is a multi-year update that will address the growing housing challenges faced by the City.

Approved Project, the Modified Project's population growth is considered to be substantially consistent with the City's and SCAG's growth policies.

Therefore, impacts associated with the Modified Project with respect to inducing substantial unplanned population growth would be similar to the Approved Project and would be less than significant. No mitigation measures are required.

Displace Substantial Numbers of Existing People or Housing

No Impact. The Project Site under the Modified Project is currently developed with existing office and school-related buildings and surface parking. Similar to the Approved Project, there are no housing units or people dwelling on the Project Site. Similar to the Modified Project, no housing would be removed or destroyed, and no displacement would occur. No impact would occur with respect to the displacement of people or housing that would necessitate the construction of replacement of housing elsewhere. No mitigation measures are required.

Cumulative Impacts: Population and Housing

Less Than Significant Impact. Of the 21 development projects on the related projects list, 18 include residential components. These 18 related projects with residential components include a total of 3,332 housing units with a corresponding population of 9,466 persons, without taking into account any existing residential units that might be demolished to allow for development of the related projects. The total number of employees associated with related projects would be 3,035 jobs.

When combined with the Modified Project's 367 new units and increase of 1,068 in population, the total number of new housing units is 3,699 units and the total increase in population would be 10,534. With a slight decrease in employees on the Project Site compared to existing conditions, the Modified Project would not contribute to the related project totals and would be a slight decrease of 2,998.

Table 4.2-22, *Cumulative Population, Housing, and Employment Growth within the City of Los Angeles*, compares the growth of these related projects, together with the project, to the 2020-2045 RTP/SCS 2045 horizon year projections. The projections focus on the SCAG 2020-2045 RTP/SCS 2045 horizon year as opposed to the Modified Project's 2024 buildout date, since it would be speculative to make assumptions with respect to the buildout dates for each of the related projects used in this analysis. Additionally, SCAG projections incorporate regional policies and are based on long-term demographic trends. The 2045 horizon year serves as the basis for preparation of SCAG's long-range regional plan, policies and strategies for transportation improvements and regional growth throughout the SCAG region. The 2045 projections also serve as a basis for the planning of services, utilities and other infrastructure improvements by regional agencies and local jurisdictions.

TABLE 4.2-23
CUMULATIVE POPULATION, HOUSING, AND EMPLOYMENT GROWTH WITHIN THE CITY OF LOS ANGELES

	Cumulative Increase Including Proposed Project	SCAG Projected Growth 2045	Cumulative Percentage of Growth
Population	10,534	721,983	1.5%
Households	3,669	367,241	1.0%
Employment	2,998	247,931	1.2%

Source: Based on SCAG data prepared for the 2020-2045 RTP/SCS. Compiled by ICF, 2020.

The 2045 projections take into account long term regional development trends. Actual development within shorter time frames or localized areas may vary slightly from the projected rates, but short-term variations average out over time. SCAG's regular monitoring of factors affecting growth in the region, allows the projections to remain suitable for use by service agencies for their long term planning.

The cumulative growth shown in Table 4.2-22 reflects a broad mix of development including residential, office and retail uses, as well as miscellaneous uses including museums and community centers. The related projects would be implemented over a longer time period than the expected buildout date of the Modified Project, with many developments consisting of longer range plans for development and/or phased developments that would extend further out in time.

The Koreatown area is currently developed with a substantial infrastructure system in place to meet the needs of current and anticipated development, consistent with growth patterns identified in applicable SCAG and City plans. Further, the cumulative development is within the planned growth estimates and growth distribution patterns accounted for within the SCAG projections and policies. The estimate of cumulative growth for population, housing, and employment is well within the projected estimates for the City. The estimate of cumulative population growth in the larger Project Site vicinity, the 10,534 new people to the area, constitute 1.5 percent of the population growth for the 2040 horizon year. The 3,669 cumulative households within the City constitutes 1.0 percent of SCAG's projected housing growth in the City by 2040. The employment population associated with the cumulative growth would represent 1.2 percent of the projected new employment population Citywide by year 2045.

All the related projects are being proposed and/or developed in existing, developed areas, and would be consistent with plan policies that serve as a guide for providing services and infrastructure. The cumulative development in the City will provide opportunities for residents to locate within the HQTA, and more particularly the Koreatown area with its substantial transit facilities, thus reducing demand for development in lower-density areas of Los Angeles and achieving greater efficiency in the provision and use of services and infrastructure, in keeping with SCAG goals and policies.

Furthermore, the calculation of estimated housing growth, population growth, and employment growth is conservative as many of the related projects are replacement projects, without netting out existing development; some of the related projects may have been completed and accounted for in existing population estimates; and some of the related projects may not be developed at all.

As discussed above, the projected cumulative population, household, and employment growth would be within the 2045 SCAG projections identified in the 2020-2045 RTP/SCS for the City for the City, in an area that is currently built out with existing infrastructure intended to be the site of future planned growth.

Similar to the Approved Project, the Modified Project would be a less than significant cumulative impact from unplanned population and housing growth or from displacing substantial numbers of existing people or housing that would require replacement housing elsewhere and would not be cumulatively considerable.

Findings Related to Population and Housing

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA that would result in new significant environmental impacts related to population and housing, and there would not be a substantial increase in the severity of impacts described in the 2019 Approved SCEA.

Project Design Features

There are no project design features pertaining to population and housing that are applicable to either the Approved Project or the Modified Project.

Mitigation Measures

There are no mitigation measures pertaining to population and housing applicable to either the Approved Project or the Modified Project.

4.15 Public Services

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the 2019 Approved SCEA. Subsequent to approval of the Approved Project, the applicant purchased a lot to the north of the approved Project Site containing an existing 27,843 square foot office building (514 S. Shatto Place). Refer to Section 5.15, *Public Services*, of the 2019 Approved SCEA for an in-depth discussion of these features of the existing environmental setting and potential impacts with regards to population and housing.

2019 Approved SCEA

Would the project result in substantial adverse physical impacts associated with the provisions of new or physically altered governmental facilities, 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

Less Than Significant Impact. Significant impacts to fire protection and emergency services would occur if the Approved Project would result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

Fire protection and emergency medical services for the Project Site are provided by the City of Los Angeles Fire Department (LAFD). LAFD fire stations within the proximity of the Project Site include Fire Station 6 (0.95 miles), Fire Station 11 (1.1 miles), and Fire Station 13 (1.3 miles).

Construction

Construction activities associated with the Approved Project may temporarily increase the demand for fire protection and emergency medical services, and may cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, covering and coatings, to heat sources including machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. However, in compliance with the requirements of OSHA, all construction managers and personnel would be trained in fire prevention and emergency response. Further, fire suppression equipment specific to construction would be maintained on the Project Site. As applicable, construction activities would be required to comply with the 2016 California Building Code (CBC), the California Fire Code (CFD), and Article 7: Fire Protection and Prevention (Fire Code) of Chapter V: Public Safety and Protection, of the LAMC.

Construction activities may involve temporary lane closures for right-of-way frontage improvements and utility construction. Construction-related traffic could result in increased travel time due to flagging or stopping of traffic to accommodate trucks entering and exiting the Approved Project Site during construction. As such, construction activities could increase response times for emergency vehicles to local businesses and/or residences within the Project vicinity, due to travel time delays to through traffic. However, the impacts of such construction activity would be less than significant on a temporary and on an intermittent basis. To ensure impacts are minimized, a Construction Management Plan (MM TRAF-1) would be prepared for the Project, which is consistent with standard City requirements. The Plan would be prepared to minimize disruptions to through traffic flow, maintain emergency vehicle access to the Project Site and neighboring land uses, and schedule worker and construction equipment delivery to avoid peak traffic hours. Truck routes for material and equipment deliveries, as well as for soil export and disposal, would require approval by the City of Los Angeles Department of Public Works prior to construction activities.

The Construction Management Plan would be prepared for review and approval by the City of Los Angeles Department of Public Works prior to commencement of any construction activity. These practices, as well as techniques typically employed by emergency vehicles to clear or circumvent traffic, are expected to limit the potential for significant delays in emergency response times during Project construction.

Due to the limited duration of construction activities and compliance with applicable codes, Approved Project construction would not be expected to adversely impact firefighting and emergency services so as to necessitate a new or expanded fire station in order to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. The Approved Project would comply with applicable LAFD requirements, including implementation of Project's Construction Traffic Management Plan, and due to the temporary nature of the necessary construction activities, construction impacts on fire protection and emergency medical services would be less than significant and no mitigation measures are required.

Operations

Operational activities associated with the Approved Project would increase the demand for fire protection and emergency medical services but not such that it would require the addition of a new fire station, or the expansion, consolidation, or relocation of an existing station in order to maintain service. The Approved Project would result in an additional 622 residents. The estimated 622 persons increase would represent a nominal 0.01 percent increase in the City's existing population of 3,974,125 persons. Because the Approved Project is located within a designated City of Los Angeles TPA and within an area meeting SCAG's definition of an HQTA, the population growth generated by the Project is considered consistent with the City's and SCAG's growth policies.

The new buildings associated with the Approved Project as well as any renovations associated with the former church building would also be subject to compliance with fire protection design standards, as necessary, per the CBC, CFD, the LAMC, and the LAFD, to ensure adequate fire protection. The City of Los Angeles requires that plans for building construction, fire flow requirements, fire protection devices (e.g., sprinklers and alarms), fire hydrants and spacing, and fire access including ingress/egress, turning radii, driveway width, and grading would be prepared for review and approval by the LAFD.

The Project Site is not located in an area of moderate or very high fire hazard. In addition, the Project Site is surrounded by urban development and is not adjacent to any wildlands. Therefore, no fuel modification for fire fuel management would be required. As discussed in Section 5.19, *Utilities and Service Systems* of the 2019 Approved SCEA, adequate water supply would be available to serve the Project Site, including minimum fire flow requirements.

According to the General Plan Framework Element, the City distance standard for EMS services is 1.5 miles. Not one but three LAFD Stations are located near the Approved Project within 1.5 miles, each satisfying the standard. Also, fire stations have access to multiple routes to attend emergency calls. Further, as identified in Item 5.17, *Transportation*, operational traffic impacts to the local roadway network would be less than significant. Based on the ability of LAFD to respond to emergency situations, the number, proximity, and accessibility of fire stations in the Approved Project

vicinity and the multiple steps being taken by the LAFD to improve response times, Approved Project impacts on fire protection, services, and response times are considered less than significant.

With incorporation of applicable regulatory requirements (i.e., building design, fire safety features, emergency safety provisions, LAFD access, construction measures, and plot plan review), the Approved Project is not expected to result in a substantial increase in demand for additional fire protection services that would exceed the capability of the LAFD to serve the Project such that it would require construction of new fire facilities. Even if a new fire station, or the expansion, consolidation, or relocation of a station was determined warranted by LAFD, and was foreseeable, the Project area is highly developed, and the site of a fire station or expansion of a fire station would likely be on an infill lot that would likely be less than an acre in size.

The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services, which are typically financed through the City general funds. Accordingly, the need for additional fire protection services as part of an unplanned fire station at this time is not an environmental impact that the Approved Project would be required to mitigate.

Based on the above, the addition of a new fire facility, or the expansion, consolidation, or relocation of an existing facility, is not foreseeably needed to maintain service and the potential for physical impacts associated with construction of fire facilities are considered less than significant and no mitigation measures are required. Based on the above, the addition of a new fire facility, or the expansion, consolidation, or relocation of an existing facility, is not foreseeably needed to maintain service and the potential for physical impacts associated with construction of fire facilities related to the Approved Project are considered less than significant and no mitigation measures are required.

Police protection

Less Than Significant with Mitigation Incorporated. Significant impacts to police protection services would occur if the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police services. Police protection for the Project Site is provided by the Los Angeles Police Department (LAPD). The Approved Project would be under the jurisdiction of the Olympic Community Police Station, located at 1130 S. Vermont, Los Angeles, located approximately 1.1 miles to the south.

The Olympic Community Police Station service area is a culturally diverse community that includes approximately 200,000 people. The officer to resident ratio is 1 officer to 851 residents. The average response time to emergency calls for service in Olympic Area during 2017 was 3.3 minutes. The average response time for non-emergency calls for service in Olympic Area during 2017 was 24.4 minutes (The Los Angeles Police Department, Chief of Police, Michel R. Moore, Captain Darnell D. Davenport and Officer Christopher Gibson, Correspondence, September 19, 2018).

Construction

During construction, equipment and building materials could be temporarily stored on-site, which could result in theft, graffiti, and vandalism. However, the Project Site is located in an area with high vehicular activity and visibility from Shatto Place and 6th Street. In addition, MM PS-1 states the construction site would be fenced along the perimeter to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

As discussed above, temporary lane closures may be required for right-of-way frontage improvements and utility construction. The curb lane on Shatto Place, which provides on-street parking, could be used intermittently throughout the construction period for equipment staging, concrete pumping, etc. However, these closures would be temporary in nature and in the event of partial lane closures, both directions of travel on area roadways and access to the Project Site would be maintained. Emergency vehicle drivers have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Further, as discussed above, a Construction Management Plan (MM TRAF-1) for the Project would be prepared in order to minimize disruptions to through traffic flow, maintain emergency vehicle access to the Project Site and neighboring land uses, and schedule worker and construction equipment delivery to avoid peak traffic hours. Given the visibility of the Project Site from adjacent roadways and surrounding properties, existing police presence in the City of Los Angeles, maintained emergency access, and construction fencing discussed in MM PS-1 the Project's construction activities are not expected to increase demand on existing police services to a meaningful extent. Therefore, the Approved Project would have a less than significant temporary impact on police protection during construction with incorporation of MM PS-1.

Operations

Operational activities associated with the Approved Project would increase demand for police protection services but not such that it would require the addition of a new police station, or the expansion, consolidation, or relocation of an existing station in order to maintain service. The Project would result in an additional 622 residents. The estimated 622 persons increase would represent a nominal 0.01 percent increase in the City's existing population of 3,974,125 persons[112] and a nominal 0.01 percent increase over the City's estimated employment of 1,848,725 jobs.[113] Because the Approved Project is located within a designated City of Los Angeles TPA and within an area meeting SCAG's definition of an HQTA, the population growth generated by the Approved Project it is considered consistent with the City's and SCAG's planned growth policies. The Approved Project would be designed in consideration of the City's "Design Out Crime" initiative to provide a Project design that incorporates strategies from Crime Prevention through Environmental Design (CPTED) (see MM PS-2).

The Approved Project would incorporate security measures for the safety of residents, employees, and visitors to the Project Site. During operation of the Approved Project, access to the parking structure would be controlled through gated entries, and the entry areas would be well illuminated. Site security would include controlled keycard access to residential areas, parking areas, secured

[112] Based on SCAG data prepared for the 2016 RTP/SCS.

[113] Based on SCAG data prepared for the 2016 RTP/SCS.

entry and exit points to all buildings, security lighting within common areas and entryways, and closed circuit TV monitoring (CCTV). The mixed-use tower would include a 24-hr concierge and security personnel would be present during the evenings that would provide patrols for the entire Project Site. As noted in the 2019 Approved SCEA, crime statistics for the Olympic Area has remained relatively stable over the past three-year period, and there has not been a high increase in crimes reported.

As identified in Item 5.17, *Transportation*, in the 2019 Approved SCEA, operational traffic impacts would be less than significant. Further, emergency response to a site is routinely facilitated, particularly for high priority calls, through use of sirens to clear a path of travel, driving in the lanes of opposing traffic, use of alternative routes, and multiple station response. Emergency access to the Project Site and surrounding uses would be maintained at all times and emergency vehicles would have priority and the ability to bypass signals and stopped traffic. Thus, project-related traffic is not anticipated to impair the LAPD from responding to emergencies at the Project Site. Finally, the Approved Project would provide adequate access for emergency vehicles to the Project Site subject to the approval of the LAPD. Prior to the occupancy of the Approved Project, the Applicant would provide the LAPD with a diagram of each portion of the property, including access routes, and additional information to facilitate potential LAPD responses (see MM PS-3). Accordingly, impacts associated with emergency response times and emergency access are considered less than significant with incorporation of mitigation.

Overall, given the incremental change to the population served by the Olympic Community Police station created by the Approved Project, the relatively stable crime statistics in the Olympic Area, the Approved Project's planned on-site security measures, and that LAPD has no known or purposed plans to expand their police facilities serving the Project area, the Approved Project is not expected to result in a substantial increase in demand for additional police protection services that would exceed the capability of the LAPD to serve the Approved Project such that it would require construction of new police facilities.

The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services, which are typically financed through the City’s general fund. Accordingly, the Approved Project would not create the need for additional police protection services as part of an unplanned police station.

Therefore, impacts related to the Approved Project are considered less than significant with the incorporation of mitigation measures MM PS-1, MM PS-2, and MM PS-3.

Schools

Less Than Significant Impact. Significant impacts to school services would occur if the Approved Project would result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for school services. The Approved Project would be served by the Los Angeles Unified School District (LAUSD).

According to the LAUSD, none of the schools serving the Project Site is over capacity. The capacity for all six schools serving the Project Site is 4,893 students, with 3,997 students currently enrolled in the 2017-2018 school year (LAUSD Correspondence from Rena Perez, Director LAUSD. September 12, 2018).

Construction

Construction of the Approved Project would require construction employees that would be hired from a mobile regional construction work force that moves from project to project. Typically, construction workers pass through various development projects on an intermittent basis as their particular trades are required. Given the mobility and short durations of work at a particular site, and a large construction labor pool that can be drawn upon in the region, construction employees would not be expected to relocate residences within this region or move from other regions as a result of their work on the Approved Project. Therefore, the Approved Project's construction would not generate a significant amount of new students needing to attend local schools that would require the addition of a new school facility or expanding.

Operation

The Approved Project's operation would incrementally increase demand for school services but not such that it would require the addition of a new school facility, or the expansion, consolidation, or relocation of an existing facility in order to maintain service. The estimated 622 persons increase would represent a nominal 0.01 percent increase in the City's existing population of 3,974,125 persons.[114] The Approved Project would result in a net increase of 20 employees on the Project Site. If new employees currently reside in neighboring communities and have school children, it is expected the children would remain enrolled in their current school. However, if some new employees with school age children choose to move closer to work, or if some new employees with children are hired from the surrounding community or another City, there could be negligible change in student population in the nearby schools.

The Approved Project is estimated to generate 42 elementary school students, 11 middle school students, and eight high school students for a total of 61 students.[115] This number is conservative in that it assumes that none of the future Approved Project residents with families would already have students attending the affected schools. Furthermore, it should be noted that the Approved Project's large number of one-bedroom units would generate few students and that it is possible that a portion of the Approved Project's school-age children would likely attend private schools or charter schools, thus reducing attendance at LAUSD schools. None of the schools serving the Project Site are overcrowded, and there is capacity for all schools serving the Project Site. As noted earlier, project impacts related to schools would be addressed through payment of required SB 50 development fees pursuant to Sections 65995 of the California Government Code. In accordance

[114] Based on SCAG data prepared for the 2016 RTP/SCS.

[115] Student generation rates for residential uses are taken from the Draft School Facilities Needs Analysis 2012, LAUSD, September 2012. Based on the rate for multifamily residential uses: Elementary = 0.1649; Middle School = 0.045; High School = 0.0303. Student generation rates for retail and restaurant uses are taken from the 2010 Commercial/Industrial Development School Fee Justification Study, LAUSD, September 27, 2010 – the most recent data available for non-residential uses. For each 1,000 square feet of non-residential space – Elementary = 0.0178; Middle School = 0.0089; High School = 0.0111. Total number of students has been rounded up, in order to provide whole student number counts.

with SB 50, the payment of these fees are deemed to provide full and complete mitigation under CEQA for impacts to school facilities.

Therefore, with payment of SB 50 school fees, the Approved Project's operational impacts to school services and facilities would be less than significant and no mitigation measures are required.

Parks

Less Than Significant Impact. Significant impacts to park services would occur if the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for park services. The Los Angeles Department of Recreation and Parks (LADRP) is responsible for the establishment, operation, and maintenance of parks and recreational facilities in the City. These facilities include parks, swimming pools, public golf courses, recreation centers, museums, youth camps, tennis courts, sports programs and programs for senior citizens.

One measure of park service is the ratio parkland per 1,000 residents. The City uses such a ratio for monitoring park service levels and establishing goals for provision of parkland. The City goals in the Public Recreation Plan (PRP) are to have 1 acre each of neighborhood and community parkland per 1,000 persons in the short/intermediate term and 2 acres each of neighborhood and community parkland per 1,000 persons in the long-term. The current City-wide ratio is 0.76 acres of neighborhood and community parkland per 1,000 residents. The Wilshire Community Plan area has a ratio of 0.23 acres of neighborhood and community parkland per 1,000 residents.

The Approved Project area is served by numerous public parks and recreational facilities. As currently designed, the Approved Project would provide 21,450 sf of credited open space, and would be compliant with open space requirements. The Approved Project would also provide an additional 16,200 sf of uncredited open space which would include a ground floor plaza, amenities on level 2 and level of 30 of the new mixed-use building and a rooftop amenity deck and pool. The ratio of on-site park land for the 21,450 sf of credited space (approximately 0.49 acres) and 622 people would be 0.8 acres/1,000 people. The ratio based on 64,225 sf of total open space (1.47 acres) would be approximately 2.36 acres/1,000 people.

The Approved Project's estimated population increase of 622 persons would result in a demand for approximately 1.2 acres of parkland to meet the City's neighborhood and community parkland standards for the short/intermediate term and 2.5 acres to meet the City's neighborhood and community parkland long-term standards. However, these standards are goals for the City; and the City's requirements for park space are established in the LAMC.

LAMC Section 12.21-G requires that open space be provided with the development of residential uses. The Approved Project would be required to provide 28,600 sf of open space which may include recreational facilities and amenities for the Approved Project's 256 units. This amount is further reduced to 21,450 sf through the requested TOC Additional Incentive for a 25 percent

reduction in required open space. The Approved Project would provide 21,450 sf of credited open space, of which, 10,700 sf would be private balconies.

The Approved Project would also provide an additional 42,775 sf of uncredited exterior and interior private open space which would include a ground floor plaza, private terraces, gym/fitness room, community room, and swimming pool. As such, the Approved Project would be consistent with the requirements of LAMC, and provide a variety of amenities for the Project residents.

Because of the accessibility of the Approved Project's open space and recreation features, and the fact that the facilities would be designed to meet the focused needs of the Approved Project's residents, it is expected that the majority of the Approved Project's recreational demand would take place within the Project Site. Some residual demand would occur for the use of facilities not provided within the Approved Project. The demand for such space would be reduced by the provision of on-site space and the moderate size of the Approved Project population.

Residual off-site park use would likely be dispersed to parks serving the Approved Project area that would be easily accessible and that have unique features that would be of interest to different residents. It is, thus, anticipated that impacts at any single park location would be minimum and the Approved Project contribution to park use would not cause substantial degradation of existing facilities or require a new public park.

LAMC Section 12.33, which implements the City's parkland dedication ordinance enacted under the Quimby Act, provides a formula for satisfying park and recreational uses through land dedication and/or the payment of in-lieu fees. As per Section 12.33, Applicants must meet with the Department of Recreation and Parks and Department of City Planning staff and determine appropriate dedication of land and/or payment of in lieu fees.

In addition, pursuant to LAMC Section 21.10.3(a)(1), Dwelling Unit Construction Tax, the City imposes a tax $200 per dwelling unit on all construction of new dwelling units and modification of existing dwelling units. These taxes are placed into a "Park and Recreational Sites and Facilities Fund" to be used exclusively for the acquisition and development of park and recreational sites. If a developer has already paid Quimby fees, as described under Section 12.33 or has dedicated in lieu parkland or recreational facilities, the dwelling unit tax required may be reduced accordingly.

The Approved Project would be reviewed by the Department of City Planning to determine whether proposed facilities meet the applicable criteria for consideration or additional park land dedication or fees must be paid. Payment of such fees, if required, would provide a means for the Approved Project to support the provision of park lands in a way that would avoid potential deterioration of parks serving the Project vicinity.

Because the Approved Project's demand for park space would be limited, there are park facilities, including a major regional facility available to serve the Project Site, and the Approved Project per Section 12.33 would provide sufficient facilities or in-lieu fees to avoid adverse impacts to the City's Open Space facilities, the Approved Project demand would not require new, consolidated or expanded facilities and would further avoid deterioration of parks that might be visited by the Approved Project's residents.

Other governmental services

Less Than Significant Impact. Significant impacts to library services would occur if the Approved Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services. The City of Los Angeles Public Library (LAPL) provides library services to the City of Los Angeles.

The Project Site is served by the Cahuenga Branch Library, the Echo Park Branch Library, the Edendale Branch Library, the Felipe de Neve Branch Library, the Pico Union Branch Library, Pio Pico-Koreatown Branch Library, and the Wilshire Branch Library.

The 2007 LAPL Branch Facilities Plan (Facilities Plan) guides the construction of branch libraries and specifies standards for the size and features of branch facilities based on the population served in each community. The Facilities Plan also outlines the required facilities expansion needs of the libraries within the City. Under the Facilities Plan, the service population for a branch library is determined by the size of the facility as set forth in the *LAPL Branch Facilities Plan – Library Building Size Standards*.

With the shift in technology from books to computers, the demand for library facilities is changing. As stated above, members of LAPL have access to thousands of podcasts, audiobooks, media publications, and instructional content online and via smartphone applications made available to library patrons. The availability of such resources reduces the demand for physical library space. Recognizing these facts, the Los Angeles Public Library Strategic Plan 2015-2020 places emphasis on the employment of new technology for meeting future needs and includes objectives for increasing it digital collections, e-mail circulation and use of mobile apps. This has the result of allowing the LAPL to meet increased population demand aside from the provision of new physical facilities.

The Approved Project's construction workers would come from an existing labor pool whose workers move between construction projects on short-term bases without requiring relocation. Workers traveling to work may stop at a library that is outside of their residential neighborhood. Such library stops would be incidental and typical of workers throughout the region. Such stops would increase library use at one location while reducing it at another. Such variations would occur on short-term bases. Therefore, there would be no notable increase in library usage at the libraries serving the Project Site, and no need for the construction of library facilities to accommodate construction population. The nearest library to the Approved Project is the Felipe de Neve Branch Library, located 0.35 miles from the Project Site. There are no LAPL plans to add libraries in the area LAPL, therefore, construction activities would not adversely affect the operations of nearby libraries.

The Approved Project would result in a net increase in residential population of approximately 622 residents. The closest library is the Felipe de Neve Branch Library located 0.35 from Project Site and thus would be expected to be the primary facility used by the Approved Project's residents. The Project Site also has close proximity to the Pio Pico-Koreatown Branch Library located

1.03 miles from the Project Site, the Pico Union Branch Library located 1.1 miles from the Project Site, the Wilshire Branch Library located 1.44 miles from the Project Site, the Edendale Branch Library located 1.8 miles from the Project Site, the Cahuenga Branch Library located 1.8 miles from the Project Site, and the Echo Park Branch Library located 1.9 miles from the Project Site. While the closest Library to the Project Site, the Felipe de Neve Branch Library, is smaller than the facility size criteria, the second closest library to the Project Site, the Pio Pico-Koreatown Library, meets the facility size criteria for its service population.

In addition, the Approved Project's residential units would be equipped to receive individual internet service, which would offer residents the opportunity to access the LAPL's online database system that includes podcasts, audiobooks, media publications, and instructional content. The availability of such resources reduces the demand for physical library space.

In addition, the Approved Project would generate revenue for the City's general fund that could be used for the provision of public services such as library facilities. Measure L, which gradually increases library funding from its current level of 0.0175 percent of assessed property value to 0.0300 percent to keep libraries open longer and improve library services, also provides LAPL with a mechanism to address the needs of additional residents. The above fees and mechanisms would offset any incremental need for funding of capital improvements to maintain adequate library facilities and service, resulting from the Project. Furthermore, there are no LAPL plans to add libraries in the area and the Approved Project would not create a demand for a new library.

Therefore, impacts regarding library services related to the Approved Project would be less than significant and no mitigation measures are required.

Cumulative Impacts: Public Services

Fire Protection Services

The related projects would cumulatively generate, in conjunction with the Approved Project, the need for additional fire protection and emergency medical services from the LAFD. Although there would be cumulative demand on LAFD services, cumulative impacts on fire protection and medical services would be reduced through regulatory compliance and site specific design and safety requirements, similar to the Approved Project. All related projects would be subject to review by the LAFD for compliance with Fire Code and Building Code regulations related to emergency response, emergency access, fire flow, and fire safety.

The protection of public safety is the first responsibility of local government, and local officials have an obligation to give priority to the provision of adequate public safety services which are typically financed through the City general funds. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. The Project, as well as the related projects, would also generate revenues to the City's General Fund (in the form of property taxes, sales tax revenue, etc.) that could be applied toward the provision of fire services, as deemed appropriate by the City.

Further, project-by-project traffic mitigation, multiple fire station response, and system wide upgrades to improve response times, and other requirements imposed by the LAFD are expected to

help support adequate response times. According to the LAFD, at present, there are no immediate plans to increase Fire Department staffing or resources in the areas that would serve the Project Site and the LAFD has reviewed the Approved Project's tract map application. Through the process of compliance, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute.

Police Protection Services

The related projects would cumulatively generate, in conjunction with the Approved Project, the need for additional police protection services from the LAPD. It is expected that the related projects (particularly those of a larger nature) would be subject to review by the LAPD on a project-by-project basis to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. Many of the related projects would also be expected to provide on-site security, personnel, and/or design features for their residents and patrons per standard development practices for the given uses. In addition, like the Approved Project, the related projects would also be expected to provide on-site security, personnel and/or design features for their residents and patrons. Each related project would be subject to the City of Los Angeles' routine construction permitting process, which includes a review by the LAPD to ensure that sufficient security measures are implemented.

Further, the protection of public safety is the first responsibility to local government and local officials have an obligation to give priority to the provision of adequate public safety services, which are typically financed through the City 's General Funds. Accordingly, the need for additional police protection services as part of an unplanned police station at this time is not an environmental impact that the Approved Project is required to mitigate. Through the process of compliance, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Therefore, cumulative impacts related to police protection services would be less than significant.

Schools

None of the schools serving the Project Site are overcrowded, and there is capacity for all six schools serving the Project Site.[116] Pursuant to Government Code Section 65995, the payment of developer fees under the provisions of SB 50 addresses the impacts of new development on school facilities serving that development. Accordingly, impacts on public schools from related projects would be mitigated to less than significant with payment of developer fees. Furthermore, as the Approved Project would also pay school impact fees.

[116] LAUSD Correspondence from Rena Perez, Director LAUSD. September 12, 2018.

Parks

Of the 118 development projects on the related projects list, include residential components. The 95 related projects with residential components include a total of 15,822 housing units with a corresponding increase of 38,931 persons. When combined with the Approved Project's 256 net new units and increase of 622 in population, the total number of housing units is 16,078 units and the total population is 39,553.

As with the Approved Project, new related residential projects are anticipated to provide on-site open space and recreational amenities to meet the needs of projected residents. In addition, LAMC Section 12.33, which implements the City's parkland dedication ordinance enacted under the Quimby Act, provides a formula for satisfying park and recreational uses through land dedication and/or the payment of in-lieu fees. In addition to the provision of on-site recreational amenities for related residential related projects, the implementation of required parks and recreational fees under the LAMC would allow for land purchase and expansion of existing facilities. As such, related projects are not anticipated to result in substantial physical deterioration or accelerated deterioration of recreational and parks facilities.

The Approved Project would include approximately 64,225 sf of exterior and interior private open space and common open space. These open space areas include a ground floor and open space, private terraces, gym/fitness room, community room, and amenity deck with a pool and landscaping. Of that 64,225 sf, 21,450 sf would be credited open space towards park in-lieu requirements.

Although it is anticipated that the Approved Project would comply with LAMC Section 12.33, the finalized Project design would be reviewed by the Department of City Planning to determine whether proposed facilities meet the applicable criteria for consideration or additional park land dedication or fees must be paid. With fulfillment of the required provisions of the LAMC, which require dedication of land or payment of in-lieu fees, if necessary, impacts would be less than significant.

Other Governmental Services

With respect to libraries, each related project would also generate revenues to the City's General Fund (in the form of property taxes, sales tax, business tax, transient occupancy tax, etc.) that could be applied toward the provision of enhanced library services in the Community Plan Area, as deemed appropriate. While the related projects would not require the construction of new library facilities, these revenues to the City's General Fund would help offset the increase in demand for library services and support the provision of services within the existing facilities.

Analysis of the Modified Project

Would the project result in substantial adverse physical impacts associated with the provisions of new or physically altered governmental facilities, 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

Less Than Significant Impact. Similar to the Approved Project, LAFD fire stations within the proximity of the Modified Project include Fire Station 6 (0.95 miles), Fire Station 11 (1.1 miles), and Fire Station 13 (1.3 miles).

Construction

Similar to the Approved Project, construction activities associated with the Modified Project may temporarily increase the demand for fire protection and emergency medical services, and may cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, covering and coatings, to heat sources including machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. However, in compliance with the requirements of OSHA, all construction managers and personnel would be trained in fire prevention and emergency response. Further, fire suppression equipment specific to construction would be maintained on the Project Site. As applicable, construction activities would be required to comply with the 2019 California Building Code (CBC), the California Fire Code (CFD), and Article 7: Fire Protection and Prevention (Fire Code) of Chapter V: Public Safety and Protection, of the LAMC.

Construction-related traffic could result in increased travel time due to flagging or stopping of traffic to accommodate trucks entering and exiting the Modified Project Site during construction. As such, construction activities could increase response times for emergency vehicles to local businesses and/or residences within the Project vicinity, due to travel time delays to through traffic. However, the impacts of such construction activity would be less than significant on a temporary and on an intermittent basis. To ensure impacts are minimized, a Construction Management Plan (MM TRAF-1) identified in the 2019 Approved SCEA, would remain applicable for the Modified Project. The Construction Management Plan would be prepared to minimize disruptions to through traffic flow, maintain emergency vehicle access to the Project Site and neighboring land uses, and schedule worker and construction equipment delivery to avoid peak traffic hours.

Similar to the Approved Project, the limited duration of construction activities and compliance with applicable codes, the Modified Project's construction activities would not be expected to adversely impact firefighting and emergency services so as to necessitate a new or expanded fire station in order to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. The Modified Project would comply with applicable LAFD requirements, including implementation of Project's Construction Traffic Management Plan, and due to the temporary nature of the necessary construction activities, construction impacts on fire protection

and emergency medical services would be less than significant and no mitigation measures are required.

Operations

Similar to the Approved Project, operational activities associated with the Modified Project would increase the demand for fire protection and emergency medical services but not such that it would require the addition of a new fire station, or the expansion, consolidation, or relocation of an existing station in order to maintain service. The Modified Project would result in 1,068 residents compared to the 622 residents associated with the Approved Project. However, although the amount of residents would be higher under the Modified Project, the increase would represent a nominal 0.02 percent increase in the City's existing population of 3,979,576 persons[117]. Similar to the Approved Project, the Modified Project is located within a designated City of Los Angeles TPA and within an area meeting SCAG's definition of an HQTA, the population growth generated by the Modified Project is considered consistent with the City's and SCAG's growth policies.

Similar to the Approved Project, the new buildings associated with the Modified Project as well as any renovations associated with the former church building would also be subject to compliance with fire protection design standards, as necessary, per the CBC, CFD, the LAMC, and the LAFD, to ensure adequate fire protection. The Project Site remains in an area that is not located in an area of moderate or very high fire hazard and is surrounded by urban development and is not adjacent to any wildlands. Therefore, no fuel modification for fire fuel management would be required. As discussed in Section 5.19, *Utilities and Service Systems* of this Addendum, adequate water supply would be available to serve the Project Site, including minimum fire flow requirements. Further, as identified in Section 5.17, *Transportation* of this Addendum, operational traffic impacts would remain less than significant.

With incorporation of applicable regulatory requirements (i.e., building design, fire safety features, emergency safety provisions, LAFD access, construction measures, and plot plan review), similar to the Approved Project, the Modified Project is not expected to result in a substantial increase in demand for additional fire protection services that would exceed the capability of the LAFD to serve the Modified Project such that it would require construction of new fire facilities.

Therefore, similar to the Approved Project, the impact associated with the Modified Project is considered less than significant and no mitigation measures are required.

Police protection

Less Than Significant with Mitigation Incorporated. Similar to the Approved Project, the Modified Project would be under the jurisdiction of the Olympic Community Police Station, located at 1130 S. Vermont, Los Angeles, located approximately 1.1 miles to the south.

[117] United States Census Bureau, Population Estimate City of Los Angeles July, 1, 2019 Phttps://www.census.gov/quickfacts/fact/table/losangelescitycalifornia# Accessed September 26, 2020

Construction

Similar to the Approved Project, during construction, equipment and building materials associated with the Modified Project could be temporarily stored on-site, which could result in theft, graffiti, and vandalism. However, the Project Site is located in an area with high vehicular activity and visibility from Shatto Place and 6th Street. In addition, MM PS-1 included in the 2019 Approved SCEA would remain applicable for the Modified Project. MM PS-1 states the construction site would be fenced along the perimeter to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

Similar to the Approved Project, a Construction Management Plan (MM TRAF-1) would also be implemented for the Modified Project in order to minimize disruptions to through traffic flow, maintain emergency vehicle access to the Project Site and neighboring land uses, and schedule worker and construction equipment delivery to avoid peak traffic hours. Therefore, similar to the Approved Project, the Modified Project would have a less than significant temporary impact on police protection during construction with incorporation of MM PS-1.

Operations

Operational activities associated with the Modified Project would increase demand for police protection services but not such that it would require the addition of a new police station, or the expansion, consolidation, or relocation of an existing station in order to maintain service. The Modified Project would result in 1,068 residents compared to the 622 residents associated with the Approved Project. However, although the amount of residents would be higher under the Modified Project, the increase would represent a nominal 0.02 percent increase in the City's existing population of 3,979,576 persons.[118] Similar to the Approved Project, the Modified Project is located within a designated City of Los Angeles TPA and within an area meeting SCAG's definition of an HQTA, the population growth generated by the Modified Project is considered consistent with the City's and SCAG's growth policies.

Similar to the Approved Project, the Modified Project would be designed in consideration of the City's "Design Out Crime" initiative to provide a project design that incorporates strategies from CPTED and MM PS-2 would remain applicable to the Modified Project. The Modified Project would incorporate similar security measures for the safety of residents, employees, and visitors to the Project Site as was identified in the 2019 Approved SCEA.

As discussed in Section 5.17, *Transportation*, of this Addendum operational traffic impacts related to the Modified Project would be less than significant. Emergency access to the Project Site and surrounding uses would be maintained at all times and emergency vehicles would have priority and the ability to bypass signals and stopped traffic. Thus, Modified Project-related traffic is not anticipated to impair the LAPD from responding to emergencies at the Project Site. Prior to the occupancy of the Modified Project, the Applicant would provide the LAPD with a diagram of each portion of the property, including access routes, and additional information to facilitate potential LAPD responses. Therefore, similar to the Approved Project, the impact related to the Modified

[118] United States Census Bureau, Population Estimate City of Los Angeles July, 1, 2019 Phttps://www.census.gov/quickfacts/fact/table/losangelescitycalifornia# Accessed September 26, 2020

Project is less than significant with the incorporation of mitigation measures MM PS-1, MM PS-2, and MM PS-3.

Schools

Less Than Significant Impact. Similar to the Approved Project, the Modified Project would be served by the Los Angeles Unified School District (LAUSD).

Construction

Similar to the Approved Project, construction of the Modified Project would require construction employees that would be hired from a mobile regional construction work force that moves from project to project. Typically, construction workers pass through various development projects on an intermittent basis. Given the mobility and short durations of work at a particular site, and a large construction labor pool that can be drawn upon in the region, construction employees would not be expected to relocate residences within this region or move from other regions as a result of their work on the Modified Project. Therefore, similar to the Approved Project, the Modified Project's construction would not generate a significant amount of new students needing to attend local schools that would require the addition of a new school facility or expanding.

Operation

The Modified Project's operation would incrementally increase demand for school services but not such that it would require the addition of a new school facility, or the expansion, consolidation, or relocation of an existing facility in order to maintain service. The Modified Project would result in an additional 1,068 residents compared to the 622 residents associated with the Approved Project. However, although the amount of residents would be higher under the Modified Project, the increase would represent a nominal 0.02 percent increase in the City's existing population of 3,979,576 persons.[119] The Modified Project would result in a net decrease of employees on the Project Site. If new employees currently reside in neighboring communities and have school children, it is expected the children would remain enrolled in their current school. However, if some new employees with school age children choose to move closer to work, or if some new employees with children are hired from the surrounding community or another City, there could be negligible change in student population in the nearby schools.

The Modified Project is estimated to generate total of 189 students.[120] This number is conservative in that it assumes that none of the future Modified Project residents with families would already have students attending the affected schools.

[119] United States Census Bureau, Population Estimate City of Los Angeles July, 1, 2019 Phttps://www.census.gov/quickfacts/fact/table/losangelescitycalifornia# Accessed September 26, 2020

[120] Student Generation Rates for Residential Uses are taken from the Development School Fee Justification Study, LAUSD, March 2020. Grades TK-6 = 0.2269; Grades 7-8= 0.0611, Grades 9-12=0.1296, Special Day Class Students= 0.0194 totaling 160 students. For each 1,000 square feet of non-residential space (office 11, 965 square feet = 1.128/1,000 square feet = 13 students) (commercial 24,435 square feet = 0.0.638/1,000 square feet = 16 students)

The Modified Project Site is located within the school of choice attendance area for the Robert F. Kennedy zone of choice.[121] Per the LAUSD, available seating capacity is based on residential enrollment (i.e., defined by LAUSD as the number of students living in a school's attendance area who are eligible to attend the school even though many students living in a school's attendance area would attend private schools or charter schools). As such, according to the LAUSD, based on actual enrollment, no school serving the Project Site is over capacity. The total capacity of the Robert F. Kennedy zone of choice is 4,695 seats, with an actual enrollment of 3,887 students in the 2019-2020 school year.[122] Therefore, based on actual enrollment, there is currently available capacity at these schools. Moreover, LAUSD's projected school enrollment for the next five year period anticipates student enrollment of 3,923, with a projected overage capacity of 772 students.[123]

As noted earlier, project impacts related to schools would be addressed through payment of required SB 50 development fees pursuant to Sections 65995 of the California Government Code. In accordance with SB 50, the payment of these fees are deemed to provide full and complete mitigation under CEQA for impacts to school facilities.

Therefore, similar to the Approved Project**,** with payment of SB 50 school fees as well as the projected available capacity within the schools serving the Project Site, the Modified Project's operational impact to school services and facilities would be less than significant and no mitigation measures are required.

Parks

Less Than Significant Impact. Similar to the Approved Project, the Modified Project is served by numerous public parks and recreational facilities. According to the LADRP, the City of Los Angeles has an overall parkland acres-to-population ratio of 0.84 acres of neighborhood or community parkland per 1,000 residents.[124] This is an increase from the parkland ratio of 0.76 acres of neighborhood and community parkland per 1,000 residents in provided by the LADRP during preparation of the 2019 Approved SCEA [125] In addition, new planned park improvements near the Modified Project Site include a new gymnasium building located at the existing Seoul International Park, located approximately one mile from the Modified Project Site.[126]

The Modified Project would provide 33,045 square feet of potential recreation and Park Credit areas of open space in excess of LAMC § 12.21G requirements, and 80,045 square feet of non-credited outdoor areas. At the corner of Shatto Place and West 6th Street, a corner plaza of approximately 4,598 square feet would include landscaping and seating area. On level 2, an exterior dog run and interior dog care area is provided. On level 3, community rooms and gym/fitness

[121] LAUSD Correspondence from Vincent Maffei, Director, LAUSD. December 21, 2020.

[122] LAUSD Correspondence from Vincent Maffei, Director, LAUSD. December 21, 2020.

[123] LAUSD Correspondence from Vincent Maffei, Director, LAUSD. December 21, 2020.

[124] LADRP Correspondence Cathie M. Santo Domingo, Assistant General Manager and Darryl Ford, Superintendent Planning, Maintenance, and Construction Branch, October 15, 2020. (Appendix L)

[125] LARDP Correspondence, Michael A. Shull, General Manager, September 18, 2018.

[126] LADRP Correspondence Cathie M. Santo Domingo, Assistant General Manager and Darryl Ford, Superintendent Planning, Maintenance, and Construction Branch, October 15, 2020. (Appendix L)

center, and a landscaped, amenity deck with swimming pool would be provided. At the rooftop level 40, additional communal rooms and landscaped areas are provided.

Because of the accessibility of the Modified Project Project's open space and recreation features, and the fact that the facilities would be designed to meet the focused needs of the Modified Project's residents, it is expected similar to the Approved Project, the majority of the Modified Project's recreational demand would take place within the Project Site. Some residual demand would occur for the use of facilities not provided within the Modified Project.

Residual off-site park use would likely be dispersed to parks serving the Modified Project area that would be easily accessible and that have unique features that would be of interest to different residents. It is, thus, anticipated that impacts at any single park location would be minimal and the Modified Project's contribution to park use would not cause substantial degradation of existing facilities or require a new public park.

LAMC Section 12.33, which implements the City's parkland dedication ordinance enacted under the Quimby Act, provides a formula for satisfying park and recreational uses through land dedication and/or the payment of in-lieu fees. As per Section 12.33, Applicants must meet with the Department of Recreation and Parks and Department of City Planning staff and to discuss dedication of land and/or payment of in lieu fees. The Applicant met with the LADRP on October 9, 2020 as part of the pre-application review process pursuant to LAMC Section 12.33 and the LADRP memorialized this meeting in its October 13, 2020 letter.[127] As approved at the Los Angeles Board of Recreation and Park Commissioners hearing on January 21, 2021, the Modified Project would be required to pay an in lieu fee,

In addition, pursuant to LAMC Section 21.10.3(a)(1), Dwelling Unit Construction Tax, the City imposes a tax $200 per dwelling unit on all construction of new dwelling units and modification of existing dwelling units. These taxes are placed into a "Park and Recreational Sites and Facilities Fund" to be used exclusively for the acquisition and development of park and recreational sites. If a developer has already paid Quimby fees, as described under Section 12.33 or has dedicated in lieu parkland or recreational facilities, the dwelling unit tax required may be reduced accordingly.

The Modified Project would be reviewed by the Department of City Planning to determine whether proposed facilities meet the applicable criteria for consideration or additional park land dedication or fees must be paid. The Applicant met with the LADRP on October 9, 2020 and the LADRP verbally indicated that the Modified Project pay the in-lieu fee.[128] As approved at the Los Angeles Board of Recreation and Park Commissioners hearing on January 21, 2021, the Modified Project would be required to pay an in lieu fee.

Payment of such fees, if required, would provide a means for the Modified Project to support the provision of park lands in a way that would avoid potential deterioration of parks serving the Project vicinity and assist with the maintenance and expansion of new park facilities, including the planned

[127] LADRP Correspondence, Early Consultation Meeting Verification (VTT-83123 – 514-550 South Shatto Place, 3119 West 6th Street), Michael A. Shull, General Manager, October 13, 2020 (Appendix L)

[128] LADRP Correspondence, Early Consultation Meeting Verification (VTT-83123 – 514-550 South Shatto Place, 3119 West 6th Street), Michael A. Shull, General Manager, October 13, 2020 (Appendix L)

new gymnasium building at Seoul International Park located approximately one mile from the Modified Project Site.

Because the Modified Project's demand for park space would be limited, there are park facilities, including a major regional facility available to serve the Project Site, and the Modified Project per Section 12.33 would provide sufficient facilities or in-lieu fees to avoid adverse impacts to the City's Open Space facilities, the Modified Project demand would not require new, consolidated or expanded facilities and would further avoid deterioration of parks that might be visited by the Modified Project's residents. Therefore, similar to the Approved Project, the impact to parks and park facilities would be less than significant.

Other governmental services

Less Than Significant Impact. Similar to the Approved Project, the Modified Project would be served by the a variety of LAPL libraries: including the Cahuenga Branch Library, the Echo Park Branch Library, the Edendale Branch Library, the Felipe de Neve Branch Library, the Pico Union Branch Library, Pio Pico-Koreatown Branch Library, and the Wilshire Branch Library and the Memorial Branch Library.

Similar to the Approved Project, the Modified Project's construction workers would come from an existing labor pool whose workers move between construction projects on short-term bases without requiring relocation. There would be no notable increase in library usage at the libraries serving the Project Site, and no need for the construction of library facilities to accommodate construction population. The nearest library to the Modified is the Felipe de Neve Branch Library, located 0.35 miles from the Project Site. Therefore, construction activities would not adversely affect the operations of nearby libraries.

The Modified Project's would result in a net increase in residential population of approximately 1,068 residents. The closest library is the Felipe de Neve Branch Library located 0.35 from Project Site and thus would be expected to be the primary facility used by the Approved Project's residents. The Project Site also has close proximity to the Pio Pico-Koreatown Branch Library located 1.03 miles from the Project Site, the Pico Union Branch Library located 1.1 miles from the Project Site, the Wilshire Branch Library located 1.44 miles from the Project Site, the Edendale Branch Library located 1.8 miles from the Project Site, the Cahuenga Branch Library located 1.8 miles from the Project Site, the Echo Park Branch Library located 1.9 miles from the Project Site, and the Memorial Branch Library located 2.5 miles from the Project Site. While the closest Library to the Project Site, the Felipe de Neve Branch Library, is smaller than the facility size criteria, the second closest library to the Project Site, the Pio Pico-Koreatown Library, meets the facility size criteria for its service population.

With the shift in technology from books to computers, the demand for library facilities is changing. Members of LAPL have access to thousands of podcasts, audiobooks, media publications, and instructional content online and via smartphone applications made available to library patrons.[129] The availability of such resources reduces the demand for physical library space. Recognizing these

[129] https://www.lapl.org/ Accessed January 7, 2021.

facts, the Los Angeles Public Library Strategic Plan 2015-2020[130] places emphasis on the employment of new technology for meeting future needs and includes objectives for increasing digital collections, e-mail circulation and use of mobile apps. This has the result of allowing the LAPL to meet increased population demand aside from the provision of new physical facilities.

Similar to the Approved Project, the Modified Project's residential units would be equipped to receive individual internet service, which would offer residents the opportunity to access the LAPL's online database system that includes podcasts, audiobooks, media publications, and instructional content. The availability of such resources reduces the demand for physical library space.

In addition, similar to the Approved Project, the Modified Project's would generate revenue for the City's general fund that could be used for the provision of public services such as library facilities. Measure L, which gradually increases library funding from its current level of 0.0175 percent of assessed property value to 0.0300 percent to keep libraries open longer and improve library services, also provides LAPL with a mechanism to address the needs of additional residents. The above fees and mechanisms would offset any incremental need for funding of capital improvements to maintain adequate library facilities and service, resulting from the Modified Project. Furthermore, there are no LAPL plans to add libraries in the area,[131] nor would the Modified Project create a demand for a new library.

Therefore, similar to the Approved Project, the impact regarding library services would be less than significant and no mitigation measures are required. As such, similar to the Approved Project, the Modified Project would not result in any physical impact on the environment related to library services.

Cumulative Impacts: Public Services

Fire Protection Services

There are no related projects with which the project would combine to create a new significant or substantially worse significant impact than was evaluated in the Approved SCEA. Similar to what was evaluated in the 2019 Approved SCEA, related projects would cumulatively generate, in conjunction with the Approved Project, the need for additional fire protection and emergency medical services from the LAFD. Although there would be cumulative demand on LAFD services, cumulative impacts on fire protection and medical services would be reduced through regulatory compliance and site specific design and safety requirements, similar to the Modified Project. All related projects would be subject to review by the LAFD for compliance with Fire Code and Building Code regulations related to emergency response, emergency access, fire flow, and fire safety.

The protection of public safety is the first responsibility of local government, and local officials have an obligation to give priority to the provision of adequate public safety services which are typically financed through the City general funds. Through the City's regular budgeting efforts,

[130] https://www.lapl.org/sites/default/files/media/pdf/about/LAPL_Strategic_Plan_2015-2020.pdf Accessed January 7, 2021.

[131] LAPL, Robyn Myers, Management Analyst, Correspondence January 6, 2021 (Appendix L)

LAFD's resource needs would be identified and monies allocated according to the priorities at the time. The Modified Project, as well as the related projects, would also generate revenues to the City's General Fund (in the form of property taxes, sales tax revenue, etc.) that could be applied toward the provision of fire services, as deemed appropriate by the City.

Further, project-by-project traffic mitigation, multiple fire station response, and system wide upgrades to improve response times, and other requirements imposed by the LAFD are expected to help support adequate response times. Through the process of compliance, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Modified Project and related projects would contribute. Even in consideration of the related projects, if a new fire station, or the expansion, consolidation, or relocation of a station was determined warranted by LAFD, and was foreseeable, the Wilshire Community Plan Area is highly developed, and the site of a fire station would likely be an infill lot that would likely be less than an acre in size.

Police Protection Services

The related projects would cumulatively generate, in conjunction with the Modified Project, the need for additional police protection services from the LAPD. It is expected that the related projects (particularly those of a larger nature) would be subject to review by the LAPD on a project-by-project basis to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. Many of the related projects would also be expected to provide on-site security, personnel, and/or design features for their residents and patrons per standard development practices for the given uses. Even in consideration of the related projects, if a new police station, or the expansion, consolidation, or relocation of a station was determined warranted by LAPD, and was foreseeable, the Wilshire Community Plan Area is highly developed, and the site of a police station would likely be an infill lot that would likely be less than an acre in size. In addition, like the Modified Project, the related projects would also be expected to provide on-site security, personnel and/or design features for their residents and patrons. Each related project would be subject to the City of Los Angeles' routine construction permitting process, which includes a review by the LAPD to ensure that sufficient security measures are implemented.

Further, the protection of public safety is the first responsibility to local government and local officials have an obligation to give priority to the provision of adequate public safety services, which are typically financed through the City 's General Funds. Accordingly, the need for additional police protection services as part of an unplanned police station at this time is not an environmental impact that the Project is required to mitigate. Through the process of compliance, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Modified Project and related projects would contribute. Therefore, cumulative impacts related to police protection services would be less than significant.

Schools

Pursuant to Government Code Section 65995, the payment of developer fees under the provisions of SB 50 addresses the impacts of new development on school facilities serving that development. Accordingly, impacts on public schools from related projects would be mitigated to less than significant with payment of developer fees. Furthermore, as the Modified Project would also pay school impact fees.

Parks

Of the 21 development projects on the related projects list, 18 include residential components. These 18 related projects with residential components include a total of 3,332 housing units with a corresponding population of 9,466 persons, without taking into account any existing residential units that might be demolished to allow for development of the related projects.

When combined with the Modified Project's 1,068 persons, the total increase in population would be 10,534. As with the Modified Project, new related residential projects are anticipated to provide on-site open space and recreational amenities to meet the needs of projected residents. In addition, LAMC Section 12.33, which implements the City's parkland dedication ordinance enacted under the Quimby Act, provides a formula for satisfying park and recreational uses through land dedication and/or the payment of in-lieu fees. In addition to the provision of on-site recreational amenities for related residential related projects, the implementation of required parks and recreational fees under the LAMC would allow for land purchase and expansion of existing facilities. As such, related projects are not anticipated to result in substantial physical deterioration or accelerated deterioration of recreational and parks facilities.

The Modified Project would provide 33,045 square feet of potential recreation and Park Credit areas of open space in excess of LAMC § 12.21G requirements, and 80,045 square feet of non-credited outdoor areas. With fulfillment of the required provisions of the LAMC, which require dedication of land or payment of in-lieu fees, if necessary, impacts would be less than significant.

Other Governmental Services

With respect to libraries, each related project would also generate revenues to the City's General Fund (in the form of property taxes, sales tax, business tax, transient occupancy tax, etc.) that could be applied toward the provision of enhanced library services in the Community Plan Area, as deemed appropriate. While the related projects would not require the construction of new library facilities, these revenues to the City's General Fund would help offset the increase in demand for library services and support the provision of services within the existing facilities.

Findings Related to Public Services

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA. The Modified Project would not result in new significant environmental impacts related to public services, and there would not be a substantial increase in the severity of impacts described in the 2019 Approved SCEA.

Project Design Features

There are no project design features pertaining to population and housing that are applicable to either the Approved Project or the Modified Project.

Mitigation Measures

The following Mitigation Measure was included in the 2019 Approved SCEA pertaining to public services and remains applicable to the Modified Project.

> **MM PS-1:** A construction fence shall be constructed around the Project Site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.
>
> **MM PS-2:** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.
>
> **MM PS-3:** Prior to the occupancy of the Project, the Applicant shall provide the Olympic Area Commanding Officer with a diagram of each portion of the property, including access routes, and additional information to facilitate potential LAPD responses.

4.16 Recreation

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the 2019 Approved SCEA. Subsequent to approval of the Approved Project, the applicant purchased a lot to the north of the approved Project Site containing an existing 27,843 square foot office building (514 S. Shatto Place). Refer to Section 5.16, *Recreation*, of the 2019 Approved SCEA for an in-depth discussion of these features of the existing environmental setting and potential impacts with regards to recreation.

2019 Approved SCEA

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

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

Less Than Significant Impact. Operational activities associated with the Approved Project would increase demand for park services. However, the Approved Project would provide 64,225 sf of open space and amenities that would be tailored to meet the needs of the anticipated residential population. The Approved Project would provide required open space that exceeds the City's open space requirements. The assessment of impacts associated with the construction of any recreational facilities is inclusive of the assessment of impacts associated with the Approved Project in its entirety.

As such, the demand or use of nearby park facilities would be reduced at times by the Project. Nonetheless, to offset the Approved Project's demand on park facilities and services, the Approved Project Applicant would be responsible for meeting the parkland dedication or fee requirements pursuant to the Quimby Act and Section applicable LAMC requirements, as necessary. Therefore, with the proposed open space features and payment of applicable fees, the Approved Project would not substantially deteriorate, or accelerate the deterioration of recreational facilities or resources.

Conclusion

Impacts would be less than significant in and no mitigation is required.

Cumulative Impacts: Recreation

Refer to discussion of cumulative impacts related to parks and recreational facilities under Section 5.15, Public Services.

Analysis of the Modified Project

Less Than Significant Impact. Similar to the Approved Project, operational activities associated with the Modified Project would increase demand for park services. In total, the Modified Project would provide 33,045 square feet of potential recreation and Park Credit areas of open space in excess of LAMC § 12.21G requirements, and 80,045 square feet of non-credited outdoor areas that would be tailored to meet the needs of the anticipated residential population.

As such, the demand or use of nearby park facilities would be reduced at times by the Modified Project. Nonetheless, to offset the Modified Project's demand on park facilities and services, the Project Applicant would be responsible for meeting the parkland dedication or fee requirements pursuant to the Quimby Act and Section applicable LAMC requirements, as necessary. Therefore, with the proposed open space features and payment of applicable fees, the Modified Project would not substantially deteriorate, or accelerate the deterioration of recreational facilities or resources.

Conclusion

Impacts would be less than significant in and no mitigation is required.

Cumulative Impacts: Recreation

Refer to the discussion of cumulative impacts related to parks and recreational facilities under Section 5.15, Public Services.

Findings Related to Recreation

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA. The Modified Project would not result in new significant environmental impacts related to recreation, and there would not be a substantial increase in the severity of impacts described in the 2019 Approved SCEA.

Project Design Features

There are no project design features pertaining to recreation that are applicable to either the Approved Project or the Modified Project.

Mitigation Measures

There are no mitigation measures pertaining to recreation that are applicable to either the Approved Project or the Modified Project.

4.17 Transportation

Existing Environmental Setting

The Approved Project was previously analyzed for potential transportation impacts using the level of service (LOS) methodology formerly required by CEQA. Transportation Impacts evaluated in the 2019 Approved SCEA were based on the *Transportation Impact Study for the 550 South Shatto Place Project, October 2018* (Transportation Study), prepared by Gibson Transportation Consulting, Inc. The Transportation Study was reviewed and approved by LADOT via an inter-departmental memorandum to the Los Angeles Department of City Planning LADCP) on October 18, 2018. Refer to Section 5.17, *Transportation*, of the 2019 Approved SCEA for an in-depth discussion of these features of the existing environmental setting and potential impacts with regards to transportation and circulation.

The Project Site under the Modified Project has been slightly expanded to the north to include the four story, office building with at-grade parking located to the north that would be demolished in addition to the structures evaluated under the Approved Project. In addition, potential transportation impacts related to the Modified Project are now evaluated based upon updated Transportation Assessment Guidelines (TAG) developed by the Los Angeles Department of Transportation (LADOT), July 2020.

2019 Approved SCEA

Conflict with a Program Plan, Ordinance or Policy Addressing Circulation System, Including Transit, Roadway, Bicycle and Pedestrian Facilities

Less Than Significant with Mitigation Incorporated.

Construction

Based on projections, the estimated number of daily trips associated with the construction workers is related to the Approved Project is approximately 556 (278 inbound and 278 outbound trips). In addition, it is anticipated that a maximum of 152 delivery trucks would arrive and depart from the Project Site during the building phase of construction of the Approved Project. Thus, up to 304 daily truck trips (152 inbound, 152 outbound) are forecasted to occur during construction. Because construction trucks (such as earth-hauling trucks and cement trucks) are larger and slower than the passenger vehicles that make up the majority of the vehicles on the roads, they have an effect on traffic that is greater than a passenger vehicle's effect. Therefore, the Transportation Research Circular No. 212 defines passenger car equivalency (PCE) for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects Assuming a PCE factor of 2.0, the 304 daily truck trips would be equivalent to 608 daily PCE trips.[132] Most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

As part of the Approved Project, a detailed Construction Management Plan, included as MM TRAF-1, would be provided. The Construction Management Plan would include street closure information, a detour plan, , and a staging plan, and would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan would be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site.

The trips generated to the Project Site during construction activities are anticipated to be less than the trips generated by the Approved Project. Therefore, it is expected that the traffic impacts associated with construction activities would also be less than the traffic impacts associated with the operations of the Approved Project. Thus, construction activities are expected to have a less-than-significant impact on street and intersection service levels.

Construction activities are expected to be primarily contained within the Project Site boundaries. However, it is expected that construction fences may encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the Project Site. The curb lane on Shatto Place, which provides on-street parking, could be used intermittently throughout the construction period for equipment staging, concrete pumping, etc. Temporary traffic controls would be provided to direct traffic around any closures as required in the Construction Management Plan. Travel lanes would be maintained in each direction on Shatto Place throughout the construction period, and emergency

[132] Transportation Impact Traffic Study for the 550 South Shatto Place Project, October 2018.

access would not be impeded. The use of the public ROW along Shatto Place and 6th Street may require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. The Construction Management Plan would include safety precautions and procedures for pedestrians and bicyclists including the installation of directional signage and protection barriers.

There is no bus stop adjacent to the Project Site that would require any temporary relocation. On-street parking is allowed along Shatto Place, so construction fences could result in the temporary loss of approximately 200 linear feet of curb parking on the east side of Shatto Place.

Construction associated with the Approved Project, is not expected to create hazards for drivers, bicyclists, or pedestrians as long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, worker travel times, staging, etc.) would be incorporated into the Construction Management Plan (MM TRAF-1). The Approved Project would implement the Construction Management Plan to further reduce impacts. Further, additional mitigation measures are provided below to reduce potential construction related traffic and safety impacts that may affect the Young Oak Kim Academy.

Operation

On December 28, 2018, the State CEQA Guidelines were updated, and included changes to the above threshold. As analyzed in the 2019 Approved SCEA, the Approved Project would not conflict with a Program Plan, Ordinance or Policy Addressing Circulation System, including Transit, Roadway, Bicycle and Pedestrian Facilities, as discussed below. Bicycle Plans and Programs

The City of Los Angeles Mobility Plan 2035 identifies a Bicycle Enhanced Network. Tier 1 bicycle lanes are bicycle facilities on arterial roadways with physical separation. Tier 2 and Tier 3 bicycle lanes are bicycle facilities on arterial roadways with striped separation. Within the Study Area, bicycle routes are provided along New Hampshire Avenue north of 6th Street, 4th Street west of Hoover Street, and 7th Street east of New Hampshire Avenue.

Construction activities may encroach on the public right-of-way adjacent to the Project Site on 6th Street, resulting in temporary rerouting of pedestrian traffic and bicycle traffic. The Construction Management Plan would include measures to ensure bicycle safety along the affected bicycle facilities.

The Approved Project would not add new driveways or alter rights of way along these roadways and, as such, would not interfere with programs, plans, or ordinances or policies that promote bicycle routes or access. Therefore, impacts would be less than significant, and no mitigation measures are required.

Pedestrian Facilities

Construction

Construction activities associated with the Approved Project, are expected to be primarily contained within the Project Site boundaries. However, it is expected that construction fences may encroach into the public right-of-way (ROW) (e.g., sidewalk and roadways) adjacent to the Project Site. The use of the public ROW along Shatto Place and 6th Street may require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. MM TRAF-1 (Construction Management Plan) would include measures to ensure pedestrian safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

Therefore with, incorporation of MM TRAF-1, impacts to pedestrians would be less than significant during construction.

Operation

During operation of the Approved Project, pedestrian access to the residential units would be from a ground floor residential lobby accessible from a pedestrian pathway from Shatto Place. Each of the four ground floor office uses would have distinct entrances directly from the sidewalk along Shatto Place. Pedestrian access to the restaurant uses would also be from Shatto Place from a pedestrian entrance located to the south of the Project Site. Access to residential areas and ground floor restaurant and office use would be available via elevators and stairways in the parking levels. The Approved Project would not mix pedestrian and automobile traffic. While there is a slight jog in the sidewalk along Shatto Place near the commercial uses, the sidewalk would be wide enough to accommodate pedestrians and would be an adequate width for ADA compliance. Therefore, the Approved Project would not interfere with programs, plans, or ordinances or policies that promote pedestrian access.

Therefore, operational impacts associated with the Approved Project would be less than significant, and no mitigation measures are required.

Transit Plans and Programs

The Project Site and surrounding area served by numerous established transit routes. The total residual capacity of the analyzed transit lines during the morning and afternoon peak hours is approximately 13,021 and 11,748 additional riders respectively.[133] The Approved Project's morning and afternoon peak hour person trips by transit are projected at five and 26 trips, respectively, or less than 1% of the total residual capacity of the bus lines during morning and afternoon peak hours.[134]

Furthermore, Los Angeles County voters approved Measure R, a half-cent sales tax increase for transportation, which has allowed Metro to develop projects to improve the existing transportation system. The Metro 2009 Long Range Transportation Plan (2009 LRTP), outlines a range of transit

[133] Transportation Impact Traffic Study for the 550 South Shatto Place Project, October 2018.
[134] Transportation Impact Traffic Study for the 550 South Shatto Place Project, October 2018.

and highway projects throughout Los Angeles County that were aimed to improve mobility and address future growth, is currently in the process of an update to address transportation issues and projects identified by local jurisdictions, Councils of Governments, and transportation agencies. The Metro 2014 Short Range Transportation Plan identifies projects and programs that will be implemented in accordance with project priorities and funding schedules of the 2009 LRTP. It is recognized that with these plans in place, Metro will continue to maintain and expand regional transit service in order to accommodate demand in the region.

Overall, the total transit capacity of the numerous transit lines can accommodate the Approved Project's transit trips. Therefore, the Approved Project would not interfere with programs, plans, or ordinances or policies that promote regional transit capacity.

Therefore, impacts would be less than significant, and no mitigation measures are required.

Conflict or be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)

Less Than Significant Impact.

In January 2019, the Natural Resources Agency and OPR codified SB 743 into the PRC and the State CEQA Guidelines. As part of that, VMT replaced motorist delay and LOS as the metric for traffic impact determinations. However, at the time of preparation of the 2019 Approved SCEA, the City had not yet adopted a VMT methodology to address the updated CEQA Guidelines. Thus, the 2019 Approved SCEA included a LOS analysis of traffic impacts. However, VMT was extensively analyzed throughout the SCEA. For example, VMT was estimated using CalEEMod in Sections 5.3, *Air Quality* and Section 5.8 *Greenhouse Gas Emissions*, which used trip generation rates and applies general trip distances for various types of trips, such as home-work, home-shopping, and commercial-customer.

PCR 21099 (a)(7) defines a TPA as an area located within 0.5 miles (2,640 feet) of a major transit station. The Approved Project would be a mixed-use, infill project located in a TPA as it is located less than 0.25 mile from the Wilshire/Vermont Metro Rail Station that serves the Metro Red Line and Purple Line. The December 2018 OPR Technical Advisory on Evaluating Transportation Impacts in CEQA[135] states that lead agencies should generally presume that certain projects (including retail, office, and residential projects as well as projects that are a mixture of these uses) within a TPA are presumed to have a less than significant impact on VMT.

In addition, for comparison purposes, the VMT Calculator was used to evaluate the Approved Project's VMT in the same manner as the Modified Project. The VMT Calculator estimates that the Approved Project would generate 10,354 total daily VMT, 2,592 daily household VMT, and 376 daily work VMT. The Approved Project would generate 4.3 household VMT per capita and 6.1 work VMT per employee, neither of which exceed the impact threshold of 6.0 and 7.6, respectively.

[135] https://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

Substantially Increase Hazards Due to a Geometric Design Feature (e.g., sharp curves or dangerous intersections) or Incompatible Uses (e.g., farm equipment)

Less Than Significant Impact. The Approved Project as designed does not include development of any roadways or intersections. Vehicular access to the Project Site would be provided via a new full-access driveway on Shatto Place and would replace the existing curb cuts. The new driveway would be constructed to City design standards.

Pedestrian access to the residential units would be from the ground floor residential lobby accessible from a new pedestrian pathway from Shatto Place. Each of the four ground floor office uses would have distinct entrances directly from the sidewalk along Shatto Place. A new pedestrian access point to the restaurant uses would also be from Shatto Place from a pedestrian entrance located to the south of the Project Site. Access to residential areas and ground floor restaurant and office use would be available via elevators and stairways in the parking levels. The Project would not mix pedestrian and automobile traffic.

Short-term bicycle parking would be provided on the ground level, accessible from the sidewalk along Shatto Place. Long-term bicycle parking would be provided within the parking garage. These spaces are designed to be accessed via the elevators to the lobby, though bicyclists may choose to use the vehicular parking ramps and the driveways along Shatto Place. No dedicated bicycle lanes currently exist on Shatto Place or 6th Street, nor have any been proposed in the Mobility Plan.

Based on the discussion above, the Approved Project would not substantially increase hazards for vehicles, pedestrians, and bicyclists accessing the Project Site due to a geometric design feature. Therefore, the impact related to hazards associated with the Approved Project would be less than significant and no mitigation measures are required.

Result in Inadequate Emergency Access

Less Than Significant Impact. The Project Site is located in an established urban area that is well served by a roadway network. While it is expected that the majority of construction activities for the Approved Project would be confined on-site, construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day. However, through-access for drivers, including emergency personnel, along all roads would still be provided. In addition, in accordance with City of Los Angeles requirements, adequate emergency access would be maintained. Therefore, construction is not expected to result in inadequate emergency access.

Long-term emergency access would continue to be provided as under existing conditions. Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for patrons, employees, and potential residents. Project Site access and circulation plans would be subject to review and approval by the LAFD.

Therefore, impacts related to inadequate emergency access would be less than significant and no mitigation is required.

Cumulative Impacts: Transportation

Less Than Significant Impact. Based on consultation with LADOT during the time of the Transportation Study prepared for the 2019 Approved SCEA, which analyzed for potential transportation impacts using the LOS methodology, the cumulative analysis for the Approved Project considered related projects within 1.5 miles of the Project Site. The traffic growth due to the development of related projects considered in the Transportation Study is highly conservative and, by itself, substantially overestimates the actual traffic volume growth in the Study Area that would likely occur prior to Approved Project buildout year. As such the 2019 Approved SCEA analyzed 118 related projects and one related infrastructure project in the Approved Project study area. The Transportation Study was reviewed and approved by LADOT via an inter-departmental memorandum to the Los Angeles Department of City Planning (LADCP) on October 18, 2018.

Cumulative impacts on traffic associated with construction (e.g., an intermittent reduction in street and intersection operating capacity) are typically considered short-term adverse, but not significant. Each related project would be required to comply with City requirements regarding haul routes and would implement mitigation measures and/or include project characteristics, such as traffic controls and safety procedures as part of a Construction Management Plan, to reduce potential traffic impacts during construction.

As analyzed in the 2019 Approved SCEA, cumulative traffic impacts would be less than significant. Each related project would be reviewed by the City to ensure compliance with the City's requirements relative to the provision of required bicycle and vehicle parking for their site populations.

The Approved Project would not have a significant impact on public transit and would be consistent with the City's Mobility Element 2035. The Approved Project would result in a less than significant traffic impact during construction and operation and would implement a Construction Management Plan that would incorporate notification and safety procedures and controls. In addition, the Approved Project would provide bicycle and vehicle parking in compliance with City Code requirements. Therefore, the Approved Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts would be less than significant. Although the Approved Project and other related projects will cumulatively add transit ridership, the Approved Project Site and Study Area are served by a vast amount of transit service. Overall, the total transit capacity of the numerous transit lines can accommodate the Approved Project's transit trips.

Furthermore, Los Angeles County voters approved Measure R, a half-cent sales tax increase for transportation, which has allowed Metro to develop transit projects to improve the existing transportation system. The 2009 Metro Long Range Transportation Plan outlines a range of transit projects throughout Los Angeles County that aims to improve mobility and address future growth and Metro is currently in the process of an update to address transportation issues and projects identified by local jurisdictions. Furthermore, it is assumed that public transit providers would add additional service when required in order to accommodate cumulative demand in the region. Therefore, cumulative impacts on public transit would be less than significant and would not be cumulatively considerable.

Therefore, cumulative traffic and transit impacts associated with the Approved Project would be less than significant.

Analysis of the Modified Project

The Approved Project was previously analyzed for potential transportation impacts using the level of service (LOS) methodology formerly required by CEQA. Since that time period, potential transportation impacts related to the Modified Project are now evaluated based upon updated Transportation Assessment Guidelines (TAG) developed by the Los Angeles Department of Transportation (LADOT), July 2020. The following analysis of potential transportation impacts is based on the Memorandum entitled *CEQA Thresholds and Non-CEQA Transportation Analysis for the 550 S. Shatto Place Project Los Angeles, California,* prepared by Gibson Consulting, November 18, 2020 (Transportation Memorandum) located in Appendix M. The Los Angeles Department of Transportation (LADOT) approved the Transportation Memorandum on December 2, 2020 which is also included in Appendix M.

The Modified Project consists of a proposed mixed-use development within a new 40-story building and an existing two-story building to be repurposed. Upon completion, the Modified Project would include a total of 367 residential units, including 42 units of affordable housing and 54 units of co-living housing, 11,965 sf office use, and 24,435 sf of restaurant use. The Modified Project would provide 470 vehicular parking spaces within four levels of subterranean parking and up to 200 bicycle parking spaces

The Modified Project also extends the Approved Project buildout from Year 2021 to Year 2024. Consistent with the Approved Project, parking would be provided via one full access driveway on Shatto Place. The Modified Project proposes an ingress-only secondary driveway to an internal passenger drop-off area that would connect on-site to the primary vehicular driveway lane leading to the parking garage. Additionally, access to the loading dock would be provided via a separate driveway along 6th Street, east of Shatto Place, with limited right-turn in/out access.

Conflict with a Program Plan, Ordinance or Policy Addressing Circulation System, Including Transit, Roadway, Bicycle and Pedestrian Facilities

Less Than Significant with Mitigation Incorporated. The TAG provides screening questions to determine which plans, policies, and programs apply to the Modified Project. The Modified Project's potential to conflict with these programs, plans, policies or ordinances, are discussed below.

Mobility Plan 2035

The Modified Project provides separate pedestrian access to the site via residential lobby and commercial entrances along Shatto Place and 6th Street to reduce conflicts with vehicles. The Modified Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure nor will the Modified Project be in conflict with or preclude implementation of any identified neighborhood improvements. The Modified Project is not required to provide additional widening along Shatto Place.

The Applicant is requesting a Waiver of Dedication for a three-foot dedication along 6th Street. Consistent with the driveway location planning guidelines, primary vehicular access to the Modified Project would be placed on a non-arterial street, Shatto Place. The driveways and truck loading dock would be designed in accordance with the standards set forth in Section 321 of Manual of Policies and Procedures (LADOT, December 2008).

The Modified Project encourages non-motorized travel through provision of short- and long-term bicycle parking and promotes transit usage by developing a mixed-use development located within a 0.25-mile walking distance of the Los Angeles County Metropolitan Transportation Authority (Metro) B/D Line Wilshire/Vermont Station and Metro Rapid 754 and 720 bus stops. All sidewalks and curb ramps along the Modified Project frontage would be designed in compliance with ADA standards to achieve accessibility for all patrons of the Modified Project. In addition, the Modified Project includes a mix of land uses to encourage interaction between components within a walkable environment in close proximity to jobs, destinations, and the multitude of neighborhood services available in the immediate Wilshire/Koreatown area, thereby reducing the number of trips made by vehicle and reducing overall VMT.

The Modified Project would incorporate Transportation Demand Management (TDM) measures to reduce the dependency on single-occupancy vehicles by providing convenient bicycle parking and pedestrian network improvements within and connecting off-site. TDM measures help reduce VMT and vehicle trips to and from the Project Site consistent with City and State transportation and Greenhouse Gas (GHG) policies and objectives. The Modified Project would also provide sufficient off-street parking to accommodate the Modified Project's parking demand on-site.

Therefore, the Modified Project would not interfere with any other policies or programs of the Mobility Plan and would, therefore, be consistent with it.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (LADCP, March 2015) (Plan for a Healthy Los Angeles) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

The Modified Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements and providing direct connections to pedestrian amenities at the adjacent signalized intersection of Shatto Place & 6th Street. Further, the Modified Project supports healthy lifestyles by locating housing and jobs near transit, providing bicycle parking, and enhancing the pedestrian environment through new walkways, a courtyard, a public pedestrian plaza, and shade trees for a more comfortable and inviting environment for pedestrians. The Modified Project also includes affordable housing units to provide attainable opportunities for social mobility. Therefore, it is consistent with Plan for a Healthy Los Angeles.

Land Use Element of the General Plan (Wilshire Community Plan)

The Modified Project would be consistent with the objectives of the Community Plan by furthering the development of the Wilshire Center/Koreatown community as a safe, secure, and high-quality

residential and commercial environment. The Modified Project would be consistent with the Community Plan's objectives related to developing additional multi-family residential and commercial uses along mixed-use boulevards in appropriate locations and providing pedestrian enhancements and open space to meet anticipated demands. In line with these objectives, the Modified Project would increase housing and jobs in proximity to local and Rapid bus lines, as well as rail transit service. The Modified Project would also encourage pedestrian-oriented design by implementing activated street frontages that would improve and promote pedestrian travel and separating the vehicular and pedestrian accesses to reduce conflicts. Furthermore, the Modified Project would include bicycle parking spaces for residents, employees, and visitors consistent with LAMC requirements.

Los Angeles Municipal Code

LAMC Section 12.21.A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. The Modified Project would provide short and long-term bicycle parking spaces to meet the minimum bicycle space requirement for on-site supply.

LAMC Section 12.26J TDM Ordinance

LAMC Section 12.26J, the TDM Ordinance (1993) establishes TDM requirements for non-residential projects, in addition to non-residential components of the mixed-use projects, in excess of 25,000 sf. Key requirements of the TDM Ordinance applicable to the Modified Project include providing carpool / vanpool loading areas, walkways between buildings and public sidewalks, and improving adjacent bus stops to the satisfaction of local transit agencies. Passenger loading would be primarily contained on-site, with secondary curbside loading along the southwestern edge of the Project Site on Shatto Place. The Modified Project provides extensive pedestrian connectivity and facilities within the site, including to the public sidewalks. There are no bus stops adjacent to the Project Site.

Pursuant to the requirements of the TDM Ordinance, the Modified Project design would implement TDM strategies such as providing reduced residential vehicle parking as an incentive in conjunction with the General Plan Amendment and Zone Change proposed. Additionally, the Modified Project would provide on-site bicycle parking per LAMC requirements and pedestrian network improvements through new walkways, a courtyard, a public pedestrian plaza, and shade trees and landscaped areas within and along the frontages. The Modified Project is consistent with the current TDM Ordinance and is, therefore, consistent with LAMC Section 12.26J.

LAMC Section 12.37 (Waivers of Dedications and Improvement)

Under LAMC Section 12.37, a project must dedicate and improve adjacent streets to half-ROW standards consistent with street designations from the Mobility Plan or request a waiver of dedication or improvement supported by findings.

The Modified Project has frontage on Shatto Place, a designated Local Street in the Mobility Plan with a ROW width of 60 feet, and on 6th Street, a designated Avenue II in the Mobility Plan with a ROW width of 86 feet. Shatto Place has a current ROW of 100 feet, with a half-width of 50 feet, including 25 feet of pavement width and 25 feet of sidewalk, on the east side of the street along the

frontage. The Modified Project proposes a 20-foot merger to meet the minimum City standard of 30 feet half-ROW. Within the public ROW, Shatto Place would be proposed with a 25-foot half-roadway width and five-foot sidewalks on the east side of the street. Additionally, the Modified Project would provide a seven-foot easement into the Property Line to extend the sidewalk/parkway to 12 feet. The Project Applicant requests a Waiver of Dedication of three feet along 6th Street, which currently has a ROW of 80 feet, with a half-ROW width of 40 feet, including 28 feet of pavement width and 12 feet of sidewalk, on the north side of the street along the frontage.

Vision Zero Action Plan / Vision Zero Corridor Plans

The primary goal of Vision Zero is to eliminate traffic deaths in the City of Los Angeles by 2025. Vision Zero identifies the High Injury Network (HIN), a network of streets where strategic investments will have the biggest impact in reducing death and severe injury.

Adjacent to the Project Site, 6th Street is identified in the HIN. As of June 2019, LADOT installed basic safety improvements on Vermont Avenue between 7th Street and Beverly Boulevard as part of the Vermont Avenue (7th to Beverly) Safety Improvements project. Improvements on Vermont Avenue included continental crosswalks upgrades and protected left-turn signals at intersections. In partnership with Vision Zero, the Safer Routes to School (SRTS) program has also identified safety improvements to enhance pedestrian safety and comfort on routes to and from school. As part of the Young Oak Kim Academy SRTS Plan, planned improvements include accessible pedestrian signals, continental crosswalks, curb extensions, etc. within the Study Area. The Modified Project's improvements to the pedestrian environment would not preclude future Vision Zero Safety Improvements or related programs such as the SRTS program by the City. Thus, the Modified Project does not conflict with Vision Zero.

Streetscape Plans

There are no streetscape plans near the Project Site and, therefore, streetscape plans do not apply to the Modified Project.

Citywide Design Guidelines

The Modified Project design includes pedestrian facilities and amenities, such as walkways, a courtyard, a public pedestrian plaza, and street trees, to provide a more comfortable and inviting mobility environment for pedestrians. Furthermore, the orientation of the Modified Project design and active ground floor facilities ensures that the Modified Project actively engages with the street and its surrounding uses, aligning with the Design Guidelines' recommendations regarding the pedestrian experience and incorporating amenities that promote social connection.

Based on the above, the Modified Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Modified Project is consistent with adopted City plans, programs, ordinances and policies regarding the circulation system. Therefore, no mitigation measures are required.

Potential Impacts on Access, Transit, And Parking

The Modified Project is anticipated to be constructed over a period of approximately 36 months, with an anticipated completion in Year 2024. Similar to the Approved Project, the majority of construction workers will arrive before the morning peak hour and depart before the afternoon peak hour, as per typical construction day schedules. The construction period would include sub-phases of site demolition, excavation and grading, foundations, and building construction. Peak haul truck activity occurs during excavation and grading, and peak worker activity occurs during building construction.

Excavation and Grading Phase

The peak period of truck activity during construction of the Modified Project would occur during the excavation and grading of the Modified Project Site. With the implementation of the MM TRAF-1 (Construction Management Plan), it is anticipated that almost all haul truck activity to and from the Project Site would occur outside of the morning and afternoon peak hours. In addition, as discussed in more detail in the following section, worker trips to and from the Project Site would also occur outside of the peak hours. Therefore, no peak hour construction traffic impacts are expected during the demolition phase of construction.

Based on projections compiled for the Modified Project, approximately 98,000 cubic yards (CY) of material would be removed from the Project Site over a 87-work day period. That equates to approximately 1,125 CY of material exported each workday, requiring up to 81 haul trucks per workday based on an anticipated haul truck capacity of 14 CY each. Thus, up to 162 daily haul truck trips (81 inbound, 81 outbound) are forecast to occur during the excavation period.

Large trucks were converted into the equivalent value of passenger cars due to the slower headway and delay-creating effects of heavy vehicles. Table 8 of Transportation Research Circular No. 212, Interim Materials on Highway Capacity (Transportation Research Board, 1980) and Exhibit 12-25 of the HCM suggest that a passenger car equivalency (PCE) of one truck is equal to 2.0 commuter vehicles. Assuming a PCE factor of 2.0, the 146 truck trips would be equivalent to 292 daily PCE trips.

In addition, a maximum of nine construction workers would work at the Project Site during this phase. Assuming minimal carpooling amongst those workers, an average vehicle occupancy (AVO) of 1.135 persons per vehicle was applied, as provided in CEQA Air Quality Handbook (South Coast Air Quality Management District, 1993). Therefore, nine workers would result in a total of eight vehicles, or 16 trips (eight inbound and eight outbound) to and from the Project Site on a daily basis.

With implementation of the MM TRAF-1, it is anticipated that almost all haul truck activity and worker trips would occur outside of the peak hours. Therefore, no peak hour construction traffic impact is expected during the excavation phase of construction.

Haul Route. The Modified Project will submit for approval an Application for Review of Import – Export with the Los Angeles Department of Building and Safety with the defined haul route as follows:

- Loaded Trucks: travel south on Shatto Place, west on 6th Street, north on Vermont Avenue to the Hollywood Freeway (US 101) Southbound, to Interstate 10 (I-10) East, to Interstate 605 (I-605) North, and exit Live Oak Avenue to Hanson disposal site.
- Empty Trucks: travel west on Live Oak Avenue to I-605 Southbound, to I-10 West to US 101 North, exit Vermont Avenue, south on Vermont Avenue, east on 6th Street, and north on Shatto Place to Project Site.

Building Construction Phase

The hours of construction typically require workers to be on-site before the weekday morning commuter peak period and allow them to leave before or after the afternoon commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 PM or after 6:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

According to construction projections prepared for the Modified Project, the building subphase of construction would employ the most construction workers, with a maximum of approximately 245 workers per day for all components of the building (i.e., framing, plumbing, elevators, inspections, finishing). However, since the different building components would not be constructed or installed simultaneously, this cumulative estimate likely overstates the number of workers that would be expected on the peak construction day. Furthermore, on most of the estimated workdays to complete the Modified Project, there would be far fewer workers than on the peak day. Therefore, the estimate of 245 workers per day represents a conservative estimate.

Assuming an AVO of 1.135 persons per vehicle, 245 workers would result in a total of 216 vehicles that would arrive and depart from the Project Site each day. The estimated number of daily trips associated with the construction workers is approximately 432 (216 inbound and 216 outbound trips), but nearly all of those trips would occur outside of the peak hours, as described above. As such, the building phase of Modified Project construction is not expected to cause a significant traffic impact at any of the study intersections.

During construction, adequate parking for construction workers would be secured in local parking facilities or, if needed, a remote site with shuttle service provided. Restrictions against workers parking in the public ROW in the vicinity of (or adjacent to) the Project Site would be identified. All construction materials storage and truck staging would be contained on-site.

Potential Impacts

Construction is not expected to create hazards for roadway travelers, bus riders, or parkers, as long as commonly practiced safety procedures for construction are followed. Construction activities are expected to be primarily contained within the Project Site boundary. However, it is expected that construction fences may encroach into the public ROW (e.g., sidewalk and roadways) adjacent to the Project Site. The curb lane on Shatto Place, which provides on-street parking, could be used intermittently throughout the construction period for equipment staging, concrete pumping, etc.

The use of the public ROW along Shatto Place and 6th Street may require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. The construction

activities of the Modified Project would not require a temporary transit stop relocation as no bus stop is currently located adjacent to the Project Site. On-street parking is allowed along Shatto Place, so construction fences could result in the temporary loss of approximately 200 linear feet of curb parking on the east side of Shatto Place.

To minimize any construction impacts to the adjacent roadways, transit, parking, Young Oak Kim Academy, pedestrians or emergency vehicles, the Modified Project would implement the same mitigation measures as the Approved Project (MM TRAF-1 through MM TRAF-5). The construction-related impact associated with access and transit is anticipated to be less than significant, and the implementation of the MM TRAF-1 through MM TRAF-5 would further reduce the impact.

Conflict or be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)

Less than Significant. The VMT metric is intended to promote the reduction of greenhouse gas emissions, the development of multi-modal transportation networks, and a diversity of land uses. This encourages the development that shortens the distance between housing, jobs, and services, increasing the availability of affordable housing options in proximity public transit, offers attractive non-vehicular transportation alternatives, provides strong transportation demand management programs and promotes walking and bicycling trips.

VMT Impact Thresholds

Consistent with CEQA guidance, TAG Threshold T-2.1 states that a residential project would result in a significant VMT impact if it would generate household VMT per capita more than 15 percent below the existing average household VMT per capita for the Area Planning Commission (APC) area in which it is located. Similarly, an office project would result in a significant VMT impact if it would generate work VMT per employee more than 15 percent below the existing average work VMT per employee for the APC area in which it is located.

Residents contribute to household VMT while employees (including hotel, retail, and restaurant employees) contribute to work VMT. The TAG identifies a daily household VMT per capita impact criteria of 6.0 and a daily work VMT per employee impact criteria of 7.6 for the Central APC, in which the Modified Project is located. Therefore, should the Modified Project's average household VMT per capita be equal to or lower than 6.0 and average work VMT per employee be equal to or lower than 7.6, the Modified Project's overall VMT impact would be less than significant.

VMT Analysis Methodology

LADOT prepared an analysis tool, *City of Los Angeles VMT Calculator Version 1.3* (July 2020) (VMT Calculator), designed to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits. Some of the key factors built into the VMT Calculator include travel behavior zones, mixed-use development methodology, population, and employment assumptions, and TDM measures.

Travel Behavior Zones (TBZs)

The City developed TBZs as part of a framework for determining the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. The Project Site is located in an Urban (Zone 4) TBZ.

Mixed-Use Development Methodology

As detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020) (VMT Calculator Documentation), the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers sociodemographic, land use, and built environment factors for a project area.

Trip Lengths

The VMT Calculator estimates trip lengths to and from a project site based on information from the City's Travel Demand Forecasting Model. The model considers the traffic analysis zones within 0.125 miles of a project to determine the average trip length and trip type, both of which factor into the calculation of a project's VMT.

Population and Employment Assumptions

The VMT Calculator contains population assumptions based on Census data and employment assumptions derived from multiple data sources.

TDM Measures

The VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies as project design features or mitigation measures. TDM strategies have been empirically demonstrated to reduce trip-making or travel mode choice in such a way as to reduce VMT, as documented in *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, August 2010).

Modified Project VMT Analysis

The VMT Calculator was used to evaluate the Modified Project VMT and compare it to the VMT impact thresholds. The VMT Calculator utilized the Modified Project's land uses and their respective sizes as the primary input. The VMT Calculator does not include the co-living housing use as a land use option. Therefore, a custom land use input was developed based on published trip generation rates in *Trip Generation Manual, 10th Edition* for multi-family housing based on total residents, as well as one-way trip type splits in the VMT Calculator Documentation for multi-family housing.

Additionally, the Modified Project includes design features considered as TDM strategies to reduce the number of single occupancy vehicle trips to the Project Site, including complying with the vehicle parking requirements, provision of bicycle parking per LAMC requirements on-site, and improving the pedestrian network system through new or improved public facilities, connectivity, and landscaped areas within and along the frontages. For purposes of providing a conservative analysis, the Modified Project's design features were not taken into consideration in the VMT evaluation.

At the time of the approval of the Transportation Study, LADOT was in the process of updating its travel demand model that forms the basis for the VMT Calculator. Thus, a qualitative analysis was conducted to show that the Approved Project would not result in significant VMT impacts as the Project Site is located in an urban/compact infill location and its characteristics (e.g., its location, proximity to transit, access to other nearby destinations, pedestrian connections, bicycle amenities, etc.) would encourage non-auto modes of transportation (walking, bicycling, carpool, vanpool, and transit).

The VMT analysis results are shown in Table 4. 2-24- *VMT Analysis Summary*. As shown in Table 4.2-24, the VMT Calculator estimates that the Modified Project would generate 17,722 total daily VMT, 3,855 daily household VMT, and 944 daily work VMT. The Modified Project would generate 3.7 household VMT per capita and 6.5 work VMT per employee, neither of which exceed the impact threshold of 6.0 and 7.6, respectively. Therefore, the overall Modified Project would not result in a significant VMT impact and no mitigation measures would be required.

In comparison to the Approved Project, the Modified Project would generate similar VMT per capita output, but still below the APC thresholds. Consistent with the Approved Project, the Modified Project would not result in VMT significant impacts. Thus, the Modified Project does not result in any new significant impacts as compared to the Approved Project.

TABLE 4.2-24
VMT ANALYSIS SUMMARY

Project Information	Modified Project	Approved Project
Address	550 S. Shatto Place	550 S. Shatto Place
Project Land Uses	**Size**	**Size**
Multi-Family Housing	271 units	227 units
Affordable Housing	42 units	29 units
Co-Living Housing	308 residents	--
Office	12,115 sf	2,507 sf
High-Turnover Restaurant	24,435 sf	12,800 sf
Project Analysis [a]		
Area Planning Commission	Central	Central
Travel Behavior Zone [b]	Urban	Urban
Maximum VMT Reduction [c]	*75%*	*75%*
VMT Analysis [d]		
Daily Vehicle Trips	2,788	1,627
Daily VMT	17,722	10,354
Total Household VMT	3,855	2,592
Household VMT per Capita [e]	3.7	4.3
Impact Threshold	6.0	6.0
Significant Impact	**NO**	**NO**
Total Work VMT	944	376
Work VMT per Employee [f]	6.5	6.1

Impact Threshold	7.6	7.6
Significant Impact	**NO**	**NO**

Notes:
a Project Analysis based on the City of Los Angeles VMT Calculator Version 1.3 (July 2020) output reports provided in Attachment D.
b "Urban" TBZs are characterized in City of Los Angeles VMT Calculator Documentation (LADOT and DCP, May 2020) as high-density neighborhoods characterized by multi-story buildings with a dense road network.
c The maximum allowable VMT reduction is based on the Project's designated TBZ.
d The Project includes several design features, such as bicycle parking and pedestrian network improvements, considered as TDM strategies to reduce the number of single occupancy vehicle trips. For the purposes of providing a conservative analysis, these design features were not taken into consideration in the VMT evaluation.
e Household VMT per Capita is based on the "home-based work production" trip types.
f Work VMT per Employee is based on the "home-based work attraction" trip types.

Substantially Increase Hazards Due to a Geometric Design Feature (e.g., sharp curves or dangerous intersections) or Incompatible Uses (e.g., farm equipment)

Less Than Significant Impact. As further detailed below, based on the project site plan review and design assumptions, the Modified Project does not present any geometric design hazards related to traffic movement, mobility, or pedestrian accessibility, and no significant impact would occur.

Vehicular access to the Modified Project would be provided via one full-access driveway on Shatto Place and an ingress-only secondary driveway to a passenger drop-off area that would connect to the primary vehicular driveway lane to the parking garage. Additionally, access to the loading dock would be provided via a separate driveway along 6th Street, east of Shatto Place, with limited right-turn in/out access.

Hazards Analysis

The driveways along Shatto Place and 6th Street provide adequate sight distance as the driveway designs do not locate street trees or other potential impediments in the sidewalk that would affect sight distance and visibility of approaching vehicles, pedestrians, or bicycles. Additionally, the driveways intersect the roadways at right angles to maximize sight distance. No unusual obstacles are presented in the design that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians. The driveway designs do not present significant safety issues regarding traffic / pedestrian conflicts. To reduce vehicle/pedestrian conflicts and allow for safer turning maneuvers into and out of the driveway, PDF TRAF-1 is included that would require the service entry along 6th Street to be limited to right-turn in/out access and allow for safer turning maneuvers into and out of the driveway. The driveways and internal circulation of parking areas would be designed according to appropriate standards and will be further reviewed by the City Department of Building and Safety and Bureau of Engineering. The driveways and internal circulation of parking areas would also be reviewed by LADOT during site plan review to ensure code compliance and safe pedestrian and vehicular design.

Shatto Place is a designated Local Street and the proposed half-ROW width of 30 feet meets the City standards. As such, the Applicant is not required to provide additional dedication or widening along Shatto Place. Nonetheless, the Applicant would provide a seven-foot easement within the 20-foot merger to widen the sidewalk/parkway to 12 feet. As described, 6th Street is a designated Avenue II and part of the Mobility Plan's HIN and Pedestrian Enhanced District. The proposed

half-ROW width is 40 feet; due to the existing church building near the southerly property line along 6th Street, the Applicant would request a Waiver of Dedication of a three-foot dedication to meet City requirements. Shatto Place and 6th Street meet the required street designations and the Modified Project proposes to maintain the sidewalk and roadway widths along all frontages, consistent with LAMC Section 12.37.

There are no bicycle facilities provided along Shatto Place or 6th Street adjacent to the Modified Project. Metro Route 18 provides service along 6th Street adjacent to the Project Site but has no stops along the frontage. The driveways are not proposed along a street designated as part of the Bicycle Lane Network or Transit Enhanced Network and, thus, would not preclude or interfere with the implementation of future roadway improvements benefiting transit, pedestrians, or bicycles.

The Modified Project would result in an increase in both pedestrian and bicycle activity on Shatto Place and 6th Street, though not in sufficient quantities to result in a significant conflict with vehicles using the driveways. Further, pedestrians would have separate dedicated access points.

Based on this review, similar to the Approved Project, the Modified Project design and operation would not create any hazards that would significantly impact streets, sidewalks, or other mobility infrastructure.

Result in Inadequate Emergency Access

Less Than Significant Impact. The Modified Project is anticipated to be constructed over a period of approximately 36 months, with an anticipated completion in Year 2024. Similar to the Approved Project, the majority of construction workers will arrive before the morning peak hour and depart before the afternoon peak hour, as per typical construction day schedules. The construction period would include sub-phases of site demolition, excavation and grading, foundations, and building construction. Peak haul truck activity occurs during excavation and grading, and peak worker activity occurs during building construction. While the Project Site under the Modified Project has been slightly expanded to the north, it would be located in the same location as the Approved Project and is in an established urban area with a surrounding roadway network that includes multiple routes that are available for emergency vehicles and evacuation. While it is expected that the majority of construction activities for the Modified Project would be confined on-site, construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day. However, through-access for drivers, including emergency personnel, along all roads would still be provided. As noted in correspondence dated December 16, 2020 (Appendix L), the Los Angeles Fire Department reviewed the Tract Map No. VTT-83213 (550 South Shatto Avenue) for the Modified Project and had no objection to the Airspace Vacation and no objection to Merger and Re-subdivision of the Modified Project.

Long-term emergency access would continue to be provided as under existing conditions. Similar to the Approved Project, future driveway and building configurations related to the Modified Project would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for patrons, employees, and potential residents. As with the Approved

Project, the Modified Project would be reviewed by the LAFD and LADOT to ensure compliance with the City's requirements relative to the provision of emergency access.

Therefore, impacts related to inadequate emergency access would be similar to the Approved Project and would be less than significant. No mitigation is required.

Cumulative Impacts: Transportation

Less Than Significant Impact. In accordance with the TAG, the cumulative analysis within the Transportation Memorandum includes consideration of any related projects within 0.5 miles of the Project Site and any transportation system improvements in the vicinity. The Los Angeles Department of Transportation (LADOT) approved the Transportation Memorandum prepared for the Modified Project on December 2, 2020. The related projects would be separately reviewed and approved by the City and would comply with City design requirements and LAMC requirements relative to street standards and improvements, bike parking, and safety, and each such approval would include an analysis of the project's consistency with applicable plans and policies. Collectively, the Modified Project and the related projects add high-density development in a major commercial area with high-quality transit options and high levels of pedestrian activity and are, therefore, consistent with City VMT reduction-related plans and goals. The Modified Project and related projects are served by adequate roads, pedestrian facilities, and access to various forms of transit such that it would not preclude but rather promote the City's ability to serve transportation user needs through the collective location of higher density, transit-oriented uses within a designated job and population center well-served by multiple forms of transit. Therefore, the Modified Project, together with the related projects, would not create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

VMT

A development project would have a cumulative VMT impact if it were deemed inconsistent with The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Southern California Association of Governments, May 2020) (RTP / SCS), the regional plan to reach state air quality and GHG reduction targets. However, based on the TAG, a project that does not result in a significant VMT impact using the City's methodology described above would be in alignment with the RTP /SCS and, therefore, would also have no cumulative VMT impact.[136] The Modified Project would not result in a significant VMT impact. Further, the Modified Project would be designed to further reduce single occupancy trips to the Project Site through various TDM strategies that would be incorporated as design features, including provisions of LAMC-required bicycle parking and pedestrian network improvements through new or improved public facilities, connectivity, and landscaped areas within and along the frontages. Therefore, the Modified Project is not anticipated to result in a cumulative VMT impact.

The Modified Project is also located within 0.25 miles of the Metro B/D Line Wilshire/Vermont Station and is well-served by various local and rapid bus lines. The Modified Project's specific location and mixed-use design in close proximity to transit and other off-site commercial and job

[136] *CEQA Thresholds and Non-CEQA Transportation Analysis for the 550 S. Shatto Place Project Los Angeles, California,* prepared by Gibson Consulting, November, 2020 (Transportation Memorandum).

destinations, along with its highly walkable environment, support the conclusion that the Modified Project would achieve a VMT reduction greater than the average for the area, as concluded in the Modified Project VMT analysis provided above.

Planned Improvements

Future planned transportation facilities have been identified as part of the Vision Zero Vermont Avenue (7th to Beverly) Safety Improvements project and Young Oak Kim Academy Safer Routes to School (SRTS) Plan.

All components identified as part of the Vision Zero Vermont Avenue (7th to Beverly) Safety Improvements project have been installed within the Study Area and no additional improvements are currently proposed. As part of the Young Oak Kim Academy SRTS Plan, accessible pedestrian signals, continental crosswalks, curb extensions, leading pedestrian intervals, sidewalk repairs, and tree trimmings are planned improvements adjacent to the Project Site. While these improvements would provide better pedestrian connection and safer routes for pedestrian access, no changes to the physical configuration at the study intersections are expected.

Modifications along Shatto Place between 6th Street and Wilshire Boulevard have been proposed by Young Oak Kim Academy and include new roadway alignments, on-street parking provisions, and removal of on-street parking. Any modifications in the public right-of-way (ROW) would need to be considered within the context of the surrounding neighborhoods. The proposed modifications have not been approved by the City; therefore, no changes to intersection lane configurations or the pedestrian network were made as a result of the proposed modifications. Many of the approved SRTS improvements within the Study Area include continental crosswalk striping, curb extensions, and leading-pedestrian-interval phasing at existing signalized intersections. The design of the Modified Project does not preclude any of these improvements.

Additionally, the Mobility Plan identifies key corridors as components of various "mobility-enhanced networks." The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation; therefore, no changes to intersection lane configurations were made as a result of the Mobility Plan.

Hazards

A future mixed-use development (Vermont Corridor Project) is currently under construction and is located directly opposite of the Project Site along Shatto Place. The Vermont Corridor Project would continue to utilize the two existing driveways that provide access to the parking structure located at 523 Shatto Place. Additional vehicular access to the Vermont Corridor Project would also be provided along Vermont Avenue.

Shatto Place is a Local Street with two travel lanes and a center turn lane. The existing geometry of Shatto Place provides adequate spacing to avoid vehicle turn conflicts and would not impose additional safety issues. To reduce vehicle/pedestrian conflicts and allow for safer turning maneuvers into and out of the 6th Street driveway, the Modified Project would include PDF TRAF-1 that would require the service entry along 6th Street to be limited to right-turn in/out access only.

Similar to the Modified Project, the adjacent related project considered in this cumulative analysis would be individually responsible for complying with the City's design standards and the guidelines outlined in the TAG to address potential safety conflicts. The Modified Project, together with the adjacent related project, would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Transit

Although the Modified Project and other related projects would cumulatively add transit ridership, several established transit routes serve the immediate area. The Project Site is served by multiple bus lines operated by Metro and LADOT Downtown Area Shuttle along Vermont Avenue and Wilshire Boulevard. Furthermore, the Project Site is located within a 0.25-mile walking distance of the Metro B/D Line Wilshire/Vermont Station and Metro Rapid 754 and 720 bus stops along Vermont Avenue and Wilshire Boulevard, respectively, that expand the reach of public transit. The adjacent transit capacity can easily accommodate the intensification of transit usage attributable to the Modified Project without significantly absorbing excess capacity.

Emergency Access

With regard to emergency access, the Modified Project would not result in a significant impact. The Project Site and the surrounding area are located in an established urban area with a surrounding roadway network that includes multiple routes in the area that are available for emergency vehicles and evacuation. Drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic.

As with the project, related projects would be reviewed by the LAFD and LADOT to ensure compliance with the City's requirements relative to the provision of emergency access. Furthermore, since modification to emergency access and circulation plans are largely confined to a project site and immediate surrounding area, a combination of impacts with other related projects that could potentially lead to a cumulative impact is not expected. Therefore, the project's contribution to a cumulative emergency access impact would not be considerable. Based on the above, the project's contribution to cumulative transportation impacts would not be cumulatively considerable, and the cumulative impact would be less than significant.

Each related project would be required to comply with City requirements regarding haul routes and would implement mitigation measures and/or include project characteristics, such as traffic controls and safety procedures, as part of a Construction Management Plan (MM TRAF-1), to reduce potential traffic impacts during construction. Also, pursuant to California Vehicle Code Section 21806, emergency vehicles are generally able to avoid traffic congestion in the event of an emergency by using sirens to clear a path of travel or by driving in the lanes of opposing traffic.

Therefore, similar to the Approved Project, the Modified Project would not make a cumulatively considerable contribution to a cumulative impact on emergency access, and the cumulative impact would be less than significant.

Therefore, cumulative traffic and transit impacts would be less than significant.

Findings Related to Transportation

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA. The Modified Project would not result in new significant environmental impacts related to transportation, and there would not be a substantial increase in the severity of impacts described in the 2019 Approved SCEA.

Project Design Features

To reduce vehicle/pedestrian conflicts and allow for safer turning maneuvers into and out of the driveway, the following project design feature is included for the Modified Project.

PDF TRAF-1: The service entryway along 6th Street would be limited to right-turn in/out access.

Mitigation Measures

The following mitigation measures pertaining to transportation and are included in the 2019 Approved SCEA remain applicable to the Modified Project as listed below. To provide for a more stringent reduction in potential vehicle/pedestrian conflicts, MM TRAF-1 has been modified to include funding to Young Oak Kim Academy to support additional crossing guards for the safe movement of pedestrians/students on school days during any potential sidewalk closure near the Shatto Place and 6th Street intersection related to the construction of the Modified Project.

MM TRAF-1: The Applicant shall prepare a detailed Construction Management Plan that shall include, but not be limited to, the following elements, as appropriate:

- Requiring workers and construction trucks to generally travel outside of the peak hours;
- Prohibition of construction worker parking on nearby residential streets;
- Temporary traffic control during all construction activities encroaching on public rights-of-way to improve traffic flow and safety on public roadways;
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets;
- Funding to Young Oak Kim Academy to provide an adequate number of crossing guards on school days to assist the safe movement of pedestrians/students at the

intersection of 6th Street/Shatto Place when the sidewalks may be closed near Shatto Place and 6th Street for the Project's related construction.

- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate;
- Scheduling of construction-related deliveries so as to generally occur outside the commuter peak hours; and
- Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety.

Public Services (Construction Activity near Schools)

MM TRAF-2: There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.

Public Services (Schools Affected by Haul Route)

MM TRAF-3: LADBS shall assign specific haul route hours of operation based upon Young Oak Kim Academy's hours of operation.

MM TRAF-4: Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

MM TRAF-5: The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times. Temporary pedestrian facilities shall be adjacent to the Project Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects. Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

4.18 Tribal Cultural Resources

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the 2019 Approved SCEA. The Project Site under the Modified Project has been slightly expanded to the north to include the four story, office building with at-grade parking located to the north that would be demolished in addition to the structures evaluated under the Approved Project. Refer to Section

5.18, *Tribal Cultural Resources*, of the 2019 Approved SCEA for a detailed analysis of potential effects of the Approved Project related to tribal cultural resources.

2019 Approved SCEA

Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)

Less than Significant Impact. The 2019 Approved SCEA conducted the required AB 52 consultation and determined that no identified tribal cultural resources as defined in PRC Section 21074(a)(1) that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k) have been identified within the Project Site, and that impacts would be less than significant.

Resource determined by the lead agency to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in the subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American Tribe.

Less than Significant Impact. For the 2019 Approved SCEA, consultation between the City and the Kizh Nation was conducted. No tribal cultural resources as defined in PRC Section 21074(a)(1) that are listed or eligible for listing in the California Register of Historical Resources, or that are determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to PRC Section 5024.1, have been identified within the Project Site and that, impacts would be less than significant.

Cumulative Impacts: Tribal Cultural Resources Impacts

Less Than Significant. The 2019 Approved SCEA determined that project-related construction and operational activities would not be cumulatively considerable and cumulative impacts would be less than significant.

Analysis of the Modified Project

As part of the Modified Project, additional AB 52 consultation is not required. No additional consultation was completed and the findings related to Tribal Cultural Resources are based on the Approved Project consultation.

Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)

Less than Significant Impact Additional consultation was not required for the Modified Project Addendum. However, the City completed a review of the archival materials and consultation materials submitted by the Gabrieleño Band of Mission Indians – Kizh Nation, for the Approved Project. The tribe did not submit any reference materials regarding known tribal resources beyond the information that they provided during verbal consultation for the Approved Project. During that consultation, the tribes provided a list of nearby resources which may have importance to the tribe, none of these potential resources overlap or occur within the Modified Project. The Approved Project did not find any tribal cultural resources as defined in PRC Section 21074(a)(1) that are listed or eligible for listing in the California Register of Historical Resources, or that are determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to PRC Section 5024.1, have been identified within the Project Site. The City found that the addition of 514 S. Shatto Place to the Modified Project Site does not alter the conclusion of the SCEA, that no known tribal cultural resources exist in the Modified Project Site or vicinity of the Project. Therefore, the impact would remain less than significant.

Resource determined by the lead agency to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in the subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American Tribe.

Less than Significant Impact Additional consultation was not required for the Modified Project Addendum. However, the City completed a review of the archival materials and consultation materials submitted by the Gabrieleño Band of Mission Indians – Kizh Nation, for the Approved Project. The tribe did not submit any reference materials regarding known tribal resources beyond the information that it provided during verbal consultation for the Approved Project. During that consultation, the tribes provided a list of nearby resources which may have importance to the tribe; none of these potential resources overlap or occur within the Modified Project Site. The Approved Project did not find that any tribal cultural resources as defined in PRC Section 21074(a)(1) that are listed or eligible for listing in the California Register of Historical Resources, or that are determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to PRC Section 5024.1, have been identified within the Project Site. The City found that the addition of the Modified Project does not alter the conclusion of the SCEA, that no known tribal cultural resources exist in the Modified Project or vicinity of the Project. Therefore, impacts would remain less than significant.

Cumulative Impacts: Tribal Cultural Resources Impacts

Less Than Significant. The Modified Project would not have cumulatively considerable impacts. All of the related projects identified are in urban areas The related projects would require the redevelopment of properties in urban areas that are currently developed and have been previously disturbed, and therefore, the potential to encounter and cause a significant impact on tribal cultural resources has been reduced. Further, in association with CEQA review, future AB 52 consultations with Native American tribes in order to identify tribal cultural resources would be required for projects that have the potential to cause significant impacts to tribal cultural resources. Therefore, to the extent impacts on tribal cultural resources from the related projects may occur, contribution from the Project would not be cumulatively considerable and cumulative impacts would be less than significant.

Findings Related to Tribal Resources

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA. The Modified Project would not result in new significant environmental impacts related to tribal cultural resources, and there would not be a substantial increase in the severity of impacts described in the 2019 Approved SCEA.

Project Design Features

There are no Project Design Features pertaining to cultural resources applicable to either the Approved Project or the Modified Project.

Mitigation Measures

There are no mitigation measures pertaining to tribal cultural resources applicable to either the Approved Project or the Modified Project.

4.19 Utilities and Service Systems

Existing Environmental Setting

The Approved Project Site evaluated in the 2019 Approved SCEA was approximately 1.17 acres pre-dedication and was 1.30 acres post dedication, with on-site uses such as the one-story school classroom building, the two-story classroom building, and restroom and storage facilities and surface parking being demolished. The Project Site under the Modified Project has been slightly expanded to the north to include the four story, office building with at-grade parking located to the north that would be demolished in addition to the structures evaluated under the Approved Project. Pre-dedication, the Modified Project Site is 1.52 acres and is 1.69 acres post-dedication.

Refer to Section 5.19, *Utilities and Services Systems*, of the 2019 Approved SCEA for a detailed analysis of potential effects of the Approved Project related to utilities.

2019 Approved SCEA

Require or Result in the Relocation or Construction of New or Expanded Water, Wastewater Treatment or Storm Water Drainage, Electric Power, Natural Gas or Telecommunication Facilities

Water

Less Than Significant Impact. The facilities required to serve the Approved Project include the large distribution system operated by the LADWP and local infrastructure to meet the needs of the Project Site. LADWP could provide the needed water from its existing system pursuant of the provisions in the City of Los Angeles Urban Water Management Plan (UWMP) 2015. Therefore, LADWP would not require added facilities to meet the demand from the Approved Project.

LADWP would provide the Approved Project with domestic and fire water supplies, as provided by public water main lines located on Shatto Place and 6th Street. The water to serve the Approved Project is anticipated to be provided from a 6-inch line from the 8-inch main line along Shatto Place and an 8-inch line off of the 24-inch main line off of 6th Street. The LADWP's SAR reports that the 8-inch main line in Shatto Place has a maximum pressure of 90 psi and the 24-inch main line 6th Street has a maximum pressure of 83 psi. One existing fire hydrant is located immediately adjacent to the Project Site at the southwestern corner of Shatto Place and 6th Street.

The proposed sizes and locations for the domestic water and fire water points of connection would be determined by the Plumbing engineer and Fire Sprinkler engineer, respectively, during design. The locations of the fire department connection would be determined based on feedback from the City of Los Angeles Fire Department. LADWP would be coordinated with accordingly based on the final location both domestic and fire water points of connection.

Based on the results provided by the LADWP within the SARs dated May 2, 2018, and October 10, 2018 the two existing water main lines would have sufficient capacity to serve the Project's 57.7 afy demand. Therefore, there would be adequate capacity available to accommodate the required fire flows and domestic water demand generated by the Project and the Project would not require the relocation or construction of new or expanded water facilities.

Therefore, impacts would be less than significant, and no mitigation measures are required.

Wastewater

Less Than Significant Impact. Wastewater in the City is collected and conveyed by three separate sanitary sewer systems owned and operated by LA Sanitation. Wastewater generated within Downtown Los Angeles, including from the Project Site, is conveyed through the Hyperion Sanitary Sewer System and treated at the Hyperion Water Reclamation Plan (HWRP). The Hyperion Sanitary Sewer System serves a total of 600 square miles in the City and within other jurisdictions outside the City boundaries. The current treatment capacity of the Hyperion Sanitary Sewer System is approximately 550 mgd, including 450 mgd at the HWRP, 80 mgd at the Donald C. Tillman Reclamation Plan (DTWRP), and 20 mgd at the Los Angeles-Glendale Water Reclamation Plant (LAGWRP).

275 million gallons of wastewater enters the HWRP on a dry weather day. The One Water LA Plan updates the current estimate to 250 mgd and provides a 2040 estimated value of 283 mgd. Because the amount of wastewater entering HWRP can double on rainy days, the plant was designed to accommodate both dry and wet weather days with a maximum daily flow of 450 mgd and peak wet weather flow of 800 mgd. Accordingly, there is a residual dry weather day capacity of 175 mgd, or 39 percent of the total. Taking into account the 2040 estimate of 283 mgd in the One Water LA Plan the dry weather capacity would be 167 mgd.

Wastewater generation from the Approved Project's construction activities is not anticipated to cause a measurable increase in wastewater flows at a point where, and at a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained. Additionally, construction is not anticipated to generate wastewater flows that would substantially or incrementally exceed the future scheduled collection of the HTP. Therefore, construction impacts to the local wastewater conveyance and treatment system would be less than significant.

The existing public sanitary sewer main lines near the Project Site are maintained by the City of Los Angeles Department of Public Works, Bureau of Sanitation. An existing main line exists in each street adjacent to the Project Site including: an 8-inch vitrified clay pipe (VCP) running in Shatto Place, running south towards 6th Street and an 8-inch VCP in 6th Street running east towards South Westmoreland Avenue.

As shown in Table 4.2-25, *Estimated Wastewater Generation (Approved Project)*, implementation of the Approved Project would generate approximately 44,271 gallons per day (gpd). Netting out the estimated existing wastewater generated on the Project Site, the Approved Project would generate 42,911 gpd beyond existing conditions, or 0.043 mgd.

TABLE 4.2-25
ESTIMATED WASTEWATER GENERATION (APPROVED PROJECT)

Land Use	Sewage Generation Rate	Quantity	Total Generation
Existing Uses			
School	8 gpd/student[a]	170 students	1,360 gpd
Total Existing			**1,360** gpd
New Uses (Project)			
Residential Apartment – Bachelor	75 gpd/du	2 du	150 gpd
Residential Apartment – One Bedroom	110 gpd/du	150 du	16,500 gpd
Residential Apartment – Two Bedroom	150 gpd/du	92 du	13,800 gpd
Residential Apartment – Three Bedroom	190 gpd/du	8 du	1,520 gpd
Residential Apartment – Townhome	150 gpd/du	4 du	600 gpd
Office Uses	120 gpd/sf	2,507 sf	301 gpd
Restaurant: Full service indoor seat	30 gpd/seat	380 seats	11,400 gpd
		Total New	**44,271 gpd**
Existing Uses – Project		**Total Net**	**42,911 gpd**

NOTES:
gpd = gallons per day; du = dwelling unit; sf = square feet

[a] The sewage generation factor for schools includes classrooms and lecture halls, teacher offices, administration offices, laboratories, libraries, school cafeterias, storage, auditoriums, and gymnasiums.
SOURCE: Sewer Capacity Availability Report (SCAR) processed by the City of Los Angeles Bureau of Engineering on August 23, 2018

Given the current remaining 250 mgd wet weather flow capacity of the HWRP, the HWRP would have ample capacity to treat the Approved Project's wastewater generation, at 0.043 mgd, which would account for a less than one percent increase in demand at the HWRP. Therefore, the Approved Project would not require the relocation or construction of new or expanded wastewater facilities. Therefore, impacts would be less than significant and no mitigation measures are required.

Stormwater

Less Than Significant Impact. The Approved Project Site is 98 percent impervious. Construction activities would not increase the amount of runoff and exposed soils may retain some runoff. Drainage structures and improvements within the City are subject to review and approval by the City's Department of Public Works and Department of Building and Safety. As required by the Department of Public Works, all public storm facilities must be designed in conformity with the standards set forth by Los Angeles County.

Dewatering, treatment, and disposal of groundwater would be conducted in accordance with permitted requirements set forth by the LARWQCB's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. The Approved Project would be designed to comply with the City of Los Angeles's LID design standard. To facilitate this, the proposed stormwater BMP that is considered are rainwater harvesting and/or bio-infiltration flow-through planters. The entirety of the new building's roof drains would be diverted to the rainwater harvesting and/or bio-infiltration flow-through planters and the overflow discharge would be discharged to Shatto Place and 6th Street via a curb drain or parkway drain.

The use of rainwater harvesting and/or bio-infiltration flow-through planters would meet City LID standards. The Approved Project would not require the relocation or construction of new or expanded stormwater facilities. Therefore, impacts would be less than significant and no mitigation measures are required.

Electricity

Less Than Significant Impact. Electricity demand from the existing on-site uses would cease during the Approved Project construction since the existing classroom facilities would be removed and operation of the existing church would be curtailed for renovation. During construction of the Approved Project, electricity would be consumed to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. With implementation of PDF AIR-1, electricity would be used for cranes and welders. Electricity would be supplied to the Project Site by LADWP and would be obtained from the existing electrical lines that connect to the Project Site.

With implementation of PDF AIR-1, an annual average of approximately 160,257 kWh of electricity is anticipated to be consumed during construction, or a net annual average of

56,954 kWh after subtracting the electricity demand from the existing setting that would no longer occur. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption.

The estimated annual average construction electricity usage would be within the supply and infrastructure service capabilities of LADWP, as the construction demand would represent approximately 2.0 percent of the estimated net annual operational electricity demand for the Approved Project, which would be within the supply and infrastructure service capabilities of LADWP.

For Approved Project operations, compliance with 2016 Title 24 standards and applicable 2016 CALGreen requirements, at buildout of the Approved Project would result in a projected net increase in the on-site demand for electricity totaling approximately 2,779,381 kWh per year. Pursuant to CALGreen and PDF GHG-1, the Approved Project would also utilize low-flow kitchen and bathroom faucets, showerheads and toilets; landscaping that would consist of native and drought-tolerant plants and include energy efficient appliances. The Approved Project would also include building features such as installation of energy-efficient lighting, heating, ventilation, and air conditioning) systems that utilize ozone-friendly refrigerants. In addition, LADWP is required to procure at least 33 percent of their energy portfolio from renewable sources by 2020.

Based on LADWP's 2016 Power Integrated Resource Plan, LADWP forecasts that its total energy sales in the 2021–2022 fiscal year (the Approved Project's buildout year) will be 26,835 GWh of electricity. LADWP's 2016 Power Integrated Resource Plan sets forth a number of recommendations designed to meet the utility's key objectives. One of LADWP's key recommendations and strategies is to provide sufficient generation and requires LADWP to "procure sufficient generation and energy storage to meet long-term capacity requirements."[137] Therefore, the 2021 projected sales would be drawn from the readily available and sufficient energy supplies procured by LADWP, including short-term procurements as needed to meet peak demands. As such, the Approved Project-related net increase in annual electricity consumption would represent approximately 0.01 percent of LADWP's projected sales in 2021. In addition, the Approved Project would incorporate a variety of energy conservation measures to reduce energy usage. Therefore, the Project would not require the relocation or construction of new or expanded electric power facilities.

Natural Gas

Less Than Significant Impact. Construction activities, including the construction of new buildings and facilities, would consume natural gas to power forklifts. The estimated annual average construction natural gas usage would be within the supply and infrastructure service capabilities of SoCalGas, as the construction demand would represent approximately 1.3 percent

[137] Los Angeles Department of Water and Power, 2016 Final Power Integrated Resource Plan, p. 193, 2016. Available at: https://www.ladwp.com/cs/idcplg?IdcService=GET_FILE&dDocName=OPLADWPCCB562207&RevisionSelectionMethod=LatestReleased. Accessed November 2018.

of the estimated net annual operational natural gas demand for the Project, which would be within the supply and infrastructure service capabilities of SoCalGas.

For Approved Project operations, compliance with 2016 Title 24 standards and applicable 2016 CALGreen requirements, buildout of the Approved Project is projected to generate a net increase in the on-site demand for natural gas totaling approximately 5,052,197 cf per year. The Approved Project would comply with applicable regulatory requirements regarding energy conservation (e.g., California Building Energy Efficiency Standards and CALGreen). Consistent with regulatory requirements and PDF GHG-1, the Approved Project would also include building features that comply with and exceed CALGreen such as, installation of energy-efficient lighting; installation of energy efficient appliances, installation of insulation in sidewalls and roofs; sealant of potential sources of air leakage to reduce infiltration and exfiltration; and use of heating, ventilation, and air conditioning systems that utilize ozone-friendly refrigerants.

Based on their 2018 California Gas Report, the California Energy and Electric Utilities estimate natural gas capacity within SoCalGas' planning area will be approximately 3,775 million cf per day in 2021 (the Project's buildout year). The Approved Project would account for approximately 0.0004 percent of the 2021 forecasted capacity in SoCalGas' planning area. Therefore, the Approved Project would not require the relocation or construction of new or expanded natural gas facilities.

Telecommunications

Less Than Significant Impact. An existing 1.5-inch telecommunication conduit owned and maintained by AT&T (formerly PTT) runs along the Project Site's frontage on Shatto Place, connecting to an existing underground vault near the southeastern corner of the Project Site. Any street improvement activities conducted as part of the Approved Project, would protect the existing conduit in place unless it is required to be removed and replaced by AT&T during the design review process. There are no existing cellular towers located adjacent to the Project Site and no cellular towers are proposed by the Approved Project. The Approved Project would not result in the relocation or expansion of telecommunication facilities, other than the aforementioned AT&T telecommunication conduit.

Sufficient Water Supplies Available to Serve the Project and Reasonably Foreseeable Future Development During Normal, Dry, and Multiple Dry Years

Less Than Significant Impact. Based on the Approved Project estimated net wastewater generation (42,911 gpd), the Approved Project would generate a net water demand of approximately 51,493 gpd, or 57.7 acre-feet per year (AFY), without accounting for regulatory water conservation features beyond the reductions embedded in the wastewater generation rates used for calculating the demand. The Approved Project would be designed to meet Cal Green and Title 24 Building Standards Code. The Approved Project would emphasize water conservation, which would be achieved through the use of energy star appliances, and low flow plumbing fixtures. With implementation of additional water conservation measures per regulatory requirements, and the Approved Project's water conservation features, the Approved Project's

actual water demand would be less than the amount stated above. Compliance with water conservation measures required by State and City green regulations would reduce this estimated projected water demand.

The MWD 2015 Regional UWMP addresses the future of MWD's water supplies and demand through the year 2040. The analysis in the 2015 UWMP concluded that reliable water resources would be available to continuously meet demand through 2040. According to the reliability data in the City of Los Angeles UWMP 2015, LADWP has sufficient supply to meet a total water demand of 675,700 afy by the year 2040. LADWP has programs to reduce the demand to 565,600 afy by 2040, a difference of 110,100 afy. To meet the reduced target, LADWP will reduce water consumption through conservation, increased recycled water use (including both non-potable and indirect potable reuse), and reduced reliance on imported water.

The UWMP is updated at regular five year cycles and includes programs to meet the supply requirements. The Approved Project would result in an estimated net water demand of approximately 57.7 afy when fully occupied. The Approved Project's increase in water demand would fall within the available and projected water supplies reported in the 2015 UWMP for the City for 2040 (675,700 afy), and would constitute less than 0.01 percent of the City's projected 2040 water supply.

As there would be sufficient water supplies available to serve the Approved Project, impacts regarding supply would be less than significant, and no mitigation measures are required.

Wastewater Capacity

Less Than Significant Impact. Operation of the Approved Project would result in a net wastewater generation of approximately 42,911 gpd. Given the current capacity of the HTP, the HTP would have ample capacity to serve the Approved Project's wastewater generation, which would account for a less than one percent increase in demand at the HTP. The Approved Project would have a less than significant impact on wastewater treatment capacity and no mitigation measures are required.

Generate Solid Waste in Excess of State or Local Standards, or in Excess of the Capacity of Local Infrastructure, or Otherwise Impair the Attainment of Solid Waste Reduction Goals

Comply with Federal, State, and Local Management and Reduction Statutes and Regulations Related to Solid Waste

Less Than Significant Impact. Solid waste management in the City of Los Angeles involves both public and private refuse collection services, as well as public and private operation of solid waste transfer, resource recovery, and disposal facilities. The City of Los Angeles Bureau of Sanitation (BOS) is responsible for developing strategies to manage solid waste generation and disposal in the City of Los Angeles. The BOS collects solid waste generated primarily by single-family dwellings, small multifamily dwellings, and public facilities. The City of Los Angeles does not own or operate any landfill facilities, and the majority of its solid waste is disposed of at County landfills.

The remaining disposal capacity for the County's Class III (nonhazardous solid waste) landfills is estimated at approximately 103 million tons as of June 2017. The average daily disposal capacity is 30,449 tons per day and the average daily disposal rate is 16,657 tons per day, leaving a residual daily capacity of 13,792 tons per day. Of the 103 million tons of remaining capacity within the County, 62.11 million tons, or approximately 60 percent, is located at the Sunshine Canyon landfill, which has a remaining life of 21 years. In addition to in-County landfills, out-of-County disposal facilities are also be available to the City of Los Angeles.

Planning to meet future needs is addressed in the Integrated Waste Management Plan (ColWMP). Based on the ColWMP, the County anticipates that future Class III disposal needs can be adequately met through 2030 through a combination of landfill expansion, waste diversion at the source, out-of-County landfills, and other practices.

The City's Solid Waste Integrated Resources Plan (SWIRP), most commonly known as the City's Zero Waste Plan, provides a long term plan through 2030 for the City of Los Angeles's solid waste programs, policies and environmental infrastructure. The SWIRP aims for the City of Los Angeles to achieve a goal of 90 percent diversion by 2025. This targeted diversion rate would be implemented through an enhancement of existing policies and programs such as implementing additional downstream programs (e.g., adding textiles to the blue bin recycling program; adding food scraps to the green bin recycling program; and requiring private solid waste collection service to provide access to multifamily and commercial customers); implementation of mandatory participation programs for residential, government, commercial, industrial, and institutional users; requiring transfer stations and landfills to provide resource recovery centers; and increased diversion requirements at Construction and Demolition (C&D) facilities new policies and programs, and the development of future recycling facilities.[138]

As shown in **Table 4.2-26**, *Projected Solid Waste Generated During Operation (Approved Project)*, based on solid waste generation factors from the California Integrated Waste Management Board (CIWMB), the Approved Project could generate a net of approximately 1,103.04 lbs/day (0.552 tons/day or 201.48 tons/year) of solid waste beyond existing conditions. The Approved Project's 0.552 tons/day could be accommodated by the County's available regional landfills, and would comprise approximately 0.004 percent of the residual daily capacity of 13,792 tons per day. In addition, as discussed above, waste generated by the Approved Project would be subject to State and local recycling and waste diversion strategies and policies including the City's SWIRP goal of achieving a 90 percent solid waste diversion rate by 2025.

[138] Solid Waste Integrated Resources Plan, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-zwswirp;jsessionid=AgIoE85QVAFQnxqPpAdrn65Tc-m75Je2g-nC1ILEy8UCT1VM7lLo!-395322140!-1871668233?_afrLoop=11115782988512864&_afrWindowMode=0&_afrWindowId=null#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D11115782988512864%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dgm4tpb8fc_4. Accessed September 2018.

TABLE 4.2-26
PROJECTED SOLID WASTE GENERATED DURING OPERATION (APPROVED PROJECT)

Land Uses	Quantity	Factor[a]	Solid Waste Generated (lbs/day)	Solid Waste Generated (tons/day)	Solid Waste Generated (tons/year)
Existing Land Uses					
School	170 students	1lb/student/day	170	0.085	31.025
		Total	**170**	**0.085**	**31.025**
Proposed Land Uses					
Residential	256 du	4 lbs/du/day	1,024	0.512	186.88
Restaurant	12,800 sf	0.005 lbs/sf/day	64	0.032	11.68
Office	2,507 sf	0.006 lbs/sf/day	15.04	0.008	2.92
		Total	**1,103.04**	**0.552**	**201.48**
		Net Increase (Existing/Proposed)	**933.04**	**0.467**	**170.46**

du = dwelling unit; lbs = pounds; sf = square feet

[a] Generation factors provided by the CalRecycle website, refer to Estimated Solid Waste Generation Rates. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, Accessed September 2018.
SOURCE: ESA, 2018.

Construction of the Approved Project would include the demolition of approximately 8,277 sf of existing buildings; the export of approximately 56,000 cy of excavated soil (associated with excavation for new building foundations and subterranean parking); and new construction totaling approximately 235,744 sf. These activities would generate demolition-, excavation-, and construction-related waste including, but not limited to, soil, asphalt, wood, paper, glass, plastic, metals, and cardboard that would be disposed of in one of the County's inert debris engineered fill operations that are located throughout Los Angeles County, such as Sunshine Canyon landfill, Chiquita landfill, and Azusa Land Reclamation inert landfill.

As stated in MM HAZ-1, a Site Soil Mitigation Plan would be prepared and will be used in guidance for any hazardous materials encountered at the Project Site during grading and excavation activities. Hazardous soils will be handled, transported, and disposed of in accordance with SCAQMD Rule 1166 in Class I landfills, which are located out of County.

Construction and Demolition materials would be conveyed pursuant to the City's Waste Hauler Permit Program. Under this Ordinance, all private waste haulers collecting solid waste within the City, including C&D waste, are required to obtain AB 939 Compliance Permits and to transport C&D waste to City certified C&D processing facilities. These facilities process received materials for reuse and have recycling rates that vary from 70 percent to 94 percent. Therefore, the Project would not cause any significant impacts from generating solid waste in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

The waste generated by the Approved Project would be incorporated into the waste stream of the City, but the City's diversion rates would not be substantially altered as a result. The Approved Project does not include any component that would conflict with State or local laws governing construction or operational solid waste diversion and would comply pursuant to local implementation requirements. Thus, the Approved Project would result in less-than-significant

impacts regarding compliance with management and reduction statutes and regulations related to solid waste. Based on the factors discussed above, the Approved Project would result in less than significant impacts regarding solid waste and no mitigation measures are required.

Cumulative Impacts: Utilities and Service Systems

Water Supply

Less Than Significant Impact. All of the related projects are subject to City review to assure that the existing public utility facilities would be adequate to meet the domestic and fire water demands of each project. Developers are required to improve facilities where appropriate and development cannot proceed without appropriate verification and approval by LADWP and LAFD, with funding by the developers. Required improvements by related projects, if they should occur, would be limited to minor, local improvements. Such improvements require only minor construction with very limited short-term construction impacts on traffic and perhaps noise. As noted above the Project would not require improvements to local mainlines. Moreover, as the Project would not require the construction of any off-site water infrastructure because its projected demand can be met by existing facilities.

LADWP, as a public water service provider, is required to prepare and periodically update an UWMP to plan and provide for water supplies to serve existing and projected demands within its jurisdiction. The UWMP prepared by LADWP is based on the growth projections that are provided in the SCAG RTP/SCS, which is updated on 4-year cycles to account for changes in growth rates, and which accounts for existing development within the City, as well as projected growth anticipated to occur through redevelopment of existing uses and development of new uses. Each of the related projects is required to be consistent with the SCAG RTP/SCS projections in order to be accounted for in LADWP's UWMP current and projected available water demand. Should the related projects be accounted for in LADWP's UWMP, no significant cumulative water supply impact is anticipated from cumulative development. Additionally, under the provisions of SB 610, LADWP is required to prepare a comprehensive WSA for every new development "project" (as defined by CWC Section 10912) within its service area. These contribute to ongoing evaluations to ensure facilities are adequate, and require infrastructure system improvements.

As discussed above, the Approved Project's net demand on water supplies would fall within the available and projected water supplies projected in LADWP's UWMP. Related projects would be required to provide local connections subject to review for service availability, subject to LADWP water system rules and requirements.

Therefore, the Approved Project's contribution to a cumulative impact on water supply would not be cumulatively considerable and the cumulative impact regarding water supply would be less than significant.

Wastewater

Development of the Approved Project in combination with the related projects and other projects within the service area of the HTP would generate additional wastewater that would be treated at HTP. The HTP has an existing treatment capacity of 450 mgd and an average dry weather flow of approximately 362 mgd, leaving approximately 88 mgd of treatment capacity available.

As with the Approved Project, all related projects in the City of Los Angeles would be subject to the provisions of the Municipal Code requiring provision of on-site infrastructure, improvements to address local capacity issues and payment of fees for future sewerage replacement and/or relief improvements. In addition, the potential need for the related projects to upgrade sewer lines to accommodate their wastewater needs is site-specific and there would be minimal, if any, direct cumulative relationship between the development of the Approved Project and the related projects. Per the SCAR conclusions, and given existing and anticipated future capacity at the wastewater treatment facilities, the Approved Project wastewater generation impacts regarding wastewater facilities would be less than significant and its contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts related to wastewater would be less than significant.

Therefore, the Approved Project's contribution to a cumulative impact would not be cumulatively considerable and the cumulative impact regarding wastewater would be less than significant.

Electricity

As with the Approved Project, during construction and operation, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including anti-idling construction vehicle regulations, the 2016 Title 24 standards and CALGreen code, the City of Los Angeles Los Angeles Green Building Code, as amended to be more stringent than State requirements in LAMC Chapter 9, Article 9 (Green Building Code), and incorporate mitigation measures, as necessary. As stated in LADWP's 2016 Power Integrated Resource Plan, LADWP will continue to expand delivery capacity as needed to meet demand increases within its service area at the lowest cost and risk consistent with LADWP's environmental priorities and reliability standards. The Power Integrated Resource Plan takes into account future energy demand, advances in renewable energy resources and technology, energy efficiency, conservation, and forecast changes in regulatory requirements. Like the Approved Project, development projects within the LADWP service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. Each of the related projects would be reviewed by LADWP to identify necessary power facilities and service connections to meet their respective needs. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the electrical infrastructure in the Project area.

Therefore, the Approved Project's contribution to cumulative impacts with respect to electricity plans as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact.

Natural Gas

As with the Approved Project, future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including the 2016 Title 24 standards and CALGreen code, the City of Los Angeles Los Angeles Green Building Code, as amended to be more stringent than State requirements in LAMC Chapter 9, Article 9 (Green Building Code), and incorporate mitigation measures, as necessary. In addition, natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed. It is expected that SoCalGas would continue to

expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area, including the Project and related projects also served by the existing SoCalGas infrastructure, would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate.

Therefore, the Approved Project's contribution to a cumulative impact with respect to natural gas plans as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact.

Telecommunications

Telecommunications are regulated by the Federal Communications Commission (FCC) and the California Public Utilities Commission (CPUC). Each of the related projects would be reviewed by the City to identify necessary new facilities and service connections to meet their respective needs.

The Approved Project's contribution to cumulative impacts with respect to telecommunications as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact.

Solid Waste

Like the Approved Project, the related projects would be required to comply with applicable regulations related to solid waste, including those pertaining to waste reduction and recycling. Detailed components regarding waste reduction and recycling would be finalized for each related project on a project-by-project basis at the time of plan submittal to the City for the necessary building permits and reviews conducted pursuant to the City's Green Building Code, as applicable. As such, impacts to the solid waste from related projects would be less than significant. The Approved Project would not generate solid waste that would exceed landfill capacities and the recycling of solid waste related to construction and operation of the Approved Project would be required to comply with all federal, State, and local regulations including the City's Green Building Code and the SWIRP.

Therefore, the Approved Project's contribution to a cumulative impact would not be cumulatively considerable, and the cumulative impact related to solid waste would be less than significant.

Analysis of the Modified Project

The following impact analysis pertaining to utilities and service systems includes information contained in the Wastewater Service Information (WWSI) processed by the City of Los Angeles Bureau of Engineering processed on September 25, 2020, and the description of existing and proposed topography/drainage and infrastructure for the Project Site prepared by Brandow & Johnston, Inc., prepared in October 2020. These are included in *Civil Report Memorandum* prepared by Brandow & Johnston, Inc., October 2020 (Appendix I). Existing conditions remain substantially similar to the setting described in the 2019 Approved SCEA.

Require or Result in the Relocation or Construction of New or Expanded Water, Wastewater Treatment or Storm Water Drainage, Electric Power, Natural Gas or Telecommunication Facilities

Water

Less Than Significant Impact. The Modified Project would result in a gross water demand of 97,188 gpd, and 91,546 gpd over existing conditions.[139] Similar to the Approved Project, the Modified Project's increase in water demand would fall within the available and projected water supplies reported in the 2015 UWMP for the City for 2040 (675,700 afy). In regard to the local infrastructure, based on the SAR, dated June 10, 2020, LADWP would provide the Modified Project with domestic and fire water supplies from public water main lines located on Shatto Place and 6th Street. The water to serve the Modified Project is anticipated to be provided off of the 8-inch main line along Shatto Place and off of the 24-inch main line off of 6th Street. The 8-inch main line in Shatto Place has a maximum pressure of 83 psi and the 24-inch main line 6th Street has a maximum pressure of 81 psi. The estimated load of the new building for the Modified Project is approximately 1,000 gallons per minute. The existing domestic water connection for the existing building to be protected-in-place located along 6th St would be reused for the repurposed building.

There are two existing public fire hydrants located adjacent to the Modified Project. One is located 150 feet to the west on the northwestern corner of Shatto Place and 6th Street. The other is located 100 feet to the north on the southeastern corner of Shatto Place and 5th Street. The need for additional fire hydrants will be determined by the Los Angeles Fire Department based on the LAMC as summarized below:

LAMC SEC. 57.507.3.1. Fire Flow Requirements

Fire-flows shall comply with Table 57.507.3.1 for any structures, group of structures or facilities by the type of land development, or as otherwise determined by the Chief.

1. Where street alignments mandate the installation of dead-end mains, the fire-flow in gallons per minute may be adjusted downward, depending on the type of land development.

2. A minimum residual water pressure of 20 pounds per square inch is to remain in the system with the required gallons per minute flowing.

Fire Flow by Type of Land Development (Table 57.507.3.1)

Type of Land Development	Fire-Flow in Gallons Per Minute
High Density Residential and Neighborhood Commercial	4,000 G.P.M. from four adjacent fire hydrants flowing simultaneously

All new domestic water and fire water connections would connect to the existing main line along Shatto Place. The locations of the double detector check assembly and fire department connection

[139] The water demand would be consistent with the estimated net wastewater generation of the Modified Project. To be conservative, 20 percent was added to this figure (to account for outdoor water use).

would be determined based on feedback from the LAFD. LADWP would be coordinated with accordingly based on the final location both domestic and fire water points of connection.

Based on the results provided by the LADWP within the SARs, the two existing water main lines would have sufficient capacity to serve the Modified Project's water demand. Therefore, there would be adequate capacity available to accommodate the required fire flows and domestic water demand generated by the Modified Project and the Modified Project would not require the relocation or construction of new or expanded water facilities.

Therefore, similar to the Approved Project, the impact would be less than significant, and no mitigation measures are required.

Wastewater

Less Than Significant Impact.

Similar to the Approved Project, wastewater generation from the Modified Project's construction activities is not anticipated to cause a measurable increase in wastewater flows at a point where, and at a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained. Additionally, construction is not anticipated to generate wastewater flows that would substantially or incrementally exceed the future scheduled collection of the HTP. Therefore, construction impacts to the local wastewater conveyance and treatment system would be less than significant.

Similar to the Approved Project, the Modified Project would be service by the existing public sanitary sewer main lines maintained by the City of Los Angeles Department of Public Works, Bureau of Sanitation. An existing main line exists in each street adjacent to the Project Site including: an 8-inch VCP running in Shatto Place, running south towards 6th Street and an 8-inch VCP in 6th Street running east towards South Westmoreland Avenue. Information provided from the Wastewater Service Information (WWSI) requested for the Modified Project dated September 23, 2020, indicates that the two existing 8-inch lines adjacent to the Project Site feed into a 20-inch mainline on Berendo Street, and that the existing design capacity of that main line is at 32 percent. Furthermore, as noted in an interdepartmental correspondence from the Los Angeles Sanitation and Environment Department to the City of Los Angeles Planning Department dated December 3, 2020, the Los Angeles Sanitation and Environment Department has reviewed the sewer/storm drain lines serving the Project Site area and found no potential problems and/or other potential maintenance issues. [140]

As shown in **Table 4.2-27** *Estimated Wastewater Generation (Modified Project)*, implementation of the Modified Project would generate 80,990 gallons per day (gpd). Netting out existing uses, the gpd would be 76,288 gpd.

[140] Correspondence, Gerald Watson, Acting Division Manager, Los Angeles Sanitation and Environment Department, December 3, 2020. (Appendix I).

TABLE 4.2-27
ESTIMATED WASTEWATER GENERATION (MODIFIED PROJECT)

	Sewage Generation Rate	Quantity	Total Generation
Existing Uses			
School	8 gpd/student[a]	170 students	1,360 gpd
Office	120 gpd/kgsf	27,843 sf	3,342 gpd
Total Existing			4,702 gpd
New Uses (Project)			
Residential Apartment – One Bedroom	110 gpd/du	200 du	22,000 gpd
Residential Apartment – Two Bedrooms	150 gpd/du	100 du	15,000 gpd
Residential Apartment – Three Bedrooms	190 gpd/du	13 du	2,470 gpd
Residential Apartment – Five Bedrooms**	270 gpd/du	54 du	14,580 gpd
Office Building	120 gpd/kgsf	11,965 sf	1,436 gpd
Restaurant	30 gpd/seat	850 seats	25,500 gpd
Swimming Pool***	4/ea	1	4 gpd
		Total	**80,990 gpd**
		Net Increase (Existing/Proposed)	**76,288 gpd**

NOTES:
gpd = gallons per day; du = dwelling unit; sf = square feet kgsf= thousand gallons per square foot
[a] The sewage generation factor for schools includes classrooms and lecture halls, teacher offices, administration offices, laboratories, libraries, school cafeterias, storage, auditoriums, and gymnasiums.
** The 5 Bedrooms are co-living units. As such, to be conservative, these dwelling units were modeled as 6 Bedroom units.
*** The proposed pool will be a closed loop circulation system with anticipated sewer discharge only when the filters are washed. Washing schedule is 6 times per year for 100 gallons each, resulting in an average of 4 GPD.
SOURCE: Wastewater Service Information (WWSI) processed by the City of Los Angeles Bureau of Engineering on September 25, 2020

As noted in the City of Los Angeles Department of Public Works, Sewer System Management Plan dated January 25, 2019, the City's sewer collection system has sufficient capacity to handle peak dry-weather flows. Beginning in December 2011, California began experiencing the longest duration of drought on record. The drought has led to increased water conservation measures throughout the City over the past seven years. This has led to significant reductions in wastewater flows conveyed by the City's collection system. As such, wastewater flow at Hyperion went from approximately 350 million gallons per day (mgd) in 2008 to 260 mgd average daily flow in 2018.[141]

Given the current remaining 250 mgd wet weather flow capacity of the HWRP, the HWRP would have ample capacity to treat the Modified Project's wastewater generation, at 0.076 mgd, which would account for a less than one percent increase in demand at the HWRP. Therefore, the Modified

[141] City of Los Angeles Department of Public Works, Sewer System Management Plan, January 25, 2019 https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035427.pdf Accessed September 25, 2019.

Project would not require the relocation or construction of new or expanded wastewater facilities. Therefore, the impact would be less than significant and no mitigation measures are required.

Stormwater

Less Than Significant Impact. Under the Modified Project, the existing impervious area increased slightly to 99 percent. Construction activities would not increase the amount of runoff and exposed soils may retain some runoff. Drainage structures and improvements within the City are subject to review and approval by the City's Department of Public Works and Department of Building and Safety. As required by the Department of Public Works, all public storm facilities must be designed in conformity with the standards set forth by Los Angeles County. Furthermore, as noted in an interdepartmental correspondence from the Los Angeles Sanitation and Environment Department to the City of Los Angeles Planning Department dated December 3, 2020, the Los Angeles Sanitation and Environment Department has reviewed the sewer/storm drain lines serving the Project Site area and found no potential problems and/or other potential maintenance issues. [142]

Similar to the Approved Project, dewatering, treatment, and disposal of groundwater would be conducted in accordance with permitted requirements set forth by the LARWQCB's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. The Modified Project, similar to the Approved Project, would be designed to comply with the City of Los Angeles's LID design standards. To facilitate this, the Modified Project would implement several stormwater treatment options, such as a bio-filtration flow through planter system and a rainwater harvesting system. To comply with the Bureau of Sanitation's Low Impact Development Standards the greater runoff volume between a 0.75-inch storm event and the 85th percentile storm event will be treated. The required BMPs would include a bio-filtration flow through planter system or a rainwater harvesting system. The rainwater harvesting system would be connected to the Modified Project's irrigation system so that collected stormwater runoff would be re-used. The system is designed to capture runoff, store it within its chambers, and re-use it for irrigation and would be based on Bureau of Sanitation LID Standards.

The Modified Project would not require the relocation or construction of new or expanded stormwater facilities. Therefore, similar to the Approved Project, the impact would be less than significant and no mitigation measures are required.

Electricity

Less-Than-Significant Impact. Similar to the Approved Project, during Modified Project construction, energy would be consumed in the form of electricity associated with electric-powered cranes and welders, the conveyance of water used for dust control and, on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power.

Electricity demand from the existing on-site uses would cease during Modified Project construction since the existing classroom and office facilities would be removed and operation of the school

[142] Correspondence, Gerald Watson, Acting Division Manager, Los Angeles Sanitation and Environment Department, December 3, 2020. (Appendix I).

facilities within the existing church building would be curtailed for renovation. Similar to the Approved Project, during construction of the Modified Project, electricity would be consumed to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. Similar to the Approved Project, with implementation of PDF AIR-1, electricity would be used for cranes and welders during Modified Project Construction. Electricity would be supplied to the Project Site by LADWP and would be obtained from the existing electrical lines that connect to the Project Site.

With implementation of PDF AIR-1, an annual average of approximately 152,056 kWh of electricity is anticipated to be consumed during Modified Project construction, or a net annual average of -488,159 kWh after subtracting the electricity demand from the existing setting that would no longer occur.

The estimated annual average construction electricity usage would be within the supply and infrastructure service capabilities of LADWP, as the construction demand would represent approximately 3.6 percent of the estimated net annual operational electricity demand for the Modified Project, which, as shown below, would be within the supply and infrastructure service capabilities of LADWP.[143,144]

For operation, with compliance with 2019 Title 24 standards and applicable 2019 CALGreen requirements, buildout of the Modified Project would result in a projected net increase in the on-site demand for electricity totaling approximately 4,245,019 kWh per year. Based on LADWP's 2017 Final Power Strategic Long-Term Resource Plan, LADWP forecasts that its total energy load in the 2023-2024 fiscal year (the Modified Project's buildout year) would be 26,245 GWh of electricity.[145] Therefore, the 2023-2024 projected energy load would be drawn from the readily available and sufficient energy supplies procured by LADWP, including short-term procurements as needed to meet peak demands. As such, the Modified Project-related net increase in annual electricity consumption of 4,245,019 kWh per year would represent approximately 0.02 percent of LADWP's projected energy load for fiscal year 2023-2024. In addition, similar to the Approved Project, the Modified Project would incorporate a variety of energy conservation measures to reduce energy usage. The impact of the Modified Project on electricity would be less than significant. Therefore, similar to the Approved Project, impacts would be less than significant and no mitigation measures are required.

Natural Gas

Less Than Significant Impact. Construction activities, including the construction of new buildings and facilities, would consume natural gas to power forklifts. As noted in Section 4.6, *Energy*, similar to the Approved Project, the incorporation of PDF AIR-1 during Modified Project construction offsets diesel fuel use by replacing diesel-powered forklifts with cleaner burning

[143] The percentage is derived by taking the annual average amount of electricity usage during the Modified Project construction (152,056 kWh) and dividing that number by the annual amount of net electricity usage during Modified Project operation (4,245,019 kWh) to arrive at 3.6 percent.

[144] Los Angeles Department of Water and Power, *2017 Final Power Strategic Long-Term Resource Plan,* 2017. Available at: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=17euypgosw_4&_afrLoop=6349015726735. Accessed September 2020.

[145] Los Angeles Department of Water and Power, *2017 Final Power Strategic Long-Term Resource Plan*, p. A-6.

natural gas. With implementation of PDF AIR-1, an annual average of approximately 106,591 cf of natural gas is anticipated to be consumed during Modified Project construction, or a net annual average of -414,693 cf after subtracting the natural gas demand from the existing setting that would no longer occur.

The estimated annual average construction natural gas usage would be within the supply and infrastructure service capabilities of SoCalGas, as the construction demand would represent approximately 1.2 percent of the estimated net annual operational natural gas demand for the Modified Project, would be within the supply and infrastructure service capabilities of SoCalGas.

For operations, the Modified Project is projected to generate a net increase in the on-site demand for natural gas totaling approximately 9,230,002 cf per year. As stated in PDF AIR-2 in Section 4.3, *Air Quality*, the Modified Project would not include fireplaces in residential units, similar to the Approved Project. The Modified Project would comply with applicable regulatory requirements regarding energy conservation (e.g., California Building Energy Efficiency Standards and CALGreen). Consistent with regulatory requirements and PDF GHG-1, similar to the Approved Project, the Modified Project would also include building features that comply with and exceed CALGreen. Based on their 2018 California Gas Report, the California Energy and Electric Utilities estimate natural gas capacity within SoCalGas' planning area will be approximately 3,775 million cf per day in 2024 (the Modified Project's buildout year).[146] The Modified Project would account for approximately 0.0007 percent of the 2024 forecasted capacity in SoCalGas' planning area. Therefore similar to the Approved Project, the Modified Project would not require the relocation or construction of new or expanded natural gas facilities and the impact would be less than significant.

Telecommunications

Less Than Significant Impact. Similar to the analysis under the Approved Project, there is an existing 1.5-inch telecommunication conduit owned and maintained by AT&T (formerly PTT) runs along the Project Site's frontage on Shatto Place, connecting to an existing underground vault near the southeastern corner of the Project Site. Any street improvement activities conducted as part of the Modified Project, would protect the existing conduit in place unless it is required to be removed and replaced by AT&T during the design review process. There are no existing cellular towers located adjacent to the Project Site and no cellular towers are proposed by the Project. The Modified Project would not result in the relocation or expansion of telecommunication facilities, except the possible relocation of the AT&T telecommunication conduit.

Sufficient Water Supplies Available to Serve the Project and Reasonably Foreseeable Future Development During Normal, Dry, and Multiple Dry Years

Less Than Significant Impact. The Modified Project would generate a net water demand of approximately 91,546 gpd, or 102.61 acre-feet per year (afy), without accounting for regulatory water conservation features beyond the reductions embedded in the wastewater generation rates

[146] California Gas and Electric Utilities, *2018 California Gas Report*, 2018, p. 102. Available at: https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf. Accessed November 2018.

used for calculating the demand. Similar to the Approved Project, the Modified Project would emphasize water conservation, which would be achieved through the use of energy star appliances, and low flow plumbing fixtures. With implementation of additional water conservation measures per regulatory requirements, and the Modified Project's water conservation features, the Modified Project's actual water demand would be less than the amount stated above. Compliance with water conservation measures required by State and City green regulations would reduce this estimated projected water demand.

TABLE 4.2-28
ESTIMATED WATER DEMAND (MODIFIED PROJECT)

Land Use	Generation Rate	Quantity	Total Generation
Existing Uses			
School	8 gpd/student[a]	170 students	1,360 gpd
Office	120 gpd/kgsf	27,843 sf	3,342 gpd
		Subtotal	4,702 gpd
		20% Contingency[b]	940.4 gpd
Total Existing			**5,642 gpd**
New Uses (Modified Project)			
Residential Apartment – One Bedroom	110 gpd/du	200 du	22,000 gpd
Residential Apartment – Two Bedrooms	150 gpd/du	100 du	15,000 gpd
Residential Apartment – Three Bedrooms	190 gpd/du	13 du	2,470 gpd
Residential Apartment – Five Bedrooms**	310 gpd/du	54 du	14,580 gpd
Office Building	120 gpd/kgsf	11,965 sf	1,436 gpd
Restaurant	30 gpd/seat	850 seats	25,500 gpd
Swimming Pool***	4/ea	1	4 gpd
		Subtotal	80,990 gpd
		20% Contingency	**16,198 gpd**
		Total	**97,188 gpd**
		Net Increase (Existing/Proposed)	**91,546 gpd**

NOTES:
gpd = gallons per day; du = dwelling unit; sf = square feet kgsf= thousand gallons per square foot
[a] The sewage generation factor for schools includes classrooms and lecture halls, teacher offices, administration offices, laboratories, libraries, school cafeterias, storage, auditoriums, and gymnasiums.
[b] An additional 20% contingency for overall water use has been included in this water demand table to provide a conservative estimate of water usage.
** The 5 Bedrooms are co-living units. As such, to be conservative, these dwelling units were modeled as 6 Bedroom units.
*** The proposed pool will be a closed loop circulation system with anticipated sewer discharge only when the filters are washed. Washing schedule is 6 times per year for 100 gallons each, resulting in an average of 4 GPD.
SOURCE: Wastewater Service Information (WWSI) processed by the City of Los Angeles Bureau of Engineering on September 25, 2020.

According to the reliability data in the City of Los Angeles UWMP 2015, LADWP has sufficient supply to meet a total water demand of 675,700 afy by the year 2040. LADWP has programs to

reduce the demand to 565,600 afy by 2040, a difference of 110,100 afy. To meet the reduced target, LADWP will reduce water consumption through conservation, increased recycled water use (including both non-potable and indirect potable reuse), and reduced reliance on imported water.[147]

Similar to the Approved Project, the Modified Project's increase in water demand would fall within the available and projected water supplies reported in the 2015 UWMP for the City for 2040 (675,700 afy). While the Modified Project would increase the amount of water demand from 42,911 gpd to 91,546 gpd, the Modified Project would constitute less than 0.01 percent of the City's projected 2040 water supply. As further discussed in the UWMP, LADWP expects to reliably provide water to its customers for average, single dry and multiple-dry years, through 2040 the 25-year period covered by the UWMP.[148]

The LADWP anticipates maintaining a reliable water supply through conservation increased recycled water use (including both non-potable and potable reuse), increasing the City sources of water and reducing the need for purchases of imported water. Between 2015 and 2040, the City's locally developed supplies are planned to increase from 14 percent to 49 percent of total water supply usage in dry years, or to 47 percent in average years. [149] Through various conservation strategies, the LADWP will be able to reduce the City's water demand during dry years to respond to any reductions to water supplies during multiple dry years.

Wastewater Capacity

Less Than Significant Impact. As stated in above operation of the Modified Project would result in a net wastewater generation of approximately 76,288 gpd. Similar to the Approved Project, the HTP would have ample capacity to serve the Modified Project's wastewater generation, which would account for a less than one percent increase in demand at the HTP. Therefore, the Modified Project would have a less than significant impact with respect on wastewater treatment capacity and no mitigation measures are required.

Generate Solid Waste in Excess of State or Local Standards, or in Excess of the Capacity of Local Infrastructure, or Otherwise Impair the Attainment of Solid Waste Reduction Goals

Comply with Federal, State, and Local Management and Reduction Statutes and Regulations Related to Solid Waste

Less Than Significant Impact. The remaining disposal capacity for the County's Class III (nonhazardous solid waste) landfills is estimated at approximately 163 million tons as of December

[147] City of Los Angeles Department of Water & Power Urban Water Management Plan 2015, page ES-20. https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-w-sos-uwmp;jsessionid=5LbPb84T8L1NqjtC1gPPJ4zTdy8pH9v2jhSzXRdFNgq0yn2BlwRy!-1475618025?_afrLoop=524836082942912&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D524836082942912%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dxwvvtybgj_4.

[148] Los Angeles Department of Water and Power, 2015 Urban Water Management Plan, pages 11-10 through 11-13

[149] Los Angeles Department of Water and Power, 2015 Urban Water Management Plan, page ES-20.

2019, the most recent data available.[150] Waste from the City of Los Angeles is disposed of primarily at the Sunshine Canyon and Chiquita landfill sites. Of the 163 million tons of remaining capacity within the County, 65 million tons, or approximately 40 percent, is located at the Sunshine Canyon landfill, which has a remaining life of 19 years.

As shown in Table 4.2-29, the Modified Project would generate 0.742 tons of solid waste per day compared. This is higher than the 0.467 tons generated per day under the Approved Project during operation. Similar to the Approved Project, waste generated by the Modified Project would be subject to State and local recycling and waste diversion strategies and policies including the City's SWIRP goal of achieving a 90 percent solid waste diversion rate by 2025. Given the County's current remaining disposal capacity, the County would have ample capacity to handle the Modified Project's increase in solid waste. Therefore, impacts to solid waste would remain less than significant.

TABLE 4.2-29
MODIFIED PROJECT PROJECTED SOLID WASTE GENERATED DURING OPERATION

Land Uses	Quantity	Factor[a]		Solid Waste Generated (lbs/day)	Solid Waste Generated (tons/day)	Solid Waste Generated (tons/year)
Existing Land Uses						
School	170 students	1lb/student/day		170	0.085	31.025
Office	27,843 sf	0.006 lbs/sf/day		167	0.084	30.660
			Total	**337**	**0.169**	**61.685**
Proposed Land Uses						
Residential	313 du	4 lbs/du/day		1,252	0.626	228.49
Residential: Co-living	54 du	8 lbs/du/day[b]		432	0.216	78.84
Commercial/Restaurant	24,435 sf	0.005 lbs/sf/day		122.18	0.061	22.27
Office	11,965 sf	0.006 lbs/sf/day		71.79	0.008	0.036
			Total	**1,878**	**0.911**	**329.636**
			Net Increase (Existing/Proposed)	**1,541**	**0.742**	**267.951**

du = dwelling unit; lbs = pounds; sf = square feet

[a] Generation factors provided by the CalRecycle website, refer to Estimated Solid Waste Generation Rates. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, Accessed September 2020.
b Generation factor conservatively doubled for co-living units as compared to standard dwelling units.
SOURCE: ICF, 2020.

The Modified Project would involve the additional acquisition and demolition of the approximately 27,843 square-foot, four story, office building with at-grade parking located to the north of the Approved Project. This increases demolition from approximately 8,277 sf of existing buildings to 36,120 sf of demolition (previous school building and , increases the export of soil from approximately 56,000 cy of excavated soil (associated with excavation for new building

[150] County of Los Angeles Department of Public Works, County of Los Angeles Countywide Integrated Waste Management Plan: 2018 Annual Report. December 2019. Appendix E-2. https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF

foundations and subterranean parking) to 98,000 cubic yards cy of excavated soil; and increases new construction from approximately 235,744 sf to 440,442 sf. These activities would generate demolition-, excavation-, and construction-related waste including, but not limited to, soil, asphalt, wood, paper, glass, plastic, metals, and cardboard that would be disposed of in one of the County's inert debris engineered fill operations that are located throughout Los Angeles County, such as Sunshine Canyon landfill, Chiquita landfill, and Azusa Land Reclamation inert landfill.

MM-HAZ-1 would still apply to the Modified Project and would be used for any hazardous materials encountered at the Project Site during grading and excavation activities. Hazardous soils will be handled, transported, and disposed of in accordance with SCAQMD Rule 1166 in Class I landfills, which are located out of County.

All though there is an increase in construction waste from the Modified Project, as with the Approved Project, construction and demolition materials from the Modified Project would be conveyed pursuant to the City's Waste Hauler Permit Program (Ordinance 181519), effective January 1, 2011. Facilities correlated to the Waste Haulers Permit Program process received materials for reuse and have recycling rates that vary from 70 percent to 94 percent. Therefore, the Modified Project would not cause any significant impacts from generating solid waste in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

Similar to the Approved Project, the Modified Project impact would be less than significant.

Cumulative Impacts: Utilities and Service Systems

Water Supply

All of the related projects are subject to City or County review to assure that the existing public utility facilities would be adequate to meet the domestic and fire water demands of each project. Developers are required to improve facilities where appropriate and development cannot proceed without appropriate verification and approval by LADWP and LAFD. Required improvements by related projects, if they should occur, would be limited to minor, local improvements. Such improvements require only minor construction with very limited short-term construction impacts on transportation and perhaps noise. As noted above, the Modified Project would not require improvements to local mainlines. The Modified Project's SAR included a flow testing of water facilities to verify that there is available service to meeting the Modified Project. Related projects are required to also request a SAR and are required to improve facilities where appropriate and development cannot proceed without appropriate verification and approval. Furthermore, LADWP, together with the City's Department of Public Works, conducts ongoing evaluations to ensure water facilities are adequate and requires infrastructure system improvements as needed. Moreover, as the Modified Project would not require the construction of any off-site water infrastructure because its projected demand can be met by existing facilities.

The UWMP prepared by LADWP is based on the growth projections that are provided in the SCAG RTP/SCS, which is updated on 4-year cycles to account for changes in growth rates, and which accounts for existing development within the City, as well as projected growth anticipated to occur through redevelopment of existing uses and development of new uses. Additionally, under the

provisions of SB 610, LADWP is required to prepare a comprehensive WSA for every new development "project" (as defined by CWC Section 10912) within its service area. These contribute to ongoing evaluations to ensure facilities are adequate and require infrastructure system improvements.

The Modified Project's net demand on water supplies would fall within the available and projected water supplies projected in LADWP's UWMP. Related projects would be required to provide local connections subject to review for service availability, subject to LADWP water system rules and requirements. The Modified Project's contribution to cumulative impacts on water supply would not be cumulatively considerable and cumulative impacts regarding water supply would be less than significant.

Wastewater

Development of the Modified Project in combination with the related projects and other projects within the service area of the HWRP would generate additional wastewater that would be treated at HWRP. As discussed above, the HWRP has an existing treatment capacity of 450 mgd and an average dry weather flow of approximately 362 mgd, leaving approximately 88 mgd of treatment capacity available. The City has adopted an Integrated Resources Plan (IRP) that shows that the HWRP will be able to accommodate growth within its service area to the year 2030.

All related projects in the City of Los Angeles would be subject to the provisions of the Municipal Code requiring provision of on-site infrastructure, improvements to address local capacity issues and payment of fees for future sewerage replacement and/or relief improvements. In addition, the potential need for the related projects to upgrade sewer lines to accommodate their wastewater needs is site-specific and there would be minimal, if any, direct cumulative relationship between the development of the Modified Project and the related projects. The Modified Project wastewater generation impact regarding wastewater facilities would be less than significant and its contribution to a cumulative impact would not be cumulatively considerable, and the cumulative impact related to wastewater would be less than significant.

Electricity

During construction and operation, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including anti-idling construction vehicle regulations, the 2016 Title 24 standards and CALGreen code, the City of Los Angeles Los Angeles Green Building Code, as amended to be more stringent than State requirements in LAMC Chapter 9, Article 9 (Green Building Code), and incorporate mitigation measures, as necessary. In addition, electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by LADWP are ongoing. Each of the related projects would be reviewed by LADWP to identify necessary power facilities and service connections to meet their respective needs. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the electrical infrastructure in the Modified Project area. The Modified Project's contribution to cumulative impacts with respect to electricity plans as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact.

Natural Gas

Future development projects would be expected to incorporate energy conservation features and comply with applicable regulations. In addition, natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed. It is expected that SoCalGas would continue to expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area, including the Modified Project and related projects also served by the existing SoCalGas infrastructure, would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. The Modified Project's contribution to a cumulative impact with respect to natural gas plans as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact.

Solid Waste

Solid waste disposal is a regional issue addressed by regional agencies, in this case the County of Los Angeles. The County promotes the efforts of individual jurisdictions to maximize waste reduction and recycling, expand existing landfills, and promote alternative technologies to reduce waste. Most notably, the City of Los Angeles, as part of its SWIRP, aims for the City of Los Angeles to achieve a goal of 90 percent diversion by 2025. The analysis of the Modified Project's potential impact is based on landfill capacity and demand per the Countywide Integrated Waste Management Plan. Planning for landfill needs takes into account continuing cumulative demand and increases in cumulative demand associated with growth. Therefore, the analyses associated with that plan take into account cumulative development.

The related projects would be required to comply with applicable regulations related to solid waste, including those pertaining to waste reduction and recycling. Detailed components regarding waste reduction and recycling would be finalized for each related project on a project-by-project basis at the time of plan submittal to the City for the necessary building permits and reviews conducted pursuant to the City's Green Building Code, as applicable. As such, impacts to the solid waste from related projects would be less than significant. As discussed above, the Modified Project would not generate solid waste that would exceed landfill capacities and the recycling of solid waste related to construction and operation of the Modified Project would be required to comply with all federal, State, and local regulations including the City's Green Building Code and the SWIRP. The Modified Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts related to solid waste would be less than significant.

Telecommunications

Each of the related projects would be reviewed by the City to identify necessary new facilities and service connections to meet their respective needs. The Modified Project's contribution to cumulative impacts with respect to telecommunications as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact.

Findings Related to Utilities and Service Systems

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved SCEA that would result in a new significant

environmental impact related to utilities, and there would not be a substantial increase in the severity of an impact described in the 2019 Approved SCEA.

With the exception of inclusion of the office uses on the Modified Project Site, the Modified Project Site has not been further developed or altered since the 2019 Approved SCEA was prepared.

The Modified Project does not represent a substantial change in circumstances pertaining to utilities and service systems that would require major changes to the 2019 Approved SCEA.

Project Design Features

Project Design Feature PDF AIR-1, pertaining to air quality that was identified in the 2019 Approved SCEA remains applicable to the Modified Project. As stated in Section 4.3, *Air Quality,* the Modified Project would not include fireplaces in residential units, similar to the Approved Project. Therefore, PDF AIR-2 which precludes the inclusion of residential fireplaces would also be applicable.

Mitigation Measures

MM HAZ-1 which would require the preparation of a Site Specific Soil Mitigation Plan would still apply to the Modified Project.

4.20 Wildfire Hazards

Existing Environmental Setting

No significant changes to the existing setting have occurred since the preparation of the Approved SCEA. The Modified Project would involve the acquisition and demolition of the four story office building with at-grade parking located to the north of the Approved Project Site. Similar to the Approved Project Site, the Modified Project Site is not located in an area of moderate or very high fire hazard. Additionally, the Modified Project Site is not located in or near state responsibility areas of lands classified as very high fire hazard severity zones. Refer to Section 5.20, *Wildfire Hazards,* of the 2019 Approved SCEA for analysis of the potential impacts of the Approved Project related to wildfire hazards.

2019 Approved SCEA

The Approved Project concluded that the following wildfire hazard impacts would have no impact.

Substantially Impair an Adopted Emergency Response Plan or Emergency Evacuation Plan

No Impact. As described in the 2019 Approved SCEA, the Project Site is located in an established urban area that is well served by an existing roadway network. As shown in the City of Los Angeles General Plan Safety Element, Critical Facilities and Lifeline Systems, Western Avenue and Beverly Boulevard are the closest Selected Disaster Routes that could be utilized during a disaster event. While it is expected that the majority of the Approved Project's construction activities would be

confined on-site, some construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day. The Approved Project would include the implementation of PDF TRAF-1, which requires the development of a Construction Management Plan to ensure that adequate emergency access is maintained and that through-access for drivers, including emergency personnel, along all roads would still be provided during construction. Additionally, adequate access to evacuation routes and emergency access to the Project Site and to the surrounding area would continue to be provided. Therefore, with respect to wildfire hazards, the Project construction would not result in the impairment of an adopted emergency response plan or emergency evacuation plan.

Exacerbate Wildfire Risks, and thereby Expose Project Occupants to, Pollutant Concentrations from a Wildfire or the Uncontrolled Spread of a Wildfire

No Impact. The Approved Project Site is surrounded by urban development and is not adjacent to any wildlands. As such, there would be no impact due to the risks from exposure to wildfires or spread of wildfires.

Require the Installation or Maintenance of Associated Infrastructure that may Exacerbate Fire Risk or that may Result in Temporary or Ongoing Impacts to the Environment

No Impact. As described in the 2019 Approved SCEA, the Approved Project would not require the installation or maintenance of associated infrastructure that would exacerbate fire risk or that would result in temporary or ongoing impacts to the environment.

Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

No Impact. As discussed in the 2019 Approved SCEA, the Approved Project Site is relatively flat with little topography that would expose people or structures to landslides. With implementation of the Approved Project, rainwater harvesting and/or bio-filtration flow-through planters would be provided and the overflow discharge would be discharged to Shatto Place and 6th Street via a curb drain or parkway drain. The Approved Project Site is not located within the proximity of an enclosed body of water and is not located within a landslide inventory area. The Approved Project would not contain uses or activities that would expose people or structures to significant risks.

Cumulative Impacts: Wildfire

Less Than Significant Impact. As described in the 2019 Approved SCEA, the related projects are all located highly urbanized areas, would not contain wildland features, and are not located adjacent to any wildland areas. Any related projects would be subject to established guidelines and building code regulations and construction procedures pertaining to fire and seismic hazards. All related projects would be subject to review by the LAFD for compliance with Fire Code and Building Code regulations related to emergency response, emergency access, and fire safety.

Analysis of the Modified Project

Substantially Impair an Adopted Emergency Response Plan or Emergency Evacuation Plan

No Impact. The Modified Project would be constructed on the same site as the Approved Project, and expanded slightly to the north. The Project Site is located in an established urban area that is well served by an existing roadway network. The Modified Project would still include the implementation of MM TRAF-1, which requires the development of a Construction Management Plan to ensure that adequate emergency access is maintained and that through-access for drivers, including emergency. Therefore, with respect to wildfire hazards, similar to the Approved Project, the Modified Project's construction and operation would not result in the impairment of an adopted emergency response plan or emergency evacuation plan.

Exacerbate Wildfire Risks, and thereby Expose Project Occupants to, Pollutant Concentrations from a Wildfire or the Uncontrolled Spread of a Wildfire

No Impact. Similar to the Approved Project, the Modified Project Site is surrounded by urban development and is not adjacent to any wildlands. As such, there would be no impact due to the risks from exposure to wildfires or spread of wildfires.

Require the Installation or Maintenance of Associated Infrastructure that may Exacerbate Fire Risk or that may Result in Temporary or Ongoing Impacts to the Environment

No Impact. Similar to the Approved Project, the Modified Project would not require the installation or maintenance of associated infrastructure that would exacerbate fire risk or that would result in temporary or ongoing impacts to the environment.

Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

No Impact. As with the Approved Project, the Modified Project Site is relatively flat with little topography that would expose people or structures to landslides. With implementation of the Modified Project, rainwater harvesting and/or bio-filtration flow-through planters would be provided and the overflow discharge would be discharged to Shatto Place and 6th Street via a curb drain or parkway drain. The Modified Project Site is not located within the proximity of an enclosed body of water and is not located within a landslide inventory area. The Modified Project would not contain uses or activities that would expose people or structures to significant risks. As such, similar to the Approved Project there would be no impact related to the Modified Project.

Cumulative Impacts: Wildfire

Less Than Significant Impact As described in the Approved Project, the related projects are all located highly urbanized areas, would not contain wildland features, and are not located adjacent to any wildland areas. Any related projects would be subject to established guidelines and building

code regulations and construction procedures pertaining to fire and seismic hazards. All related projects would be subject to review by the LAFD for compliance with Fire Code and Building Code regulations related to emergency response, emergency access, and fire safety.

Findings Related to Wildfire

Based on the foregoing analysis and information, there is no evidence that the Modified Project requires a major change to the 2019 Approved Project. The Modified Project would not result in new significant environmental impacts related to wildfire, and there would not be a substantial increase in the severity of impacts described in 2019 Approved Project.

Project Design Features

No Project Design Features were required for wildfire hazards in the 2019 Approved SCEA, and no Project Design Features are required for the Modified Project.

Mitigation Measures

No mitigation measures were required for wildfire hazards in the 2019 Approved SCEA, and no mitigation measures are required for the Modified Project.

4.21 Mandatory Findings of Significance

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

Less Than Significant with Mitigation Incorporated. Similar to the 2019 Approved SCEA, the Modified Project does not reveal any significant immitigable impacts to the environment.

Similar to the Approved Project, there are no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan that applies to the Modified Project. No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located on the Modified Project Site or in the surrounding area.

Similar to the Approved Project, the Modified Project Site includes ornamental trees that could support raptor and/or songbird nests. Similar to the Approved Project, environmental impacts from the Modified Project may result due to the loss of trees on the site. Therefore, MM BIO-1 and MM BIO-2, included in the 2019 Approved SCEA remains applicable for the Modified Project. MM BIO-1 would require that prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way. MM BIO-2 would ensure that any removal or planting of any tree in the

public right-of-way would require approval of the Board of Public Works that required that new trees in the public right-of-way shall be provided at a 2-to-1 ratio per the standards of the Urban Forestry Division, Bureau of Street Services, Department of Public Works. MM BIO-3 would ensure that any trees affected by construction activities that might occur during nesting season be surveyed. If any active nests are detected, an appropriate buffer as determined by the biological monitor, shall be delineated, flagged, and avoided until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive.

Similar to the Approved Project, impacts to the historical former church building on the Project Site under the Modified Project would be less than significant. The mitigation measures identified as part of the Approved Project (MM NOISE-5, MM NOISE-6, and MM NOISE-7) would remain applicable for the Modified Project. As discussed in Section 4.13 *Noise,* these mitigation measures have been slightly modified to account for the office building parcel (514 S. Shatto Place) that is part of the Modified Project Site. The modifications to the mitigation measures ensure that the Modified Project's noise and vibration impacts would be reduced to the same less than significant level as in the 2019 Approved SCEA and that the measures are at least as stringent as the measures included in the Approved SCEA. With the implementation of the MM NOISE-5, MM NOISE-6, and MM NOISE-7, the Modified Project would not result in significant adverse impacts to potential historical resources on the Modified Project Site or in the immediate Modified Project vicinity as defined by CEQA.

While no paleontological resources were identified within the Project Site based on the paleontological records search, similar to the Approved Project, the Modified Project has the potential to encounter archaeological or paleontological resources. Similar to the Approved Project, the Modified Project would include mitigation measures MM CULT-1 through MM CULT-3 and MM GEO-1 to reduce potential impacts on cultural resources and these mitigation measures would remain applicable to the Modified Project. These mitigation measures require specific construction procedures that provide for the monitoring of construction activity for potential resources, procedures for the protection and handling of resources should they be encountered, and final disposition of encountered resources.

Overall, based on the preceding analysis of potential impacts, similar to the Approved Project, no evidence is presented that that the Modified Project requires a major change to the 2019 Approved SCEA. The Modified Project would not result in new significant environmental impacts and there would not be a substantial increase in the severity of impacts described in the 2019 Approved SCEA.

b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulative considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).

Less Than Significant with Mitigation Incorporated.

Similar to the Approved Project, the analysis of cumulative impacts as part of the Modified Project was based on an assessment of reasonably foreseeable growth associated with a list of past, present, and anticipated future projects. The list of related projects was provided by the City of Los Angeles Planning Department and LADOT and also includes other projects in the area based recent studies. A list of 20 related projects and one related infrastructure project in the Modified Project study area is provided in **Table 4.2-30,** *Summary of Related Projects* and is shown in **Figure 4-1.** Although these projects serve as the primary bases for evaluation of cumulative impacts, analyses may vary among certain environmental issues due to the unique characteristics and geographic context of certain impacts.

Similar to the Approved Project, the Modified Project Site includes ornamental trees that could support raptor and/or songbird nests and the Modified Project would be removing some of the trees on site and within public right-of-way. Similar to the Approved Project, the Modified Project would include several mitigation measures (MM BIO-1, MM BIO-2, and MM BIO-3) that would reduce any potential impacts to nesting animals and require the appropriate amount of replacement trees. Related projects would also be required to comply with the City's tree requirements and to adhere to the MBTA and Fish and Wildlife code provisions; therefore, cumulative impacts to nesting birds would be less than significant.

As discussed in Section 5.5, *Cultural Resources*, the Modified Project would include mitigation measures MM CULT-1 through MM CULT-3 and MM GEO-1 to reduce potential impacts on cultural resources. Many of the related projects would require excavation that could potentially expose or damage potential archaeological resources or disturb human remains. However, the related projects are located in developed urban areas with sites that have been previously disturbed, and the potential to encounter and cause a significant impact on surface resources is unlikely. Further, in association with CEQA review, mitigation measures would be identified for those related projects that have the potential to cause significant impacts to undiscovered archaeological resources or to disturb human remains. Implementation of such mitigation measures for the related projects would avoid significant impacts to archaeological and paleontological resources and human remains.

As discussed in Section 4.9, *Hazards and Hazardous Materials*, the Modified Project would include Project-specific mitigation measures MM HAZ-1, MM HAZ-2, and MM HAZ-3 to address impacts regarding the potential presence of hazardous materials on the Project Site. Like the Project, many of the related projects would use, handle, store, and/or transport hazardous materials or require demolition of structures containing such materials. Such related projects would be required to use, store, remove, and/or transport all potentially hazardous materials in accordance with the manufacturers' instructions and handle materials in accordance with federal, state, and local health and safety standards and regulations. Compliance with existing standards and regulations would ensure that the related projects would not result in significant impacts to the public or the environment through the routine transport, storage, use, or handling of hazardous materials, and that their development would not result in the release of existing hazardous materials. Each related project would be required to comply with existing federal, state, and local regulations related to hazardous materials sites, including cleanup sites, and hazardous materials generators. Like the Modified Project, related projects in the Project Site area located within Methane zones

would be subject to developmental regulations pertaining to ventilation and methane gas detection systems that are mandated by the City and County of Los Angeles and would reduce impacts with respect to releases or accidents related to methane gas to less-than–significant levels.

As discussed in Section 4.13, *Noise*, potentially significant noise impacts during the Modified Project's construction would be reduced to less-than-significant levels through compliance with applicable regulations, implementation of PDFs, and implementation of the identified mitigation measures.

As discussed in Section 4.17, *Transportation*, each related project would be required to comply with City requirements regarding haul routes and would implement mitigation measures and/or include project characteristics, such as traffic controls and safety procedures, as part of a Construction Management Plan to reduce potential traffic impacts during construction. Cumulative operational traffic impacts would be less than significant. A related project would contribute to a cumulative VMT impact if it were deemed inconsistent with The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (Southern California Association of Governments, May 2020) (RTP / SCS), the regional plan to reach state air quality and GHG reduction targets. However, based on the TAG, a project that does not result in a significant VMT impact using the City's methodology described above would be in alignment with the RTP /SCS and, therefore, would not make a cumulatively considerable contribution to a cumulative VMT impact.[151]

Based on the analysis above, similar to the Approved Project, the contribution of the Modified Project to cumulative impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

TABLE 4.2-30
SUMMARY OF RELATED PROJECTS

No	Address	Description	Size	
1	525 S Virgil Avenue	Apartments	113	du
		Affordable Housing	19	du
		Office	34,654	sf
2	625 S La Fayette Park Place	Supportive Housing	70	du
3	2972 W 7th Street	Apartments	228	du
		Retail	4,105	sf
		Restaurant	3,738	sf
4	2850 W 7th Street	Condominiums	200	du
		Retail	3,600	sf
5	2929 W Leeward Avenue	Condominiums	80	du
6	605 S Vermont Avenue	Apartments	103	du
		Museum	30,937	sf

[151] *CEQA Thresholds and Non-CEQA Transportation Analysis for the 550 S. Shatto Place Project Los Angeles, California,* prepared by Gibson Consulting, November 18, 2020 (Transportation Memorandum).

No	Address	Description	Size	
7	2965 W 6th Street	Hotel	99	rm
8	621 S Catalina Street	Self-Storage	143,668	sf
9	2900 W Wilshire Boulevard	Retail	10,000	sf
		Restaurant	5,500	sf
		Apartments	644	du
10	616 S Westmoreland Avenue	Retail	745	sf
		Restaurant	2,360	sf
		Apartments	77	du
11	3240 W Wilshire Boulevard	Hotel	162	rm
		Apartments	545	du
		Retail	5,222	sf
12	631 S Vermont Avenue	Hotel	200	rm
		Condominiums	250	du
		Office	49,227	sf
		Retail	21,230	sf
13	510 S Vermont Avenue	Office	2,166	emp
		Retail	17,500	sf
		Apartments	72	du
		Community Center	13,200	sf
		Apartments	246	du
14	3350 W Wilshire Boulevard	Apartments	121	du
15	326 S Reno Street	Apartments	65	du
16	427 S Berendo Street	Apartments	85	du
17	2859 W Francis Avenue	Apartments	81	du
18	689 S Catalina Street	Apartments	61	du
19	730 S Vermont Avenue	Apartments	80	du
		Retail	1,457	sf
20	3020 Wilshire Boulevard	Apartments	262	du
		Retail	9,998	sf
Infrastructure Project				
1	Metro Purple Line Extension: Current terminus at Wilshire/Western Station to Westwood/Veterans Administration Hospital			

Notes: Related project information provided by LADOT (August 25, 2020), Department of City Planning, and recent studies in the area and the Westside Subway Extension Final Environmental Impact Statement/Environmental Impact Report, Los Angeles County Metropolitan Transportation Authority, United States Department of Transportation, and Federal Transit Administration, March 2012.

Source*: CEQA Thresholds and Non-CEQA Transportation Analysis for the 550 S. Shatto Place Project Los Angeles, California, prepared by Gibson Consulting*, November 18, 2020 (Transportation Memorandum).

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

Less Than Significant with Mitigation Incorporated. Similar to the Approved Project, the Modified Project would not have significant environmental effects on human beings, either directly

or indirectly. Any potentially significant impacts would be reduced to less than significant levels through the implementation of the applicable mitigation measures identified in Sections 4.1, *Aesthetics*, through 4.20, *Wildfire*, discussed above. As discussed above, the Modified Project would include mitigation measures (MM BIO-1, MM BIO-2, and MM BIO-3) that were included in the 2019 Approved SCEA that would reduce any potential biological impacts to nesting animals and trees to less-than–significant levels. As discussed in Section 4.5, *Cultural Resources*, the Modified Project would include mitigation measures MM CULT-1 through MM CULT-3 and MM GEO-1 identified in the 2019 Approved SCEA to reduce potential impacts on cultural resources.

As discussed in Section 4.9, *Hazards and Hazardous Materials*, similar to the Approved Project, the Modified Project would include mitigation measures MM HAZ-1, MM HAZ-2, and MM HAZ-3 to address impacts regarding the potential presence of hazardous materials on the Project Site and reduce any impacts to less-than–significant levels. While portions of the MM HAZ-2 have been revised to reflect more clarified groundwater attenuation features that would be implemented as part of the Modified Project and MM-HAZ-3 has been modified to include more specific recommendations regarding vapor intrusion and monitoring, these revisions do not represent any substantial change in circumstances that would require major revisions to the 2019 Approved SCEA nor represent any new information that would create greater significant effects than in the 2019 Approved SCEA.

As discussed in Section 4.13, *Noise*, similar to the Approved Project potentially significant noise impacts during Project construction would be reduced to less than significant levels though implementation of Project-specific mitigation measures MM NOISE-1 through MM NOISE-7. While minor modifications to the noise related mitigation measures would be included under the Modified Project, the modifications to the mitigation measures ensure that Modified Project's noise and vibration impacts would be reduced to the same less than significant level as in the 2019 Approved SCEA and that the measures are at least as stringent as the measures included in the 2019 Approved SCEA. As discussed in Section 4.15, *Public Services*, impacts to police services would be less than significant with incorporation of Project-specific mitigation measure MM PS-1 through MM PS-3 which remain appliable to the Modified Project.

As discussed in Section 4.17, *Transportation*, similar to the Approved Project, construction-related potential impacts would be reduced to less than significant levels with mitigation measures MM TRAF-1 through MM TRAF-5 which remain appliable to the Modified Project.

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Figure 4-1
Related Projects Map

SECTION 5
Project Design Features and Project Mitigation Measures

Summarized below are specific Project Design Features and Project Mitigation Measures associated with the Modified Project.

5.1 Project Design Features

Aesthetics

PDF AES-1: Outdoor lighting related to the Modified Project shall be designed and installed with shielding from adjacent residential properties, the public right-of-way, and from above.

Agriculture Resources

None required

Air Quality

PDF AIR-1: Construction equipment operating at the Project Site shall be subject to a number of requirements. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. Construction measures would include, but are not limited to the following:

- Prior to the issuance of a grading or building permit for each phase, an inventory of off-road heavy-duty construction equipment for that phase of construction, equal to or greater than 50 horsepower that will be used an aggregate of 40 or more hours, shall be provided to the Department of Building and Safety and the Department of City Planning. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification or model year specification and California Air Resources Board or South Coast Air Quality Management District operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment.

- Off-road diesel-powered equipment within the construction inventory shall meet the Tier 4 final off-road emissions standards within the Los Angeles region. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a California Air Resources Board certified Level 3 Diesel Particulate Filter or equivalent;

- All cranes and welders shall be electric-powered;

- Forklifts shall be natural gas-powered;
- The Project shall utilize low-VOC coatings where commercially available during construction activities to avoid excessive VOC emissions; and
- Trucks and other vehicles in loading and unloading queues shall be parked with engines off to reduce vehicle emissions during construction activities.

PDF AIR-2: The Project will not include fireplaces in the residential units.

Biological Resources:

See also Project Design Feature PDF AES-1.

Cultural Resource

PDF CULT-1: To ensure the retention and appropriate treatment and rehabilitation of all the identified character-defining features of the former church building, that would be retained as part of the Modified Project, a preservation architect or preservation professional would be retained to monitor the appropriate treatment and rehabilitation of the former church building during construction.

Energy

None required.

Geology and Soils

None required.

Greenhouse Gas Emissions

PDF GHG-1:

- The Project shall use energy efficient appliances;
- The Project shall use low-flow plumbing fixtures;
- The Project shall install 175 long-term and 25 short term bicycle parking spaces;
- The Project shall utilize drought-tolerant plants in its landscaping;
- The Project shall install pre-wiring for EV charging spaces for 30 percent of its parking capacity for future use and;
- Of the 30 percent EV parking spaces, 10 percent of the Project's parking capacity will include installed chargers for immediate use by electric vehicles (EV).

Hazards and Hazardous Materials

PDF HAZ-1: In lieu of a dewatering and vent piping system, to attenuate methane risks, the Modified Project shall include design components, such as sloping to the bottom of the mat slab one percent and an active methane detection system tied into the mechanical system. These features, along with a waterproofing/methane membrane, would allow potential methane and vapor to move outside the building limits and eliminate any methane impact. The structural mat slab and subterranean walls would be designed hydrostatically. As part of the alternative design components, LADBS would be consulted as part of the design process of the Modified Project to ensure risks associated with methane would be minimized.

Hydrology and Water Quality

None required.

Land Use

None required.

Mineral Resources

None required.

Noise

PDF NOISE-1: The Project shall limit construction and demolition to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays or holidays (City observed).

PDF NOISE-2: The Project will not require or allow the use of impact pile drivers.

PDF NOISE-3: The Project will not allow any delivery truck idling for more than 5 consecutive minutes in the loading area pursuant to State regulation (Title 13 California Code of Regulations, Section 2485). Signs will be posted in delivery loading areas specifying this idling restriction.

PDF NOISE-4: The Project will not require or allow operation of any amplified sound system in the outdoor areas except for downward or inward facing speakers playing background music that will be confined to the outside ground-level dining patio areas in the central plaza and along West 6th Street and the amenity decks on levels 3 and 40.

Population and Housing

None required.

Public Services

None required.

Recreation

None required.

Transportation

PDF TRAF-1: The service entryway along 6th Street would be limited to right-turn in/out access.

Tribal Cultural Resources

None required.

Utilities and Services

See Project Design Features PDF AIR-1 and PDF AIR-2.

Wildfire Hazards

None required.

5.2 Project Specific Mitigation Measures

Aesthetics

See Mitigation Measure MM NOISE-1.

Agriculture Resources

None required.

Air Quality

None required.

Biological Resources

MM BIO-1: Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.

MM BIO-2: Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at 213-847-3077. All trees in the public right-of-way shall be provided at a 2 to 1 ratio per the standards of the Urban Forestry Division, Bureau of Street Services, Department of Public Works.

MM BIO-3: The Project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California

Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- Proposed Project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).

- If Project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:

  – Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.

  – If a protected native bird is found, the Applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.

  – Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

  – The Applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

Cultural Resources

MM CULT-1: Prior to the issuance of a demolition permit, the Applicant shall retain a qualified Archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards (qualified Archaeologist) to oversee an archaeological monitor who shall be present during construction activities on the Project Site such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the Project. The activities to be monitored shall also include off-site improvements in the vicinity of the Project Site that involve ground disturbance, such as utility, sidewalk, or road improvements which would encounter soils that could potentially contain archaeological resources down to a depth of 5-feet. The monitor shall have the authority to direct the pace of construction equipment in areas of higher sensitivity. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), and the

depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified Archaeologist. Prior to commencement of excavation activities, an Archaeological Sensitivity Training shall be given for construction personnel. The training session, shall be carried out by the qualified Archaeologist, will focus on how to identify archaeological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event.

MM CULT-2: In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A 25-foot buffer shall be established by the qualified Archaeologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by the qualified Archaeologist. If a resource is determined by the qualified Archaeologist to constitute a "historical resource" pursuant to State CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to PRC Section 21083.2(g), the qualified Archaeologist shall coordinate with the Applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. If any prehistoric archaeological sites are encountered within the project area, consultation with interested Native American parties will be conducted to apprise them of any such findings and solicit any comments they may have regarding appropriate treatment and disposition of the resources. The treatment plan established for the resources shall be in accordance with State CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment under CEQA. If in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the qualified Archaeologist in coordination with the City and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

MM CULT-3: Prior to the release of the grading bond, the qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. The report and the Site Forms shall be submitted by the Project Applicant to the City, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the development and required mitigation measures.

Also see MM NOISE-5, MM NOISE-6, and MM NOISE-7.

Energy

None required.

Geology and Soils

MM GEO-1: *Retention of a Qualified Paleontologist.* A qualified paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards (SVP, 2010) (Qualified Paleontologist) shall be retained prior to the approval of demolition or grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of excavation and grading during construction, recovery of fossil materials, and reporting as related to paleontological resources, shall attend the Project kick-off meeting and Project progress meetings on a regular basis, and shall report to the site in the event potential paleontological resources are encountered.

Construction Worker Paleontological Resources Sensitivity Training. The Qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). In the event construction crews are phased, additional trainings shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources likely to be encountered within the Project Site and the procedures to be followed if they are found.

Paleontological Resources Monitoring and Plan. Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use the qualified paleontologist to oversee the implementation of the PRMP. Full-time paleontological resources monitoring shall be conducted for all ground-disturbing activities that exceed 5 feet in depth. Full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the Qualified Paleontologist. Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting the standards of the SVP) under the direction of the Qualified Paleontologist. Monitors shall have the authority to temporarily halt or divert work away from exposed fossils in order to recover the fossil specimens. Any significant fossils collected during Project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage. Monitors shall prepare daily logs detailing the types of activities and soils observed, and any discoveries. The Qualified Paleontologist shall prepare a final monitoring and mitigation report to document the results of the monitoring effort

If construction or other Project personnel discover any potential fossils during construction, regardless of the depth of work or location, work at the discovery location shall cease in a 25-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery and made recommendations as to the appropriate treatment. If the find is deemed significant, it shall be salvaged following the standards of the SVP (SVP, 2010) and curated with a certified repository.

Greenhouse Gas Emissions

None required.

Hazards and Hazardous Materials

MM HAZ-1: A Site Specific Soil Mitigation Plan (SMP) will be prepared that will provide guidance to contractors for appropriate handling, screening, and management of potentially impacted or impacted soils that may be encountered at the Project Site during grading and excavation activities. These procedures will include training for construction personnel on the appropriate procedures for identification of suspected impacted soils; requirements for testing and collection of potentially contaminated soils; segregation of potentially impacted soils; and applicable soil handling and disposal procedures.

The SMP will also include procedures for handling and transportation of soils with respect to nearby sensitive receptors, such as nearby residential uses and schools. In accordance with SCAQMD Rule 1166 requirements, impacted soil removed from the Project Site must comply with the following:

- Be transported to an approved treatment/disposal facility.
- When loading into trucks is completed, and during transportation, no excavated material will extend above the sides or rear of the truck or trailer.
- Prior to covering/tarping, loaded impacted soil must be wetted by spraying with dust inhibitors.
- The trucks or trailers must be completely covered/tarped prior to leaving the Project Site to prevent particulate emissions to the atmosphere.
- The exterior of the trucks (including the tires) must be cleaned off prior to the trucks leaving the excavation location and leaving the disposal site before returning to the Project Site.

MM HAZ-2: A Groundwater Management Plan (GWMP) will be prepared that includes training and protocol procedures to contractors for avoiding contact with groundwater during excavation and construction of the Project and appropriate disposal protocols of contaminated groundwater. The GWMP will include a requirement for development and implementation of a safety plan to be prepared prior to commencement of construction consistent with Occupational Safety and Health Administration (OSHA) Safety and Health Standards 29 CFR 1910.120 as well as management of groundwater produced through temporary dewatering activities. The safety plan will include necessary training, operating and emergency response procedures, and reporting requirements to regulate all activities that bring workers in contact with potentially contaminated groundwater. In the unlikely event that groundwater contamination occurs, the GWMP will include remedial efforts that may include batch extraction of groundwater using an on-site dewatering system or application of a chemical amendment, such as oxygen or hydrogen source depending on the type of contamination impact. Groundwater attenuation features may include the following: waterproofing the entire subgrade area; use of waterproofing that is compatible

with constituents of concern; and sealing of electrical conduits, piping, etc. to close off preferential pathways.

MM HAZ-3: All concrete cuts and utility penetrations into the building pad(s) or concrete slab(s) that underlie the former church building that may occur during the remodeling/repurposing of the existing school building will be sealed via a vapor-barrier type wrap to add an additional measure of protection against potential vapor intrusion. An environmental professional would be on-site to monitor the sealing process. A pathway assessment/visual monitoring of the sealing of penetration shall be conducted after construction.

Hydrology and Water Quality

See MM HAZ-1, MM HAZ-2, and MM HAZ-3.

Land Use

None required.

Mineral Resources

None required.

Noise

MM NOISE-1: The Project shall implement construction noise reduction strategies to reduce noise levels from construction affecting the noise-sensitive residential receptors located to the east of the Project Site, with a performance standard of achieving a construction noise level of less than 66 dBA L_{eq} at the noise-sensitive residential receptors adjacent to the east of the Project Site and the university and church use directly to the north of the Project Site. The noise reduction strategies shall include one or a combination of the following to achieve the performance standard.

- Use construction equipment, fixed or mobile, that individually generates less noise than presumed in the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). Examples of such equipment are medium, compact, small, or mini model versions of backhoes, cranes, excavators, loaders, or tractors; or newer model equipment; or other applicable equipment that are equipped with reduced noise-generating engines. Construction equipment noise levels shall be documented based on manufacturer's specifications. The construction contractor shall keep construction equipment noise level documentation on-site for the duration of Project construction.

- Noise-generating equipment operated at the Project Site shall be equipped with California industry standard noise control devices to effectively reduce noise levels, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. The reduction in noise level from noise shielding and muffling devices shall be documented based on manufacturer's specifications. The construction contractor shall keep noise shielding and muffling device documentation on-site and documentation demonstrating that the equipment

has been maintained in accordance with the manufacturers' specifications on-site for the duration of Project construction.

- Construction and demolition activities shall be scheduled so as to minimize or avoid operating multiple heavy pieces of equipment such as a large dozer, concrete saw, and excavator, simultaneously at the perimeter of the Project Site along the eastern boundary of the Project Site.

- The Project shall provide temporary minimum 8-foot-tall construction noise barriers along property lines facing adjacent off-site residential buildings to the east and northeast and off-site university and church use adjacent to the north. The temporary barriers shall at a minimum remain in place during early Project construction phases (up to the start of framing) when the use of heavy equipment is prevalent. Standard construction protective fencing with green screen or pedestrian barricades for protective walkways shall be installed along property lines facing streets or commercial buildings. All temporary barriers, fences, and walls shall have gate access as needed for construction activities, deliveries, and site access by construction personnel. The Applicant shall ensure through appropriate postings and frequent visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner (i.e., free of trash, graffiti, peeling postings and of uniform paint color or graphic treatment) throughout the construction period The construction management company's name and telephone number(s) shall be posted at a least one location along each street frontage that borders the Project Site.

- The Project shall stage noise-generating construction equipment as far away from the noise-sensitive receptors adjacent to the east of the Project Site as practicable; minimize the number of noise-generating construction equipment in simultaneous use; and/or provide other noise-reducing techniques.

The effectiveness of the noise reduction strategies to achieve the performance standard shall be documented by on-site noise monitoring conducted by a qualified acoustical analyst using a Type 1 instrument in accordance with the American National Standards Institute (ANSI) S1.4. Noise monitoring shall be conducted during early Project construction phases when the use of heavy equipment is prevalent.

MM NOISE-2: The Applicant shall designate a construction relations officer to serve as a liaison with surrounding residents and property owners who is responsible for responding to any concerns regarding construction. The liaison's telephone number(s) shall be prominently displayed at the Project Site. Signs shall also be posted at the Project Site that include permitted construction days and hours. In addition, no less than 30 days prior to the start of construction, the Applicant shall also meet with the principal, or other designated representatives, of Young Oak Kim Academy, including the LAUSD's Transportation Branch to discuss Project construction dates, the Construction Management Plan, and provide information regarding the construction relations officer who would serve as the liaison to the community.

MM NOISE-3: Due to potential noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on W. 6th Street between Vermont Avenue and Shatto Place and on Shatto Place between W. 6th Street and Wilshire Boulevard during school hours.

MM NOISE-4: The Project shall install a sound enclosure or equivalent noise attenuation measures for the Project's operational emergency generators that shall provide a minimum noise reduction of 15 dBA. The generator would generate noise levels of approximately 81 dBA (L_{eq}) at 25 feet with the noise attenuation measures. At Plan Check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

MM NOISE-5: The Project shall implement construction vibration reduction strategies to reduce vibration levels from construction affecting vibration-sensitive receptors on the Project Site, to the east of the Project Site, and adjacent to the north of the Project Site, with a performance standard of achieving a construction vibration level of less than 0.5 inches per second PPV at the face of the on-site former church building, less than 0.3 inches per second PPV at the face of the 500 Shatto Place building, 3109 West 6th Street building and the 523 South Westmoreland Avenue building, and 72 VdB or less at occupied vibration-sensitive residential receptors adjacent to the east of the Project Site. Vibration reduction strategies shall include one or a combination of the following to achieve the performance standards.

- Use construction equipment, fixed or mobile, that individually generates less vibration than presumed in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual. Examples of such equipment are medium, compact, small, or mini model versions of bulldozers, drills, or trucks; or newer model equipment with lower vibration levels; or other applicable equipment that are equipped with reduced vibration-generating engines. Construction equipment vibration levels shall be documented based on manufacturer's specifications or other equipment or testing documentation. The construction contractor shall keep construction equipment vibration level documentation on-site for the duration of Project construction.

- Prior to obtaining a building permit, the effectiveness of the vibration reduction strategies to achieve the performance standard shall be documented in a vibration study conducted by a qualified acoustical/vibration engineer based on detailed Project plans for Plan Check.

MM NOISE-6: Prior to construction, the Applicant shall retain the services of a qualified acoustical/vibration engineer to review the proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the on-site former church building, the 500 Shatto Place building, the 3109 West 6th Street building, and the 523 South Westmoreland Avenue building.

- The Applicant and qualified acoustical/vibration engineer shall conduct a pre-construction survey that visually identifies the existing conditions of the on-site former church building, the 500 Shatto Place building, the 3109 West 6th Street building, and the 523 South Westmoreland Avenue building.

- During construction, the contractor shall install and maintain at least one continuously operational automated vibrational monitors on the on-site former church building, the 500 Shatto Place building, the 3109 West 6th Street building, and the 523 South Westmoreland Avenue building. The monitors shall be capable of being programmed with two predetermined vibratory velocities levels:

  - On-site former church building: a first-level alarm equivalent to a 0.48 inches per second PPV at the face of the on-site former church building and a regulatory alarm level equivalent to 0.5 inches per second PPV at the face of the on-site former church building.

  - 500 Shatto Place building, 3109 West 6th Street building and the 523 South Westmoreland Avenue building: a first-level alarm equivalent to a 0.28 inches per second PPV at the face of the 500 Shatto Place building, the 3109 West 6th Street building and the 523 South Westmoreland Avenue building and a regulatory alarm level equivalent to 0.3 inches per second PPV at the face of the 500 Shatto Place building, the 3109 West 6th Street building and the 523 South Westmoreland Avenue building.

- The monitoring system shall produce real-time specific alarms (for example, via text message and/or email to on-site personnel) when velocities exceed either of the predetermined levels. In the event of a first-level alarm, feasible steps to reduce vibratory levels shall be undertaken, including but not limited to halting/staggering concurrent activities and utilizing lower-vibratory techniques. In the event of an exceedance of the threshold level, the contractor shall review the construction work in the vicinity and investigate construction methods that would reduce vibration levels in the vicinity. If it is determined that the construction work is causing an exceedance of the vibration threshold level, the contractor shall also visually inspect the on-site former church building, the 500 Shatto Place building, the 3109 West 6th Street building, and the 523 South Westmoreland Avenue building for damage. Results of the inspection shall be logged. In the event damage occurs to finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant, and if warranted, in a manner that meets the Secretary of the Interior's Standards.

MM NOISE-7: Prior to the issuance of grading permits, the Applicant will provide a shoring plan prepared by a qualified structural engineer who meets the relevant Secretary of the Interior's Professional Standards, for review and approval by the City of Los Angeles. The shoring plan will ensure the protection of the on-site former church building on the Project Site, as well as the potential historic resources adjacent to the Project Site at 3109 West 6th Street and 523 South Westmoreland Avenue, during construction.

Population and Housing

None required.

Public Services

MM PS-1: A construction fence shall be constructed around the Project Site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

MM PS-2: The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department.

Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

MM PS-3: Prior to the occupancy of the Project, the Applicant shall provide the Olympic Area Commanding Officer with a diagram of each portion of the property, including access routes, and additional information to facilitate potential LAPD responses.

Recreation

None required.

Transportation

MM TRAF-1: The Applicant shall prepare a detailed Construction Management Plan that shall include, but not be limited to, the following elements, as appropriate:

- Requiring workers and construction trucks to generally travel outside of the peak hours;
- Prohibition of construction worker parking on nearby residential streets;
- Temporary traffic control during all construction activities encroaching on public rights-of-way to improve traffic flow and safety on public roadways;
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets;
- Funding to Young Oak Kim Academy to provide an adequate number of crossing guards on school days to assist the safe movement of pedestrians/students at the intersection of 6th Street/Shatto Place when the sidewalks may be closed near Shatto Place and 6th Street for the Project's related construction.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate;
- Scheduling of construction-related deliveries so as to generally occur outside the commuter peak hours; and
- Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety.

Public Services (Construction Activity near Schools)

MM TRAF-2: There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.

Public Services (Schools Affected by Haul Route)

MM TRAF-3: LADBS shall assign specific haul route hours of operation based upon Young Oak Kim Academy's hours of operation.

MM TRAF-4: Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

MM TRAF-5: The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times. Temporary pedestrian facilities shall be adjacent to the Project Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects. Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Tribal Cultural Resources

None required.

Utilities and Services

See MM HAZ-1.

Wildfire Hazards

None required.

Appendix A
Shade Shadow Diagrams

SOURCE: ESA, 2020; Basemap Google Earth, 2020

Shatto Place Koreatown

Figure A-1
Winter Solstice (December 21)
Off-Site Shadows

ESA

D170958.00

SOURCE: ESA, 2020; Basemap Google Earth, 2020

Shatto Place Koreatown

Figure A-2
Spring Equinox (March 21)
Off-Site Shadows

ESA

D170958.00

SOURCE: ESA, 2020; Basemap Google Earth, 2020

Shatto Place Koreatown

Figure A-3
Summer Solstice (June 21)
Off-Site Shadows

ESA

D170958.00

SOURCE: ESA, 2020; Basemap Google Earth, 2020

Shatto Place Koreatown

Figure A-4
Fall Equinox (September 21)
Off-Site Shadows

ESA

Appendix B
Air Quality Calculations

Air Quality – Existing Operational Emission Calculation Worksheets

ESA

514-550 Shatto Place-Existing Operations

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	27.84	1000sqft	1.00	27,843.00	0
Elementary School	170.00	Student	0.52	14,212.57	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	802.68	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor linearly adjusted to account for RPS of year 2018.

Land Use - Updated to reflect existing project office building and pre-dedicated lot acreage

Vehicle Trips - Operational mobile for existing office building is calculated externally

Energy Use - Elementray school and General Office Building utilize historical data for energy intensity

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	2.00	1.00
tblConstructionPhase	NumDays	4.00	2.00
tblConstructionPhase	NumDays	200.00	100.00

tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	10.00	5.00
tblLandUse	LandUseSquareFeet	27,840.00	27,843.00
tblLandUse	LotAcreage	0.64	1.00
tblLandUse	LotAcreage	0.33	0.52
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	6.00	1.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	7.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	802.68
tblSolidWaste	SolidWasteGenerationRate	25.89	30.66
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	1.29	0.00
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.9415	1.9000e-004	0.0205	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0433	0.0433	1.2000e-004		0.0463
Energy	0.0152	0.1380	0.1160	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.6513	165.6513	3.1700e-003	3.0400e-003	166.6357
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.9567**	**0.1382**	**0.1364**	**8.3000e-004**	**0.0000**	**0.0106**	**0.0106**	**0.0000**	**0.0106**	**0.0106**		**165.6946**	**165.6946**	**3.2900e-003**	**3.0400e-003**	**166.6819**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.9415	1.9000e-004	0.0205	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0433	0.0433	1.2000e-004		0.0463
Energy	0.0152	0.1380	0.1160	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.6513	165.6513	3.1700e-003	3.0400e-003	166.6357
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.9567**	**0.1382**	**0.1364**	**8.3000e-004**	**0.0000**	**0.0106**	**0.0106**	**0.0000**	**0.0106**	**0.0106**		**165.6946**	**165.6946**	**3.2900e-003**	**3.0400e-003**	**166.6819**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Elementary School	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-...	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Elementary School	0.00	0.00	0.00	65.00	30.00	5.00	63	25	12
General Office Building	0.00	0.00	0.00	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Elementary School	0.544547	0.044708	0.198656	0.126890	0.018261	0.005879	0.019662	0.030939	0.001958	0.002113	0.004656	0.000702	0.001029
General Office Building	0.544547	0.044708	0.198656	0.126890	0.018261	0.005879	0.019662	0.030939	0.001958	0.002113	0.004656	0.000702	0.001029

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0152	0.1380	0.1160	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.6513	165.6513	3.1700e-003	3.0400e-003	166.6357
NaturalGas Unmitigated	0.0152	0.1380	0.1160	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.6513	165.6513	3.1700e-003	3.0400e-003	166.6357

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Elementary School	459.085	4.9500e-003	0.0450	0.0378	2.7000e-004		3.4200e-003	3.4200e-003		3.4200e-003	3.4200e-003		54.0101	54.0101	1.0400e-003	9.9000e-004	54.3310
General Office Building	948.95	0.0102	0.0930	0.0782	5.6000e-004		7.0700e-003	7.0700e-003		7.0700e-003	7.0700e-003		111.6412	111.6412	2.1400e-003	2.0500e-003	112.3047
Total		**0.0152**	**0.1380**	**0.1160**	**8.3000e-004**		**0.0105**	**0.0105**		**0.0105**	**0.0105**		**165.6513**	**165.6513**	**3.1800e-003**	**3.0400e-003**	**166.6357**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Elementary School	0.459085	4.9500e-003	0.0450	0.0378	2.7000e-004		3.4200e-003	3.4200e-003		3.4200e-003	3.4200e-003		54.0101	54.0101	1.0400e-003	9.9000e-004	54.3310
General Office Building	0.94895	0.0102	0.0930	0.0782	5.6000e-004		7.0700e-003	7.0700e-003		7.0700e-003	7.0700e-003		111.6412	111.6412	2.1400e-003	2.0500e-003	112.3047
Total		**0.0152**	**0.1380**	**0.1160**	**8.3000e-004**		**0.0105**	**0.0105**		**0.0105**	**0.0105**		**165.6513**	**165.6513**	**3.1800e-003**	**3.0400e-003**	**166.6357**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9415	1.9000e-004	0.0205	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0433	0.0433	1.2000e-004		0.0463
Unmitigated	0.9415	1.9000e-004	0.0205	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0433	0.0433	1.2000e-004		0.0463

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1068					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8327					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9600e-003	1.9000e-004	0.0205	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0433	0.0433	1.2000e-004		0.0463
Total	**0.9415**	**1.9000e-004**	**0.0205**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0433**	**0.0433**	**1.2000e-004**		**0.0463**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1068					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8327					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9600e-003	1.9000e-004	0.0205	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0433	0.0433	1.2000e-004		0.0463
Total	**0.9415**	**1.9000e-004**	**0.0205**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0433**	**0.0433**	**1.2000e-004**		**0.0463**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

514-550 Shatto Place-Existing Operations

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	27.84	1000sqft	1.00	27,843.00	0
Elementary School	170.00	Student	0.52	14,212.57	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	802.68	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor linearly adjusted to account for RPS of year 2018.

Land Use - Updated to reflect existing project office building and pre-dedicated lot acreage

Vehicle Trips - Operational mobile for existing office building is calculated externally

Energy Use - Elementray school and General Office Building utilize historical data for energy intensity

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	2.00	1.00
tblConstructionPhase	NumDays	4.00	2.00
tblConstructionPhase	NumDays	200.00	100.00

tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	10.00	5.00
tblLandUse	LandUseSquareFeet	27,840.00	27,843.00
tblLandUse	LotAcreage	0.64	1.00
tblLandUse	LotAcreage	0.33	0.52
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	6.00	1.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	7.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	802.68
tblSolidWaste	SolidWasteGenerationRate	25.89	30.66
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	1.29	0.00
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.9415	1.9000e-004	0.0205	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0433	0.0433	1.2000e-004		0.0463
Energy	0.0152	0.1380	0.1160	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.6513	165.6513	3.1700e-003	3.0400e-003	166.6357
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.9567**	**0.1382**	**0.1364**	**8.3000e-004**	**0.0000**	**0.0106**	**0.0106**	**0.0000**	**0.0106**	**0.0106**		**165.6946**	**165.6946**	**3.2900e-003**	**3.0400e-003**	**166.6819**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.9415	1.9000e-004	0.0205	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0433	0.0433	1.2000e-004		0.0463
Energy	0.0152	0.1380	0.1160	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.6513	165.6513	3.1700e-003	3.0400e-003	166.6357
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.9567**	**0.1382**	**0.1364**	**8.3000e-004**	**0.0000**	**0.0106**	**0.0106**	**0.0000**	**0.0106**	**0.0106**		**165.6946**	**165.6946**	**3.2900e-003**	**3.0400e-003**	**166.6819**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Elementary School	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Elementary School	0.00	0.00	0.00	65.00	30.00	5.00	63	25	12
General Office Building	0.00	0.00	0.00	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Elementary School	0.544547	0.044708	0.198656	0.126890	0.018261	0.005879	0.019662	0.030939	0.001958	0.002113	0.004656	0.000702	0.001029
General Office Building	0.544547	0.044708	0.198656	0.126890	0.018261	0.005879	0.019662	0.030939	0.001958	0.002113	0.004656	0.000702	0.001029

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0152	0.1380	0.1160	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.6513	165.6513	3.1700e-003	3.0400e-003	166.6357
NaturalGas Unmitigated	0.0152	0.1380	0.1160	8.3000e-004		0.0105	0.0105		0.0105	0.0105		165.6513	165.6513	3.1700e-003	3.0400e-003	166.6357

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Elementary School	459.085	4.9500e-003	0.0450	0.0378	2.7000e-004		3.4200e-003	3.4200e-003		3.4200e-003	3.4200e-003		54.0101	54.0101	1.0400e-003	9.9000e-004	54.3310
General Office Building	948.95	0.0102	0.0930	0.0782	5.6000e-004		7.0700e-003	7.0700e-003		7.0700e-003	7.0700e-003		111.6412	111.6412	2.1400e-003	2.0500e-003	112.3047
Total		**0.0152**	**0.1380**	**0.1160**	**8.3000e-004**		**0.0105**	**0.0105**		**0.0105**	**0.0105**		**165.6513**	**165.6513**	**3.1800e-003**	**3.0400e-003**	**166.6357**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Elementary School	0.459085	4.9500e-003	0.0450	0.0378	2.7000e-004		3.4200e-003	3.4200e-003		3.4200e-003	3.4200e-003		54.0101	54.0101	1.0400e-003	9.9000e-004	54.3310
General Office Building	0.94895	0.0102	0.0930	0.0782	5.6000e-004		7.0700e-003	7.0700e-003		7.0700e-003	7.0700e-003		111.6412	111.6412	2.1400e-003	2.0500e-003	112.3047
Total		**0.0152**	**0.1380**	**0.1160**	**8.3000e-004**		**0.0105**	**0.0105**		**0.0105**	**0.0105**		**165.6513**	**165.6513**	**3.1800e-003**	**3.0400e-003**	**166.6357**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9415	1.9000e-004	0.0205	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0433	0.0433	1.2000e-004		0.0463
Unmitigated	0.9415	1.9000e-004	0.0205	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0433	0.0433	1.2000e-004		0.0463

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1068					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8327					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9600e-003	1.9000e-004	0.0205	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0433	0.0433	1.2000e-004		0.0463
Total	**0.9415**	**1.9000e-004**	**0.0205**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0433**	**0.0433**	**1.2000e-004**		**0.0463**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1068					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8327					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9600e-003	1.9000e-004	0.0205	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0433	0.0433	1.2000e-004		0.0463
Total	**0.9415**	**1.9000e-004**	**0.0205**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0433**	**0.0433**	**1.2000e-004**		**0.0463**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

550 Shatto Place - Operational Mobile Emissions with EMFAC2017 and SAFE
Mobile Source Emissions Calculations

			ROG	NO_x	CO	SO_x	PM10 Dust (Paved)	PM10 Exhaust	PM10 Total	PM2.5 Dust (Paved)	PM2.5 Exhaust	PM2.5 Total
Scenario	**Year**	**VMT/day**	**Criteria Pollutant Emissions (pounds/day)**									
Existing	2020	2,024	0.73	1.57	6.58	0.02	1.34	0.25	1.59	0.33	0.11	0.44

Scenario	Year	VMT/year	Criteria Pollutant Emissions (pounds/year)									
Existing	2020	738,760	265.34	573.36	2,400.42	6.29	488.36	90.72	579.08	119.87	41.06	160.93

Notes:

1) Assumes Global Warming Potential of CO_2 = 1, CH_4 = 25, and N_2O = 298

Sources:

- EMFAC2017 (v1.0.3) Emissions Inventory
- ESA 2020

550 Shatto Place - Operational Mobile Emissions with EMFAC2017 and SAFE

Road Dust Emission Factors

Paved Road Dust Emission Factors (Assumes No Precipitation)

Formula: $EF_{Dust,P} = (k\ (sL)^{0.91} \times (W)^{1.02})$

Where:

$EF_{Dust,P}$ = Paved Road Dust Emission Factor (having the same units as k)
k = particle size multiplier
sL = road surface silt loading (g/m^2)
W = average fleet vehicle weight (tons) (CARB uses 2.4 tons as a fleet average vehicle weight factor)

	Emission Factor (grams per VMT)	
	PM10	PM2.5
k	0.9979	0.2449
sL	0.1	0.1
W	2.4	2.4
$EF_{Dust,P}$	3.00E-01	7.36E-02

Unpaved Road Dust Emission Factors (Assumes No Precipitation)

Formula: $EF_{Dust,U} = (k\ (\ s / 12)^{1} \times (Sp / 30)^{0.5} / (M / 0.5)^{0.2}) - C)$

Where:

$EF_{Dust,U}$ = Unpaved Road Dust Emission Factor (having the same units as k)
k = particle size multiplier
s = surface material silt content (%)
Sp = mean vehicle speed (mph)
M = surface material moisture content (%)
C = Emission Factor for 1980s vehicle fleet exhaust, brake wear, and tire wear

	Emission Factor (grams per VMT)	
	PM10	PM2.5
k	816.47	81.65
s	4.3%	4.3%
Sp	15	15
M	0.5%	0.5%
C	0.00047	0.00036
$EF_{Dust,U}$	5.20E+00	5.19E-01

Sources:

SCAQMD, CalEEMod, Version 2011.1.

CARB, *Entrained Dust from Paved Road Travel: Emission Estimation Methodology Background Document* , (1997).

USEPA, *AP-42* , Fifth Edition, Volume I, Chapter 13.2.1 - Paved Roads, (2011).

PCR Services Corporation, 2013.

550 Shatto Place - Operational Mobile Emissions with EMFAC2017 and SAFE

Data Pivot Table Summary

Region	South Coast AQMD

Row Labels	Sum of ROG_TOTAL	Sum of NOx_TOTEX	Sum of CO_TOTEX	Sum of SOx_TOTEX	Sum of PM10_TOTAL	Sum of PM2.5_TOTAL	Sum of CO2_TOTEX	Sum of CH4_TOTEX	Sum of N2O_TOTEX	Sum of VMT
2020	83.47099158	180.3654176	755.1161284	1.977805972	28.53754001	12.91494089	203483.5335	13.24570066	11.56050389	464792657.2
Grand Total	**83.47099158**	**180.3654176**	**755.1161284**	**1.977805972**	**28.53754001**	**12.91494089**	**203483.5335**	**13.24570066**	**11.56050389**	**464792657.2**

Tons/day

Year	Sum of ROG_TOTAL	Sum of NOx_TOTEX	Sum of CO_TOTEX	Sum of SOx_TOTEX	Sum of PM10_TOTAL	Sum of PM2.5_TOTAL	Sum of CO2_TOTEX	Sum of CH4_TOTEX	Sum of N2O_TOTEX	Sum of VMT
2020	83.47099158	180.3654176	755.1161284	1.977805972	28.53754001	12.91494089	203483.5335	13.24570066	11.56050389	464792657.2

Emission Factors

	lbs/mile						metric ton/mile		
Year	**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2_5**	**CO2**	**CH4**	**N2O**
2020	0.000359175	0.000776111	0.00324926	8.51049E-06	0.000122797	5.55729E-05	0.00039716	2.5853E-08	2.25639E-08

Air Quality – Modified Project Construction Emission Calculation Worksheets

ESA

514-550 Shatto Place - Construction

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	32.77	1000sqft	0.10	32,774.00	0
Enclosed Parking with Elevator	470.00	Space	0.49	188,000.00	0
Other Non-Asphalt Surfaces	96.97	1000sqft	0.20	96,971.00	0
City Park	0.75	Acre	0.10	32,855.00	0
Health Club	5.15	1000sqft	0.10	5,153.00	0
High Turnover (Sit Down Restaurant)	24.43	1000sqft	0.10	24,435.00	0
Recreational Swimming Pool	4.64	1000sqft	0.10	4,642.00	0
Apartments High Rise	422.00	Dwelling Unit	0.50	449,330.00	1190

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Updated based on Project specifications

Construction Phase - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Off-road Equipment -

Off-road Equipment - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Trips and VMT - Calculated externally

Demolition -

Grading - Updated based on Project specifications

Construction Off-road Equipment Mitigation - Updated based on Project mitigations

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	FuelType	Diesel	CNG
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	10.00	495.00
tblConstructionPhase	NumDays	200.00	103.00
tblConstructionPhase	NumDays	200.00	523.00
tblConstructionPhase	NumDays	200.00	314.00
tblConstructionPhase	NumDays	20.00	79.00
tblConstructionPhase	NumDays	4.00	105.00
tblConstructionPhase	NumDays	10.00	79.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblGrading	AcresOfGrading	0.00	3.75
tblGrading	MaterialExported	0.00	98,000.00
tblLandUse	LandUseSquareFeet	32,770.00	32,774.00
tblLandUse	LandUseSquareFeet	32,670.00	32,855.00
tblLandUse	LandUseSquareFeet	5,150.00	5,153.00
tblLandUse	LandUseSquareFeet	24,430.00	24,435.00
tblLandUse	LandUseSquareFeet	4,640.00	4,642.00
tblLandUse	LandUseSquareFeet	422,000.00	449,330.00
tblLandUse	LotAcreage	0.75	0.10
tblLandUse	LotAcreage	4.23	0.49
tblLandUse	LotAcreage	2.23	0.20
tblLandUse	LotAcreage	0.75	0.10
tblLandUse	LotAcreage	0.12	0.10
tblLandUse	LotAcreage	0.56	0.10
tblLandUse	LotAcreage	0.11	0.10
tblLandUse	LotAcreage	6.81	0.50
tblLandUse	Population	1,207.00	1,190.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00

tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripNumber	318.00	0.00
tblTripsAndVMT	HaulingTripNumber	12,250.00	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripNumber	108.00	0.00
tblTripsAndVMT	VendorTripNumber	108.00	0.00

tblTripsAndVMT	VendorTripNumber	108.00	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
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tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00
tblTripsAndVMT	WorkerTripNumber	5.00	0.00
tblTripsAndVMT	WorkerTripNumber	462.00	0.00
tblTripsAndVMT	WorkerTripNumber	462.00	0.00
tblTripsAndVMT	WorkerTripNumber	92.00	0.00
tblTripsAndVMT	WorkerTripNumber	462.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.3660	24.1496	19.1268	0.0370	6.1655	1.2078	7.3733	3.3303	1.1112	4.4415	0.0000	3,587.7751	3,587.7751	1.1604	0.0000	3,616.7841
2022	2.3469	23.2467	22.6812	0.0427	6.1655	1.1733	7.3388	3.3303	1.0794	4.4097	0.0000	4,136.6964	4,136.6964	1.3379	0.0000	4,170.1437
2023	9.5466	20.7696	24.4660	0.0415	0.0000	0.9551	0.9551	0.0000	0.9200	0.9200	0.0000	3,864.4201	3,864.4201	0.6693	0.0000	3,881.1533
2024	9.3833	19.5505	24.3497	0.0415	0.0000	0.8350	0.8350	0.0000	0.8038	0.8038	0.0000	3,864.7887	3,864.7887	0.6594	0.0000	3,881.2727
Maximum	**9.5466**	**24.1496**	**24.4660**	**0.0427**	**6.1655**	**1.2078**	**7.3733**	**3.3303**	**1.1112**	**4.4415**	**0.0000**	**4,136.6964**	**4,136.6964**	**1.3379**	**0.0000**	**4,170.1437**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.4868	3.2623	22.5625	0.0370	2.4046	0.0608	2.4653	1.2988	0.0608	1.3596	0.0000	3,587.7751	3,587.7751	1.1604	0.0000	3,616.7841
2022	0.5871	4.8495	26.8257	0.0427	2.4046	0.0700	2.4745	1.2988	0.0700	1.3688	0.0000	4,136.6964	4,136.6964	1.3379	0.0000	4,170.1437
2023	7.3396	3.4334	35.0521	0.0415	0.0000	0.0586	0.0586	0.0000	0.0586	0.0586	0.0000	2,773.8377	2,773.8377	0.4500	0.0000	2,785.0880
2024	7.4191	3.3208	34.9632	0.0415	0.0000	0.0647	0.0647	0.0000	0.0647	0.0647	0.0000	2,810.3410	2,810.3410	0.6213	0.0000	2,825.8736
Maximum	**7.4191**	**4.8495**	**35.0521**	**0.0427**	**2.4046**	**0.0700**	**2.4745**	**1.2988**	**0.0700**	**1.3688**	**0.0000**	**4,136.6964**	**4,136.6964**	**1.3379**	**0.0000**	**4,170.1437**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**33.03**	**83.05**	**-31.76**	**0.00**	**61.00**	**93.91**	**69.32**	**61.00**	**93.51**	**73.03**	**0.00**	**13.88**	**13.88**	**6.72**	**0.00**	**13.84**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2021	9/30/2021	6	79	
2	Grading/Excavation	Grading	10/1/2021	1/31/2022	6	105	
3	Utilities/ Trenching	Trenching	1/1/2022	1/31/2022	6	26	
4	Foundations - Intermittent Pour	Building Construction	2/1/2022	5/31/2022	6	103	
5	Building Construction - Intermittent Pour	Building Construction	6/1/2022	1/31/2024	6	523	
6	Architectural Coating/Finishing	Architectural Coating	1/1/2023	7/31/2024	6	495	
7	Renovation of Existing Use	Building Construction	8/1/2023	7/31/2024	6	314	
8	Paving	Paving	5/1/2024	7/31/2024	6	79	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.69

Residential Indoor: 909,893; Residential Outdoor: 303,298; Non-Residential Indoor: 94,676; Non-Residential Outdoor: 31,559; Striped

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading/Excavation	Bore/Drill Rigs	1	8.00	221	0.50
Grading/Excavation	Excavators	2	8.00	158	0.38
Grading/Excavation	Graders	0	6.00	187	0.41
Grading/Excavation	Rubber Tired Dozers	1	8.00	247	0.40
Grading/Excavation	Sweepers/Scrubbers	1	8.00	64	0.46
Grading/Excavation	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Utilities/ Trenching	Sweepers/Scrubbers	1	8.00	64	0.46
Utilities/ Trenching	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Foundations - Intermittent Pour	Cranes	1	8.00	231	0.29
Foundations - Intermittent Pour	Forklifts	1	8.00	89	0.20
Foundations - Intermittent Pour	Generator Sets	0	8.00	84	0.74
Foundations - Intermittent Pour	Pumps	3	8.00	84	0.74
Foundations - Intermittent Pour	Sweepers/Scrubbers	1	8.00	64	0.46
Foundations - Intermittent Pour	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Foundations - Intermittent Pour	Welders	0	8.00	46	0.45
Building Construction - Intermittent Pour	Cranes	1	8.00	231	0.29
Building Construction - Intermittent Pour	Forklifts	1	8.00	89	0.20
Building Construction - Intermittent Pour	Generator Sets	1	8.00	84	0.74
Building Construction - Intermittent Pour	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Building Construction - Intermittent Pour	Welders	3	8.00	46	0.45
Architectural Coating/Finishing	Air Compressors	1	8.00	78	0.48
Renovation of Existing Use	Aerial Lifts	1	8.00	63	0.31
Renovation of Existing Use	Cranes	0	6.00	231	0.29
Renovation of Existing Use	Forklifts	1	8.00	89	0.20
Renovation of Existing Use	Generator Sets	1	8.00	84	0.74
Renovation of Existing Use	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Renovation of Existing Use	Welders	0	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Grading/Excavation	7	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Utilities/ Trenching	2	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Foundations - Intermittent Pour	7	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Intermittent Pour	7	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating/Finishing	1	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Renovation of Existing Use	4	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Paving	4	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Alternative Fuel for Construction Equipment

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8722	0.0000	0.8722	0.1321	0.0000	0.1321			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715		2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**0.8722**	**1.0409**	**1.9131**	**0.1321**	**0.9715**	**1.1035**		**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3402	0.0000	0.3402	0.0515	0.0000	0.0515			0.0000			0.0000
Off-Road	0.2811	1.2179	14.7184	0.0241		0.0375	0.0375		0.0375	0.0375	0.0000	2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**0.2811**	**1.2179**	**14.7184**	**0.0241**	**0.3402**	**0.0375**	**0.3776**	**0.0515**	**0.0375**	**0.0890**	**0.0000**	**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Grading/Excavation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1655	0.0000	6.1655	3.3303	0.0000	3.3303			0.0000			0.0000
Off-Road	2.3660	24.1496	19.1268	0.0370		1.2078	1.2078		1.1112	1.1112		3,587.7751	3,587.7751	1.1604		3,616.7841
Total	**2.3660**	**24.1496**	**19.1268**	**0.0370**	**6.1655**	**1.2078**	**7.3733**	**3.3303**	**1.1112**	**4.4415**		**3,587.7751**	**3,587.7751**	**1.1604**		**3,616.7841**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4046	0.0000	2.4046	1.2988	0.0000	1.2988			0.0000			0.0000
Off-Road	0.4868	3.2623	22.5625	0.0370		0.0608	0.0608		0.0608	0.0608	0.0000	3,587.7751	3,587.7751	1.1604		3,616.7841
Total	**0.4868**	**3.2623**	**22.5625**	**0.0370**	**2.4046**	**0.0608**	**2.4653**	**1.2988**	**0.0608**	**1.3596**	**0.0000**	**3,587.7751**	**3,587.7751**	**1.1604**		**3,616.7841**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Grading/Excavation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1655	0.0000	6.1655	3.3303	0.0000	3.3303			0.0000			0.0000
Off-Road	1.9888	19.7682	18.5263	0.0371		0.9627	0.9627		0.8857	0.8857		3,589.2810	3,589.2810	1.1609		3,618.3022
Total	**1.9888**	**19.7682**	**18.5263**	**0.0371**	**6.1655**	**0.9627**	**7.1282**	**3.3303**	**0.8857**	**4.2160**		**3,589.2810**	**3,589.2810**	**1.1609**		**3,618.3022**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4046	0.0000	2.4046	1.2988	0.0000	1.2988			0.0000			0.0000
Off-Road	0.4868	3.2623	22.5625	0.0371		0.0608	0.0608		0.0608	0.0608	0.0000	3,589.2810	3,589.2810	1.1609		3,618.3022
Total	**0.4868**	**3.2623**	**22.5625**	**0.0371**	**2.4046**	**0.0608**	**2.4653**	**1.2988**	**0.0608**	**1.3596**	**0.0000**	**3,589.2810**	**3,589.2810**	**1.1609**		**3,618.3022**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Utilities/ Trenching - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3581	3.4785	4.1549	5.6500e-003		0.2106	0.2106		0.1938	0.1938		547.4154	547.4154	0.1771		551.8415
Total	**0.3581**	**3.4785**	**4.1549**	**5.6500e-003**		**0.2106**	**0.2106**		**0.1938**	**0.1938**		**547.4154**	**547.4154**	**0.1771**		**551.8415**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1003	1.5873	4.2632	5.6500e-003		9.2200e-003	9.2200e-003		9.2200e-003	9.2200e-003	0.0000	547.4154	547.4154	0.1771		551.8415
Total	**0.1003**	**1.5873**	**4.2632**	**5.6500e-003**		**9.2200e-003**	**9.2200e-003**		**9.2200e-003**	**9.2200e-003**	**0.0000**	**547.4154**	**547.4154**	**0.1771**		**551.8415**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Foundations - Intermittent Pour - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9004	17.6241	18.3966	0.0327		0.9213	0.9213		0.8849	0.8849		3,123.3802	3,123.3802	0.5010		3,135.9062
Total	**1.9004**	**17.6241**	**18.3966**	**0.0327**		**0.9213**	**0.9213**		**0.8849**	**0.8849**		**3,123.3802**	**3,123.3802**	**0.5010**		**3,135.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3138	3.2221	25.7736	0.0327		0.0490	0.0490		0.0490	0.0490	0.0000	2,609.8849	2,609.8849	0.3350		2,618.2590
Total	**0.3138**	**3.2221**	**25.7736**	**0.0327**		**0.0490**	**0.0490**		**0.0490**	**0.0490**	**0.0000**	**2,609.8849**	**2,609.8849**	**0.3350**		**2,618.2590**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Building Construction - Intermittent Pour - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8115	14.2318	14.0474	0.0247		0.6723	0.6723		0.6456	0.6456		2,253.5679	2,253.5679	0.4301		2,264.3208
Total	**1.8115**	**14.2318**	**14.0474**	**0.0247**		**0.6723**	**0.6723**		**0.6456**	**0.6456**		**2,253.5679**	**2,253.5679**	**0.4301**		**2,264.3208**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1199	1.2293	15.7397	0.0247		0.0273	0.0273		0.0273	0.0273	0.0000	1,117.6394	1,117.6394	0.1896		1,122.3785
Total	**0.1199**	**1.2293**	**15.7397**	**0.0247**		**0.0273**	**0.0273**		**0.0273**	**0.0273**	**0.0000**	**1,117.6394**	**1,117.6394**	**0.1896**		**1,122.3785**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Building Construction - Intermittent Pour - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6746	13.2881	13.9137	0.0247		0.5881	0.5881		0.5646	0.5646		2,253.8943	2,253.8943	0.4215		2,264.4308
Total	**1.6746**	**13.2881**	**13.9137**	**0.0247**		**0.5881**	**0.5881**		**0.5646**	**0.5646**		**2,253.8943**	**2,253.8943**	**0.4215**		**2,264.4308**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1183	1.1590	15.6672	0.0247		0.0253	0.0253		0.0253	0.0253	0.0000	1,117.9769	1,117.9769	0.1875		1,122.6640
Total	**0.1183**	**1.1590**	**15.6672**	**0.0247**		**0.0253**	**0.0253**		**0.0253**	**0.0253**	**0.0000**	**1,117.9769**	**1,117.9769**	**0.1875**		**1,122.6640**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Building Construction - Intermittent Pour - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5625	12.5229	13.8046	0.0247		0.5164	0.5164		0.4953	0.4953		2,254.0727	2,254.0727	0.4149		2,264.4463
Total	**1.5625**	**12.5229**	**13.8046**	**0.0247**		**0.5164**	**0.5164**		**0.4953**	**0.4953**		**2,254.0727**	**2,254.0727**	**0.4149**		**2,264.4463**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1171	1.1027	15.6228	0.0247		0.0237	0.0237		0.0237	0.0237	0.0000	1,118.1672	1,118.1672	0.1854		1,122.8009
Total	**0.1171**	**1.1027**	**15.6228**	**0.0247**		**0.0237**	**0.0237**		**0.0237**	**0.0237**	**0.0000**	**1,118.1672**	**1,118.1672**	**0.1854**		**1,122.8009**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating/Finishing - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	7.0221					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2556	1.7373	2.4148	3.9600e-003		0.0944	0.0944		0.0944	0.0944		375.2641	375.2641	0.0225		375.8253
Total	**7.2776**	**1.7373**	**2.4148**	**3.9600e-003**		**0.0944**	**0.0944**		**0.0944**	**0.0944**		**375.2641**	**375.2641**	**0.0225**		**375.8253**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	7.0221					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0396	0.1717	2.4432	3.9600e-003		5.2800e-003	5.2800e-003		5.2800e-003	5.2800e-003	0.0000	375.2641	375.2641	0.0225		375.8253
Total	**7.0617**	**0.1717**	**2.4432**	**3.9600e-003**		**5.2800e-003**	**5.2800e-003**		**5.2800e-003**	**5.2800e-003**	**0.0000**	**375.2641**	**375.2641**	**0.0225**		**375.8253**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating/Finishing - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	7.0221					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2410	1.6251	2.4135	3.9600e-003		0.0812	0.0812		0.0812	0.0812		375.2641	375.2641	0.0211		375.7923
Total	**7.2631**	**1.6251**	**2.4135**	**3.9600e-003**		**0.0812**	**0.0812**		**0.0812**	**0.0812**		**375.2641**	**375.2641**	**0.0211**		**375.7923**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	7.0221					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0396	0.1717	2.4432	3.9600e-003		5.2800e-003	5.2800e-003		5.2800e-003	5.2800e-003	0.0000	375.2641	375.2641	0.0211		375.7923
Total	**7.0617**	**0.1717**	**2.4432**	**3.9600e-003**		**5.2800e-003**	**5.2800e-003**		**5.2800e-003**	**5.2800e-003**	**0.0000**	**375.2641**	**375.2641**	**0.0211**		**375.7923**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.8 Renovation of Existing Use - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5944	5.7442	8.1375	0.0129		0.2726	0.2726		0.2611	0.2611		1,235.2617	1,235.2617	0.2254		1,240.8971
Total	**0.5944**	**5.7442**	**8.1375**	**0.0129**		**0.2726**	**0.2726**		**0.2611**	**0.2611**		**1,235.2617**	**1,235.2617**	**0.2254**		**1,240.8971**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1597	2.1028	16.9417	0.0129		0.0280	0.0280		0.0280	0.0280	0.0000	1,280.5968	1,280.5968	0.2401		1,286.5987
Total	**0.1597**	**2.1028**	**16.9417**	**0.0129**		**0.0280**	**0.0280**		**0.0280**	**0.0280**	**0.0000**	**1,280.5968**	**1,280.5968**	**0.2401**		**1,286.5987**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.8 Renovation of Existing Use - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5578	5.4026	8.1316	0.0129		0.2373	0.2373		0.2272	0.2272		1,235.4520	1,235.4520	0.2233		1,241.0341
Total	**0.5578**	**5.4026**	**8.1316**	**0.0129**		**0.2373**	**0.2373**		**0.2272**	**0.2272**		**1,235.4520**	**1,235.4520**	**0.2233**		**1,241.0341**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1585	2.0465	16.8972	0.0129		0.0264	0.0264		0.0264	0.0264	0.0000	1,280.7870	1,280.7870	0.2380		1,286.7356
Total	**0.1585**	**2.0465**	**16.8972**	**0.0129**		**0.0264**	**0.0264**		**0.0264**	**0.0264**	**0.0000**	**1,280.7870**	**1,280.7870**	**0.2380**		**1,286.7356**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.9 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5528	5.1305	7.6212	0.0121		0.2486	0.2486		0.2298	0.2298		1,154.2899	1,154.2899	0.3622		1,163.3456
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5528**	**5.1305**	**7.6212**	**0.0121**		**0.2486**	**0.2486**		**0.2298**	**0.2298**		**1,154.2899**	**1,154.2899**	**0.3622**		**1,163.3456**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1990	0.9759	8.9562	0.0121		0.0330	0.0330		0.0330	0.0330	0.0000	1,154.2899	1,154.2899	0.3622		1,163.3456
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.1990**	**0.9759**	**8.9562**	**0.0121**		**0.0330**	**0.0330**		**0.0330**	**0.0330**	**0.0000**	**1,154.2899**	**1,154.2899**	**0.3622**		**1,163.3456**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

514-550 Shatto Place - Construction

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	32.77	1000sqft	0.10	32,774.00	0
Enclosed Parking with Elevator	470.00	Space	0.49	188,000.00	0
Other Non-Asphalt Surfaces	96.97	1000sqft	0.20	96,971.00	0
City Park	0.75	Acre	0.10	32,855.00	0
Health Club	5.15	1000sqft	0.10	5,153.00	0
High Turnover (Sit Down Restaurant)	24.43	1000sqft	0.10	24,435.00	0
Recreational Swimming Pool	4.64	1000sqft	0.10	4,642.00	0
Apartments High Rise	422.00	Dwelling Unit	0.50	449,330.00	1190

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Updated based on Project specifications

Construction Phase - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Off-road Equipment -

Off-road Equipment - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Trips and VMT - Calculated externally

Demolition -

Grading - Updated based on Project specifications

Construction Off-road Equipment Mitigation - Updated based on Project mitigations

Table Name	Column Name	Default Value	New Value
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tblConstEquipMitigation	FuelType	Diesel	CNG
tblConstEquipMitigation	FuelType	Diesel	Electrical
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
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tblConstructionPhase	NumDays	200.00	103.00
tblConstructionPhase	NumDays	200.00	523.00
tblConstructionPhase	NumDays	200.00	314.00
tblConstructionPhase	NumDays	20.00	79.00
tblConstructionPhase	NumDays	4.00	105.00
tblConstructionPhase	NumDays	10.00	79.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

tblConstructionPhase	NumDaysWeek	5.00	6.00
tblGrading	AcresOfGrading	0.00	3.75
tblGrading	MaterialExported	0.00	98,000.00
tblLandUse	LandUseSquareFeet	32,770.00	32,774.00
tblLandUse	LandUseSquareFeet	32,670.00	32,855.00
tblLandUse	LandUseSquareFeet	5,150.00	5,153.00
tblLandUse	LandUseSquareFeet	24,430.00	24,435.00
tblLandUse	LandUseSquareFeet	4,640.00	4,642.00
tblLandUse	LandUseSquareFeet	422,000.00	449,330.00
tblLandUse	LotAcreage	0.75	0.10
tblLandUse	LotAcreage	4.23	0.49
tblLandUse	LotAcreage	2.23	0.20
tblLandUse	LotAcreage	0.75	0.10
tblLandUse	LotAcreage	0.12	0.10
tblLandUse	LotAcreage	0.56	0.10
tblLandUse	LotAcreage	0.11	0.10
tblLandUse	LotAcreage	6.81	0.50
tblLandUse	Population	1,207.00	1,190.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00

tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripNumber	318.00	0.00
tblTripsAndVMT	HaulingTripNumber	12,250.00	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripNumber	108.00	0.00
tblTripsAndVMT	VendorTripNumber	108.00	0.00
tblTripsAndVMT	VendorTripNumber	108.00	0.00

tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripNumber	13.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00
tblTripsAndVMT	WorkerTripNumber	5.00	0.00
tblTripsAndVMT	WorkerTripNumber	462.00	0.00
tblTripsAndVMT	WorkerTripNumber	462.00	0.00
tblTripsAndVMT	WorkerTripNumber	92.00	0.00
tblTripsAndVMT	WorkerTripNumber	462.00	0.00
tblTripsAndVMT	WorkerTripNumber	10.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.3660	24.1496	19.1268	0.0370	6.1655	1.2078	7.3733	3.3303	1.1112	4.4415	0.0000	3,587.7751	3,587.7751	1.1604	0.0000	3,616.7841
2022	2.3469	23.2467	22.6812	0.0427	6.1655	1.1733	7.3388	3.3303	1.0794	4.4097	0.0000	4,136.6964	4,136.6964	1.3379	0.0000	4,170.1437
2023	9.5466	20.7696	24.4660	0.0415	0.0000	0.9551	0.9551	0.0000	0.9200	0.9200	0.0000	3,864.4201	3,864.4201	0.6693	0.0000	3,881.1533
2024	9.3833	19.5505	24.3497	0.0415	0.0000	0.8350	0.8350	0.0000	0.8038	0.8038	0.0000	3,864.7887	3,864.7887	0.6594	0.0000	3,881.2727
Maximum	**9.5466**	**24.1496**	**24.4660**	**0.0427**	**6.1655**	**1.2078**	**7.3733**	**3.3303**	**1.1112**	**4.4415**	**0.0000**	**4,136.6964**	**4,136.6964**	**1.3379**	**0.0000**	**4,170.1437**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	0.4868	3.2623	22.5625	0.0370	2.4046	0.0608	2.4653	1.2988	0.0608	1.3596	0.0000	3,587.7751	3,587.7751	1.1604	0.0000	3,616.7841
2022	0.5871	4.8495	26.8257	0.0427	2.4046	0.0700	2.4745	1.2988	0.0700	1.3688	0.0000	4,136.6964	4,136.6964	1.3379	0.0000	4,170.1437
2023	7.3396	3.4334	35.0521	0.0415	0.0000	0.0586	0.0586	0.0000	0.0586	0.0586	0.0000	2,773.8377	2,773.8377	0.4500	0.0000	2,785.0880
2024	7.4191	3.3208	34.9632	0.0415	0.0000	0.0647	0.0647	0.0000	0.0647	0.0647	0.0000	2,810.3410	2,810.3410	0.6213	0.0000	2,825.8736
Maximum	**7.4191**	**4.8495**	**35.0521**	**0.0427**	**2.4046**	**0.0700**	**2.4745**	**1.2988**	**0.0700**	**1.3688**	**0.0000**	**4,136.6964**	**4,136.6964**	**1.3379**	**0.0000**	**4,170.1437**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**33.03**	**83.05**	**-31.76**	**0.00**	**61.00**	**93.91**	**69.32**	**61.00**	**93.51**	**73.03**	**0.00**	**13.88**	**13.88**	**6.72**	**0.00**	**13.84**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2021	9/30/2021	6	79	
2	Grading/Excavation	Grading	10/1/2021	1/31/2022	6	105	
3	Utilities/ Trenching	Trenching	1/1/2022	1/31/2022	6	26	
4	Foundations - Intermittent Pour	Building Construction	2/1/2022	5/31/2022	6	103	
5	Building Construction - Intermittent Pour	Building Construction	6/1/2022	1/31/2024	6	523	
6	Architectural Coating/Finishing	Architectural Coating	1/1/2023	7/31/2024	6	495	
7	Renovation of Existing Use	Building Construction	8/1/2023	7/31/2024	6	314	
8	Paving	Paving	5/1/2024	7/31/2024	6	79	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.69

Residential Indoor: 909,893; Residential Outdoor: 303,298; Non-Residential Indoor: 94,676; Non-Residential Outdoor: 31,559; Striped

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading/Excavation	Bore/Drill Rigs	1	8.00	221	0.50
Grading/Excavation	Excavators	2	8.00	158	0.38
Grading/Excavation	Graders	0	6.00	187	0.41
Grading/Excavation	Rubber Tired Dozers	1	8.00	247	0.40
Grading/Excavation	Sweepers/Scrubbers	1	8.00	64	0.46
Grading/Excavation	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Utilities/ Trenching	Sweepers/Scrubbers	1	8.00	64	0.46
Utilities/ Trenching	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Foundations - Intermittent Pour	Cranes	1	8.00	231	0.29
Foundations - Intermittent Pour	Forklifts	1	8.00	89	0.20
Foundations - Intermittent Pour	Generator Sets	0	8.00	84	0.74
Foundations - Intermittent Pour	Pumps	3	8.00	84	0.74
Foundations - Intermittent Pour	Sweepers/Scrubbers	1	8.00	64	0.46
Foundations - Intermittent Pour	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Foundations - Intermittent Pour	Welders	0	8.00	46	0.45
Building Construction - Intermittent Pour	Cranes	1	8.00	231	0.29
Building Construction - Intermittent Pour	Forklifts	1	8.00	89	0.20
Building Construction - Intermittent Pour	Generator Sets	1	8.00	84	0.74
Building Construction - Intermittent Pour	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction - Intermittent Pour	Welders	3	8.00	46	0.45

Architectural Coating/Finishing	Air Compressors	1	8.00	78	0.48
Renovation of Existing Use	Aerial Lifts	1	8.00	63	0.31
Renovation of Existing Use	Cranes	0	6.00	231	0.29
Renovation of Existing Use	Forklifts	1	8.00	89	0.20
Renovation of Existing Use	Generator Sets	1	8.00	84	0.74
Renovation of Existing Use	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Renovation of Existing Use	Welders	0	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Grading/Excavation	7	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Utilities/ Trenching	2	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Foundations - Intermittent Pour	7	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Intermittent Pour	7	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating/Finishing	1	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Renovation of Existing Use	4	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Paving	4	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Alternative Fuel for Construction Equipment

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8722	0.0000	0.8722	0.1321	0.0000	0.1321			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715		2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**0.8722**	**1.0409**	**1.9131**	**0.1321**	**0.9715**	**1.1035**		**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3402	0.0000	0.3402	0.0515	0.0000	0.0515			0.0000			0.0000
Off-Road	0.2811	1.2179	14.7184	0.0241		0.0375	0.0375		0.0375	0.0375	0.0000	2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**0.2811**	**1.2179**	**14.7184**	**0.0241**	**0.3402**	**0.0375**	**0.3776**	**0.0515**	**0.0375**	**0.0890**	**0.0000**	**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Grading/Excavation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1655	0.0000	6.1655	3.3303	0.0000	3.3303			0.0000			0.0000
Off-Road	2.3660	24.1496	19.1268	0.0370		1.2078	1.2078		1.1112	1.1112		3,587.7751	3,587.7751	1.1604		3,616.7841
Total	**2.3660**	**24.1496**	**19.1268**	**0.0370**	**6.1655**	**1.2078**	**7.3733**	**3.3303**	**1.1112**	**4.4415**		**3,587.7751**	**3,587.7751**	**1.1604**		**3,616.7841**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4046	0.0000	2.4046	1.2988	0.0000	1.2988			0.0000			0.0000
Off-Road	0.4868	3.2623	22.5625	0.0370		0.0608	0.0608		0.0608	0.0608	0.0000	3,587.7751	3,587.7751	1.1604		3,616.7841
Total	**0.4868**	**3.2623**	**22.5625**	**0.0370**	**2.4046**	**0.0608**	**2.4653**	**1.2988**	**0.0608**	**1.3596**	**0.0000**	**3,587.7751**	**3,587.7751**	**1.1604**		**3,616.7841**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Grading/Excavation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1655	0.0000	6.1655	3.3303	0.0000	3.3303			0.0000			0.0000
Off-Road	1.9888	19.7682	18.5263	0.0371		0.9627	0.9627		0.8857	0.8857		3,589.2810	3,589.2810	1.1609		3,618.3022
Total	**1.9888**	**19.7682**	**18.5263**	**0.0371**	**6.1655**	**0.9627**	**7.1282**	**3.3303**	**0.8857**	**4.2160**		**3,589.2810**	**3,589.2810**	**1.1609**		**3,618.3022**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4046	0.0000	2.4046	1.2988	0.0000	1.2988			0.0000			0.0000
Off-Road	0.4868	3.2623	22.5625	0.0371		0.0608	0.0608		0.0608	0.0608	0.0000	3,589.2810	3,589.2810	1.1609		3,618.3022
Total	**0.4868**	**3.2623**	**22.5625**	**0.0371**	**2.4046**	**0.0608**	**2.4653**	**1.2988**	**0.0608**	**1.3596**	**0.0000**	**3,589.2810**	**3,589.2810**	**1.1609**		**3,618.3022**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Utilities/ Trenching - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3581	3.4785	4.1549	5.6500e-003		0.2106	0.2106		0.1938	0.1938		547.4154	547.4154	0.1771		551.8415
Total	**0.3581**	**3.4785**	**4.1549**	**5.6500e-003**		**0.2106**	**0.2106**		**0.1938**	**0.1938**		**547.4154**	**547.4154**	**0.1771**		**551.8415**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1003	1.5873	4.2632	5.6500e-003		9.2200e-003	9.2200e-003		9.2200e-003	9.2200e-003	0.0000	547.4154	547.4154	0.1771		551.8415
Total	**0.1003**	**1.5873**	**4.2632**	**5.6500e-003**		**9.2200e-003**	**9.2200e-003**		**9.2200e-003**	**9.2200e-003**	**0.0000**	**547.4154**	**547.4154**	**0.1771**		**551.8415**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Foundations - Intermittent Pour - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9004	17.6241	18.3966	0.0327		0.9213	0.9213		0.8849	0.8849		3,123.3802	3,123.3802	0.5010		3,135.9062
Total	**1.9004**	**17.6241**	**18.3966**	**0.0327**		**0.9213**	**0.9213**		**0.8849**	**0.8849**		**3,123.3802**	**3,123.3802**	**0.5010**		**3,135.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3138	3.2221	25.7736	0.0327		0.0490	0.0490		0.0490	0.0490	0.0000	2,609.8849	2,609.8849	0.3350		2,618.2590
Total	**0.3138**	**3.2221**	**25.7736**	**0.0327**		**0.0490**	**0.0490**		**0.0490**	**0.0490**	**0.0000**	**2,609.8849**	**2,609.8849**	**0.3350**		**2,618.2590**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Building Construction - Intermittent Pour - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8115	14.2318	14.0474	0.0247		0.6723	0.6723		0.6456	0.6456		2,253.5679	2,253.5679	0.4301		2,264.3208
Total	**1.8115**	**14.2318**	**14.0474**	**0.0247**		**0.6723**	**0.6723**		**0.6456**	**0.6456**		**2,253.5679**	**2,253.5679**	**0.4301**		**2,264.3208**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1199	1.2293	15.7397	0.0247		0.0273	0.0273		0.0273	0.0273	0.0000	1,117.6394	1,117.6394	0.1896		1,122.3785
Total	**0.1199**	**1.2293**	**15.7397**	**0.0247**		**0.0273**	**0.0273**		**0.0273**	**0.0273**	**0.0000**	**1,117.6394**	**1,117.6394**	**0.1896**		**1,122.3785**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Building Construction - Intermittent Pour - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6746	13.2881	13.9137	0.0247		0.5881	0.5881		0.5646	0.5646		2,253.8943	2,253.8943	0.4215		2,264.4308
Total	**1.6746**	**13.2881**	**13.9137**	**0.0247**		**0.5881**	**0.5881**		**0.5646**	**0.5646**		**2,253.8943**	**2,253.8943**	**0.4215**		**2,264.4308**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1183	1.1590	15.6672	0.0247		0.0253	0.0253		0.0253	0.0253	0.0000	1,117.9769	1,117.9769	0.1875		1,122.6640
Total	**0.1183**	**1.1590**	**15.6672**	**0.0247**		**0.0253**	**0.0253**		**0.0253**	**0.0253**	**0.0000**	**1,117.9769**	**1,117.9769**	**0.1875**		**1,122.6640**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Building Construction - Intermittent Pour - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5625	12.5229	13.8046	0.0247		0.5164	0.5164		0.4953	0.4953		2,254.0727	2,254.0727	0.4149		2,264.4463
Total	**1.5625**	**12.5229**	**13.8046**	**0.0247**		**0.5164**	**0.5164**		**0.4953**	**0.4953**		**2,254.0727**	**2,254.0727**	**0.4149**		**2,264.4463**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1171	1.1027	15.6228	0.0247		0.0237	0.0237		0.0237	0.0237	0.0000	1,118.1672	1,118.1672	0.1854		1,122.8009
Total	**0.1171**	**1.1027**	**15.6228**	**0.0247**		**0.0237**	**0.0237**		**0.0237**	**0.0237**	**0.0000**	**1,118.1672**	**1,118.1672**	**0.1854**		**1,122.8009**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating/Finishing - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	7.0221					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2556	1.7373	2.4148	3.9600e-003		0.0944	0.0944		0.0944	0.0944		375.2641	375.2641	0.0225		375.8253
Total	**7.2776**	**1.7373**	**2.4148**	**3.9600e-003**		**0.0944**	**0.0944**		**0.0944**	**0.0944**		**375.2641**	**375.2641**	**0.0225**		**375.8253**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	7.0221					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0396	0.1717	2.4432	3.9600e-003		5.2800e-003	5.2800e-003		5.2800e-003	5.2800e-003	0.0000	375.2641	375.2641	0.0225		375.8253
Total	**7.0617**	**0.1717**	**2.4432**	**3.9600e-003**		**5.2800e-003**	**5.2800e-003**		**5.2800e-003**	**5.2800e-003**	**0.0000**	**375.2641**	**375.2641**	**0.0225**		**375.8253**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating/Finishing - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	7.0221					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2410	1.6251	2.4135	3.9600e-003		0.0812	0.0812		0.0812	0.0812		375.2641	375.2641	0.0211		375.7923
Total	**7.2631**	**1.6251**	**2.4135**	**3.9600e-003**		**0.0812**	**0.0812**		**0.0812**	**0.0812**		**375.2641**	**375.2641**	**0.0211**		**375.7923**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	7.0221					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0396	0.1717	2.4432	3.9600e-003		5.2800e-003	5.2800e-003		5.2800e-003	5.2800e-003	0.0000	375.2641	375.2641	0.0211		375.7923
Total	**7.0617**	**0.1717**	**2.4432**	**3.9600e-003**		**5.2800e-003**	**5.2800e-003**		**5.2800e-003**	**5.2800e-003**	**0.0000**	**375.2641**	**375.2641**	**0.0211**		**375.7923**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.8 Renovation of Existing Use - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5944	5.7442	8.1375	0.0129		0.2726	0.2726		0.2611	0.2611		1,235.2617	1,235.2617	0.2254		1,240.8971
Total	**0.5944**	**5.7442**	**8.1375**	**0.0129**		**0.2726**	**0.2726**		**0.2611**	**0.2611**		**1,235.2617**	**1,235.2617**	**0.2254**		**1,240.8971**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1597	2.1028	16.9417	0.0129		0.0280	0.0280		0.0280	0.0280	0.0000	1,280.5968	1,280.5968	0.2401		1,286.5987
Total	**0.1597**	**2.1028**	**16.9417**	**0.0129**		**0.0280**	**0.0280**		**0.0280**	**0.0280**	**0.0000**	**1,280.5968**	**1,280.5968**	**0.2401**		**1,286.5987**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.8 Renovation of Existing Use - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5578	5.4026	8.1316	0.0129		0.2373	0.2373		0.2272	0.2272		1,235.4520	1,235.4520	0.2233		1,241.0341
Total	**0.5578**	**5.4026**	**8.1316**	**0.0129**		**0.2373**	**0.2373**		**0.2272**	**0.2272**		**1,235.4520**	**1,235.4520**	**0.2233**		**1,241.0341**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1585	2.0465	16.8972	0.0129		0.0264	0.0264		0.0264	0.0264	0.0000	1,280.7870	1,280.7870	0.2380		1,286.7356
Total	**0.1585**	**2.0465**	**16.8972**	**0.0129**		**0.0264**	**0.0264**		**0.0264**	**0.0264**	**0.0000**	**1,280.7870**	**1,280.7870**	**0.2380**		**1,286.7356**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.9 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5528	5.1305	7.6212	0.0121		0.2486	0.2486		0.2298	0.2298		1,154.2899	1,154.2899	0.3622		1,163.3456
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5528**	**5.1305**	**7.6212**	**0.0121**		**0.2486**	**0.2486**		**0.2298**	**0.2298**		**1,154.2899**	**1,154.2899**	**0.3622**		**1,163.3456**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.1990	0.9759	8.9562	0.0121		0.0330	0.0330		0.0330	0.0330	0.0000	1,154.2899	1,154.2899	0.3622		1,163.3456
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.1990**	**0.9759**	**8.9562**	**0.0121**		**0.0330**	**0.0330**		**0.0330**	**0.0330**	**0.0000**	**1,154.2899**	**1,154.2899**	**0.3622**		**1,163.3456**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

514-550 Shatto Place
Total On-Road Emissions

514-550 Shatto Place

Total On-Road Emissions

	313	Max construction days per year			
Construction Phase	**Daily One-Way Trips**	**Haul Days per Phase (days)**	**Work Hours per Day (hours/day)**	**One-Way Trip Distance per Day (miles)**	**Idling per Day (minutes)**
Demolition	2021				
Total Haul Trips	1060				
Hauling	18	66	8	20	15
Vendor	0	66	8	6.9	15
Worker	14	66	8	14.7	0
					Total (pounds/day)
Grading/Excavation	2021				
Total Haul Trips	14000				
Hauling	162	87	8	20	15
Vendor	0	87	8	6.9	15
Worker	18	87	8	14.7	0
					Total (pounds/day)
Utilities/Trenching	2022				
Total Haul Trips	0				
Hauling	0	21	8	20	15
Vendor	0	21	8	6.9	15
Worker	6	21	8	14.7	0
					Total (pounds/day)
Foundations - Intermittent Pour	2022				
Total Haul Trips (Concrete)	5339				
Hauling	52	86	8	20	15
Vendor	108	86	8	6.9	15
Worker	488	86	8	14.7	0
					Total (pounds/day)
Building Construction - Intermittent Pour	2022				
Total Haul Trips (Concrete)	n/a				
Hauling	52	436	8	20	15
Vendor	108	436	8	6.9	15
Worker	488	436	8	14.7	0
					Total (pounds/day)
Architectural Coating/Finishing	2023				
Total Haul Trips	0				
Hauling	0	413	8	20	15
Vendor	0	413	8	6.9	15
Worker	98	413	8	14.7	0
					Total (pounds/day)
Paving	2024				
Total Haul Trips	0				
Hauling	0	66	8	20	15
Vendor	0	66	8	6.9	15
Worker	10	66	8	14.7	0
					Total (pounds/day)
Core & Shell Renovation of Church and Office	2023				
Total Haul Trips	220				
Hauling	2	262	8	20	15
Vendor	0	262	8	6.9	15
Worker	10	262	8	14.7	0
					Total (pounds/day)
Construction Phase	Year				

514-550 Shatto Place

Total On-Road Emissions

Construction Phase	Regional Emissions (pounds/day)									
	ROG	NOX	CO	SO2	PM10 Dust	PM10 Exh	Total PM10	PM2.5 Dust	PM2.5 Exh	Total PM2.5
Demolition										
Total Haul Trips										
Hauling	0.20	4.60	1.99	0.01	0.31	0.04	0.36	0.09	0.04	0.13
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.04	0.47	0.00	0.16	0.00	0.16	0.04	0.00	0.04
	0.21	4.64	2.46	0.01	0.47	0.04	0.51	0.13	0.04	0.17
Grading/Excavation										
Total Haul Trips										
Hauling	1.82	41.43	17.93	0.12	2.83	0.39	3.22	0.78	0.37	1.15
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.05	0.60	0.00	0.20	0.00	0.20	0.05	0.00	0.05
	1.83	41.48	18.53	0.12	3.03	0.39	3.42	0.83	0.37	1.20
Utilities/Trenching										
Total Haul Trips										
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.01	0.18	0.00	0.07	0.00	0.07	0.02	0.00	0.02
	0.003	0.01	0.18	0.001	0.07	0.00	0.07	0.02	0.00	0.02
Foundations - Intermittent Pour										
Total Haul Trips (Concrete)										
Hauling	0.49	11.98	5.70	0.04	0.91	0.07	0.98	0.25	0.07	0.32
Vendor	0.46	9.00	5.75	0.03	0.69	0.05	0.74	0.20	0.05	0.25
Worker	0.28	1.07	14.76	0.05	5.45	0.03	5.48	1.44	0.03	1.47
	1.23	22.06	26.21	0.11	7.05	0.15	7.20	1.89	0.15	2.04
Building Construction - Intermittent Pour										
Total Haul Trips (Concrete)										
Hauling	0.49	11.98	5.70	0.04	0.91	0.07	0.98	0.25	0.07	0.32
Vendor	0.46	9.00	5.75	0.03	0.69	0.05	0.74	0.20	0.05	0.25
Worker	0.28	1.07	14.76	0.05	5.45	0.03	5.48	1.44	0.03	1.47
	1.23	22.06	26.21	0.11	7.05	0.15	7.20	1.89	0.15	2.04
Architectural Coating/Finishing										
Total Haul Trips										
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.05	0.19	2.71	0.01	1.09	0.01	1.10	0.29	0.01	0.30
	0.05	0.19	2.71	0.01	1.09	0.01	1.10	0.29	0.01	0.30
Paving										
Total Haul Trips										
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.02	0.26	0.00	0.11	0.00	0.11	0.03	0.00	0.03
	0.004	0.02	0.26	0.001	0.11	0.00	0.11	0.03	0.00	0.03
Core & Shell Renovation of Church and Office										
Total Haul Trips										
Hauling	0.01	0.37	0.22	0.00	0.03	0.00	0.04	0.01	0.00	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.02	0.28	0.00	0.11	0.00	0.11	0.03	0.00	0.03
	0.02	0.39	0.50	0.002	0.15	0.00	0.15	0.04	0.00	0.04
Construction Phase										

514-550 Shatto Place
Running Emissions

514-550 Shatto Place
Running Emissions

		Running Emissions Factor (grams/mile)					
		ROG	NOX	CO	SO2	PM10	PM2.5
2021	Hauling	0.11134426	3.842270108	0.64884513	0.01350675	0.05151511	0.04928656
2021	Vendor	0.11081081	3.036856614	0.63433188	0.01189848	0.05674247	0.05428491
2021	Worker	0.02074021	0.077978104	1.0267093	0.00301912	0.00204102	0.00187927
2022	Hauling	0.07069576	3.283005346	0.52362015	0.01309969	0.02927588	0.02800939
2022	Vendor	0.06439637	2.426184228	0.46739825	0.01153659	0.03122146	0.02986801
2022	Worker	0.01792446	0.067917287	0.93327935	0.00292519	0.00190925	0.00175783
2023	Hauling	0.02377658	2.452731152	0.42170679	0.01236168	0.02046423	0.01957893
2023	Vendor	0.01851492	1.737977158	0.3265218	0.01098015	0.01348179	0.0128958
2023	Worker	0.01551769	0.059459851	0.85407903	0.00283115	0.00179863	0.00165585
2024	Hauling	0.02353508	2.468234947	0.43466635	0.01217762	0.02049021	0.01960379
2024	Vendor	0.01785101	1.751730035	0.31830102	0.01081482	0.01352471	0.01293687
2024	Worker	0.01367847	0.052648311	0.79261004	0.00274857	0.00172489	0.00158776
GWP		N/A	N/A	N/A	N/A	N/A	N/A

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Regional Emissions (pounds/day) ROG	NOX	CO	SO2	PM10	PM2.5
Demolition	2021									
Total Haul Trips	1060									
Hauling	18	66	8	20	0.09	3.05	0.51	0.01	0.04	0.04
Vendor	0	66	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00
Worker	14	66	8	14.7	0.01	0.04	0.47	0.00	0.00	0.00
				Total (pounds/day)	0.10	3.08	0.98	0.01	0.04	0.04
Grading/Excavation	2021									
Total Haul Trips	14000									
Hauling	162	87	8	20	0.80	27.45	4.63	0.10	0.37	0.35
Vendor	0	87	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00
Worker	18	87	8	14.7	0.01	0.05	0.60	0.00	0.00	0.00
				Total (pounds/day)	0.81	27.49	5.23	0.10	0.37	0.35
Utilities/Trenching	2022									
Total Haul Trips	0									
Hauling	0	21	8	20	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	21	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00
Worker	6	21	8	14.7	0.00	0.01	0.18	0.00	0.00	0.00

514-550 Shatto Place
Running Emissions

		Running Emissions Factor (grams/mile)					
		ROG	NOX	CO	SO2	PM10	PM2.5
2021Hauling	Hauling	0.11134426	3.842270108	0.64884513	0.01350675	0.05151511	0.04928656
2021Vendor	Vendor	0.11081081	3.036856614	0.63433188	0.01189848	0.05674247	0.05428491
2021Worker	Worker	0.02074021	0.077978104	1.0267093	0.00301912	0.00204102	0.00187927
2022Hauling	Hauling	0.07069576	3.283005346	0.52362015	0.01309969	0.02927588	0.02800939
2022Vendor	Vendor	0.06439637	2.426184228	0.46739825	0.01153659	0.03122146	0.02986801
2022Worker	Worker	0.01792446	0.067917287	0.93327935	0.00292519	0.00190925	0.00175783
2023Hauling	Hauling	0.02377658	2.452731152	0.42170679	0.01236168	0.02046423	0.01957893
2023Vendor	Vendor	0.01851492	1.737977158	0.3265218	0.01098015	0.01348179	0.0128958
2023Worker	Worker	0.01551769	0.059459851	0.85407903	0.00283115	0.00179863	0.00165585
2024Hauling	Hauling	0.02353508	2.468234947	0.43466635	0.01217762	0.02049021	0.01960379
2024Vendor	Vendor	0.01785101	1.751730035	0.31830102	0.01081482	0.01352471	0.01293687
2024Worker	Worker	0.01367847	0.052648311	0.79261004	0.00274857	0.00172489	0.00158776
GWP		N/A	N/A	N/A	N/A	N/A	N/A

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Regional Emissions (pounds/day) ROG	NOX	CO	SO2	PM10	PM2.5
				Total (pounds/day)	0.00	0.01	0.18	0.00	0.0004	0.0003
Foundations - Intermittent	2022									
Total Haul Trips (Concrete)	5339									
Hauling	52	86	8	20	0.16	7.53	1.20	0.03	0.07	0.06
Vendor	108	86	8	6.9	0.11	3.99	0.77	0.02	0.05	0.05
Worker	488	86	8	14.7	0.28	1.07	14.76	0.05	0.03	0.03
				Total (pounds/day)	0.55	12.59	16.73	0.10	0.15	0.14
Building Construction - Inte	2022									
Total Haul Trips (Concrete)	n/a									
Hauling	52	436	8	20	0.16	7.53	1.20	0.03	0.07	0.06
Vendor	108	436	8	6.9	0.11	3.99	0.77	0.02	0.05	0.05
Worker	488	436	8	14.7	0.28	1.07	14.76	0.05	0.03	0.03
				Total (pounds/day)	0.55	12.59	16.73	0.10	0.15	0.14
Architectural Coating/Finis	2023									
Total Haul Trips	0									
Hauling	0	413	8	20	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	413	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00
Worker	98	413	8	14.7	0.05	0.19	2.71	0.01	0.01	0.01
				Total (pounds/day)	0.05	0.19	2.71	0.01	0.01	0.01
Paving	2024									
Total Haul Trips	0									
Hauling	0	66	8	20	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	66	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00
Worker	10	66	8	14.7	0.00	0.02	0.26	0.00	0.00	0.00
				Total (pounds/day)	0.00	0.02	0.26	0.00	0.001	0.001
Core & Shell Renovation of	2023									
Total Haul Trips	220									
Hauling	2	262	8	20	0.00	0.22	0.04	0.00	0.00	0.00
Vendor	0	262	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00
Worker	10	262	8	14.7	0.01	0.02	0.28	0.00	0.00	0.00
				Total (pounds/day)	0.01	0.24	0.31	0.00	0.002	0.002

514-550 Shatto Place
Idling Emissions

514-550 Shatto Place
Idling Emissions

		Idling Emissions Factor (grams/minute)					
		ROG	NOX	CO	SO2	PM10	PM2.5
2021Hauling	Hauling	0.19171998	2.610672641	2.48222611	0.00446536	0.00376873	0.0036057
2021Vendor	Vendor	0.10118548	1.433464224	1.32979309	0.00238059	0.00230954	0.00220963
2021Worker	Worker	0	0	0	0	0	0
2022Hauling	Hauling	0.18934992	2.591960476	2.61593124	0.0045284	0.00150356	0.00143851
2022Vendor	Vendor	0.09962712	1.403083316	1.39620403	0.00240871	0.00100334	0.00095993
2022Worker	Worker	0	0	0	0	0	0
2023Hauling	Hauling	0.1887483	2.36675317	2.7983669	0.00433991	0.00121006	0.00115772
2023Vendor	Vendor	0.09897689	1.261360937	1.48927553	0.00230879	0.00067657	0.0006473
2023Worker	Worker	0	0	0	0	0	0
2024Hauling	Hauling	0.18904484	2.360727283	2.80675871	0.00429302	0.00117081	0.00112016
2024Vendor	Vendor	0.09900271	1.255777261	1.49230679	0.00228284	0.00064715	0.00061915
2024Worker	Worker	0	0	0	0	0	0
	GWP	N/A	N/A	N/A	N/A	N/A	N/A

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	Idling minutes per Day (miles)	Regional Emissions (pounds/day) ROG	NOX	CO	SO2	PM10	PM2.5
Demolition	2021									
Total Haul Trips	1060									
Hauling	18	66	8	15	0.11	1.55	1.48	0.00	0.00	0.00
Vendor	0	66	8	15	0.00	0.00	0.00	0.00	0.00	0.00
Worker	14	66	8	0	0.00	0.00	0.00	0.00	0.00	0.00
				Total (pounds/day)	0.11	1.55	1.48	0.00	0.0022	0.0021
Grading/Excavation	2021									
Total Haul Trips	14000									
Hauling	162	87	8	15	1.03	13.99	13.30	0.02	0.02	0.02
Vendor	0	87	8	15	0.00	0.00	0.00	0.00	0.00	0.00
Worker	18	87	8	0	0.00	0.00	0.00	0.00	0.00	0.00
				Total (pounds/day)	1.03	13.99	13.30	0.02	0.02	0.02
Utilities/Trenching	2022									
Total Haul Trips	0									
Hauling	0	21	8	15	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	21	8	15	0.00	0.00	0.00	0.00	0.00	0.00
Worker	6	21	8	0	0.00	0.00	0.00	0.00	0.00	0.00

514-550 Shatto Place
Idling Emissions

		Idling Emissions Factor (grams/minute)					
		ROG	NOX	CO	SO2	PM10	PM2.5
2021Hauling	Hauling	0.19171998	2.610672641	2.48222611	0.00446536	0.00376873	0.0036057
2021Vendor	Vendor	0.10118548	1.433464224	1.32979309	0.00238059	0.00230954	0.00220963
2021Worker	Worker	0	0	0	0	0	0
2022Hauling	Hauling	0.18934992	2.591960476	2.61593124	0.0045284	0.00150356	0.00143851
2022Vendor	Vendor	0.09962712	1.403083316	1.39620403	0.00240871	0.00100334	0.00095993
2022Worker	Worker	0	0	0	0	0	0
2023Hauling	Hauling	0.1887483	2.36675317	2.7983669	0.00433991	0.00121006	0.00115772
2023Vendor	Vendor	0.09897689	1.261360937	1.48927553	0.00230879	0.00067657	0.0006473
2023Worker	Worker	0	0	0	0	0	0
2024Hauling	Hauling	0.18904484	2.360727283	2.80675871	0.00429302	0.00117081	0.00112016
2024Vendor	Vendor	0.09900271	1.255777261	1.49230679	0.00228284	0.00064715	0.00061915
2024Worker	Worker	0	0	0	0	0	0
	GWP	N/A	N/A	N/A	N/A	N/A	N/A

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	Idling minutes per Day (miles)	Regional Emissions (pounds/day) ROG	NOX	CO	SO2	PM10	PM2.5
				Total (pounds/day)	0.00	0.00	0.00	0.00	0.00	0.00
Foundations - Intermittent	2022									
Total Haul Trips (Concrete)	5339									
Hauling	52	86	8	15	0.33	4.46	4.50	0.01	0.00	0.00
Vendor	108	86	8	15	0.36	5.01	4.99	0.01	0.00	0.00
Worker	488	86	8	0	0.00	0.00	0.00	0.00	0.00	0.00
				Total (pounds/day)	0.68	9.47	9.48	0.02	0.01	0.01
Building Construction - Inte	2022									
Total Haul Trips (Concrete)	n/a									
Hauling	52	436	8	15	0.33	4.46	4.50	0.01	0.00	0.00
Vendor	108	436	8	15	0.36	5.01	4.99	0.01	0.00	0.00
Worker	488	436	8	0	0.00	0.00	0.00	0.00	0.00	0.00
				Total (pounds/day)	0.68	9.47	9.48	0.02	0.01	0.01
Architectural Coating/Finis	2023									
Total Haul Trips	0									
Hauling	0	413	8	15	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	413	8	15	0.00	0.00	0.00	0.00	0.00	0.00
Worker	98	413	8	0	0.00	0.00	0.00	0.00	0.00	0.00
				Total (pounds/day)	0.00	0.00	0.00	0.00	0.00	0.00
Paving	2024									
Total Haul Trips	0									
Hauling	0	66	8	15	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	66	8	15	0.00	0.00	0.00	0.00	0.00	0.00
Worker	10	66	8	0	0.00	0.00	0.00	0.00	0.00	0.00
				Total (pounds/day)	0.00	0.00	0.00	0.00	0.00	0.00
Core & Shell Renovation of	2023									
Total Haul Trips	220									
Hauling	2	262	8	15	0.01	0.16	0.19	0.00	0.00	0.00
Vendor	0	262	8	15	0.00	0.00	0.00	0.00	0.00	0.00
Worker	10	262	8	0	0.00	0.00	0.00	0.00	0.00	0.00
				Total (pounds/day)	0.01	0.16	0.19	0.00	0.000080	0.000077

514-550 Shatto Place
Road Dust, Break Wear, and Tire wear Emissions

514-550 Shatto Place
Road Dust, Break Wear, and Tire wear Emissions

	Emission Factors (grams/mile)					
	PM10			PM2.5		
	RD	BW	TW	RD	BW	TW
2021Hauling Hauling	3.00E-01	0.060884481	0.0354918	7.36E-02	0.02609335	0.00887295
2021Vendor Vendor	3.00E-01	0.095612259	0.0237459	7.36E-02	0.04097668	0.00593647
2021Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2022Hauling Hauling	3.00E-01	0.060883142	0.03549099	7.36E-02	0.02609278	0.00887275
2022Vendor Vendor	3.00E-01	0.09561159	0.0237455	7.36E-02	0.0409764	0.00593637
2022Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2023Hauling Hauling	3.00E-01	0.060881566	0.03548992	7.36E-02	0.0260921	0.00887248
2023Vendor Vendor	3.00E-01	0.095610802	0.02374496	7.36E-02	0.04097606	0.00593624
2023Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2024Hauling Hauling	3.00E-01	0.060879756	0.03548867	7.36E-02	0.02609132	0.00887217
2024Vendor Vendor	3.00E-01	0.095609897	0.02374434	7.36E-02	0.04097567	0.00593608
2024Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002

Construction Phase	Daily One-Way Trips	Haul Days per Phase	Work Hours per Day	One-Way Trip Distance per Day	Regional Emissions (pounds/day)					
					PM10			PM2.5		
		(days)	(hours/day)	(miles)	RD	BW	TW	RD	BW	TW
Demolition	2021									
Total Haul Trips	1060									
Hauling	18	66	8	20	0.24	0.05	0.03	0.06	0.02	0.01
Vendor	0	66	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00
Worker	14	66	8	14.7	0.14	0.02	0.00	0.03	0.01	0.00
Grading/Excavation	2021									
Total Haul Trips	14000									
Hauling	162	87	8	20	2.14	0.43	0.25	0.53	0.19	0.06
Vendor	0	87	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00
Worker	18	87	8	14.7	0.17	0.02	0.00	0.04	0.01	0.00
Utilities/Trenching	2022									
Total Haul Trips	0									
Hauling	0	21	8	20	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	21	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00
Worker	6	21	8	14.7	0.06	0.01	0.00	0.01	0.00	0.00

514-550 Shatto Place
Road Dust, Break Wear, and Tire wear Emissions

	Emission Factors (grams/mile)					
	PM10			PM2.5		
	RD	BW	TW	RD	BW	TW
2021Hauling Hauling	3.00E-01	0.060884481	0.0354918	7.36E-02	0.02609335	0.00887295
2021Vendor Vendor	3.00E-01	0.095612259	0.0237459	7.36E-02	0.04097668	0.00593647
2021Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2022Hauling Hauling	3.00E-01	0.060883142	0.03549099	7.36E-02	0.02609278	0.00887275
2022Vendor Vendor	3.00E-01	0.09561159	0.0237455	7.36E-02	0.0409764	0.00593637
2022Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2023Hauling Hauling	3.00E-01	0.060881566	0.03548992	7.36E-02	0.0260921	0.00887248
2023Vendor Vendor	3.00E-01	0.095610802	0.02374496	7.36E-02	0.04097606	0.00593624
2023Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002
2024Hauling Hauling	3.00E-01	0.060879756	0.03548867	7.36E-02	0.02609132	0.00887217
2024Vendor Vendor	3.00E-01	0.095609897	0.02374434	7.36E-02	0.04097567	0.00593608
2024Worker Worker	3.00E-01	0.036750011	0.008	7.36E-02	0.01575	0.002

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Regional Emissions (pounds/day)					
					PM10			PM2.5		
					RD	BW	TW	RD	BW	TW
Foundations - Intermittent	2022									
Total Haul Trips (Concrete)	5339									
Hauling	52	86	8	20	0.69	0.14	0.08	0.17	0.06	0.02
Vendor	108	86	8	6.9	0.49	0.16	0.04	0.12	0.07	0.01
Worker	488	86	8	14.7	4.74	0.58	0.13	1.16	0.25	0.03
Building Construction - Inte	2022									
Total Haul Trips (Concrete)	n/a									
Hauling	52	436	8	20	0.69	0.14	0.08	0.17	0.06	0.02
Vendor	108	436	8	6.9	0.49	0.16	0.04	0.12	0.07	0.01
Worker	488	436	8	14.7	4.74	0.58	0.13	1.16	0.25	0.03
Architectural Coating/Finis	2023									
Total Haul Trips	0									
Hauling	0	413	8	20	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	413	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00
Worker	98	413	8	14.7	0.95	0.12	0.03	0.23	0.05	0.01
Paving	2024									
Total Haul Trips	0									
Hauling	0	66	8	20	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0	66	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00
Worker	10	66	8	14.7	0.10	0.01	0.00	0.02	0.01	0.00
Core & Shell Renovation of	2023									
Total Haul Trips	220									
Hauling	2	262	8	20	0.03	0.01	0.00	0.01	0.00	0.00
Vendor	0	262	8	6.9	0.00	0.00	0.00	0.00	0.00	0.00
Worker	10	262	8	14.7	0.10	0.01	0.00	0.02	0.01	0.00

514-550 Shatto Place
Road Dust

514-550 Shatto Place
Road Dust

Paved Road Dust Emission Factors (Assumes No Precipitation)

Formula: $EF_{Dust,P} = (k\ (sL)^{0.91} \times (W)^{1.02})$

Where:

$EF_{Dust,P}$ =	Paved Road Dust Emission Factor (having the same units as k)
k =	particle size multiplier
sL =	road surface silt loading (g/m^2)
W =	average fleet vehicle weight (tons) (CARB uses 2.4 tons as a fleet average vehicle weight factor)

	Emission Factor (grams per VMT)	
	PM10	PM2.5
k	0.9979	0.2449
sL	0.1	0.1
W	2.4	2.4
$EF_{Dust,P}$	3.00E-01	7.36E-02

Unpaved Road Dust Emission Factors (Assumes No Precipitation)

Formula: $EF_{Dust,U} = (k\ (\ s / 12)^{1} \times (Sp / 30)^{0.5} / (M / 0.5)^{0.2}) - C)$

Where:

$EF_{Dust,U}$ =	Unpaved Road Dust Emission Factor (having the same units as k)
k =	particle size multiplier
s =	surface material silt content (%)
Sp =	mean vehicle speed (mph)
M =	surface material moisture content (%)
C =	Emission Factor for 1980s vehicle fleet exhaust, brake wear, and tire wear

	Emission Factor (grams per VMT)	
	PM10	PM2.5
k	816.47	81.65
s	4.3%	4.3%
Sp	15	15
M	0.5%	0.5%
C	0.00047	0.00036
$EF_{Dust,U}$	5.20E+00	5.19E-01

Sources:

SCAQMD, CalEEMod, Version 2011.1.
CARB, *Entrained Dust from Paved Road Travel: Emission Estimation Methodology Background Document* , (1997).
USEPA, *AP-42* , Fifth Edition, Volume I, Chapter 13.2.1 - Paved Roads, (2011).
PCR Services Corporation, 2013.

Air Quality – Modified Project Operational Emission Calculation Worksheets

ESA

514-550 Shatto Place - Operations

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	32.77	1000sqft	0.10	32,774.00	0
Enclosed Parking with Elevator	470.00	Space	0.49	188,000.00	0
Other Non-Asphalt Surfaces	96.97	1000sqft	0.20	96,971.00	0
City Park	0.75	Acre	0.10	32,855.00	0
Health Club	5.15	1000sqft	0.10	5,153.00	0
High Turnover (Sit Down Restaurant)	24.43	1000sqft	0.10	24,435.00	0
Recreational Swimming Pool	4.64	1000sqft	0.10	4,642.00	0
Apartments High Rise	422.00	Dwelling Unit	0.50	449,330.00	1190

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	626.48	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor linearly adjusted to account for RPS of year 2024.

Land Use - Updated based on Project specifications

Construction Phase - Updated based on Project specifications

Off-road Equipment - Operations run

Off-road Equipment - Operations run

Off-road Equipment - Operations Run

Off-road Equipment - Operations run

Off-road Equipment - Operations run

Off-road Equipment - Operations run

Off-road Equipment - Operations run

Off-road Equipment - Operations run

Trips and VMT - Calculated externally

Demolition -

Grading - Updated based on Project specifications

Architectural Coating - Operations run

Vehicle Trips - calculated externally

Woodstoves - Site plans do not designate any woodstoves. It is assumed that emissions from BBQ pits and community fireplaces are accounted for already in the residential emissions (i.e., cooking on bbq replaces cooking at home).

Energy Use - Added lighting energy intensity equivalent to the parking lot defaults from Appendix D since these are covered outdoor spaces presumed to have lighting. Conservative assumption.

Water And Wastewater - Updated with Project specifications

Construction Off-road Equipment Mitigation - Operations run

Energy Mitigation -

Water Mitigation - Updated per Project specifications

Waste Mitigation - Based on City's Sustainability Plan

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	FuelType	Diesel	CNG
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	20.00	79.00
tblConstructionPhase	NumDays	4.00	105.00
tblConstructionPhase	NumDays	200.00	103.00
tblConstructionPhase	NumDays	200.00	523.00
tblConstructionPhase	NumDays	10.00	495.00
tblConstructionPhase	NumDays	200.00	314.00
tblConstructionPhase	NumDays	10.00	79.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblEnergyUse	LightingElect	0.00	0.35
tblEnergyUse	T24E	164.54	161.25
tblEnergyUse	T24E	3.92	3.50
tblEnergyUse	T24E	4.60	4.11
tblEnergyUse	T24E	2.25	2.01

tblEnergyUse	T24E	8.11	7.24
tblEnergyUse	T24NG	4,385.94	4,166.64
tblEnergyUse	T24NG	10.02	9.92
tblEnergyUse	T24NG	13.65	13.51
tblEnergyUse	T24NG	42.98	42.55
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	358.70	0.00
tblFireplaces	NumberNoFireplace	42.20	422.00
tblFireplaces	NumberWood	21.10	0.00
tblGrading	AcresOfGrading	0.00	3.00
tblLandUse	LandUseSquareFeet	32,770.00	32,774.00
tblLandUse	LandUseSquareFeet	96,970.00	96,971.00
tblLandUse	LandUseSquareFeet	32,670.00	32,855.00
tblLandUse	LandUseSquareFeet	5,150.00	5,153.00
tblLandUse	LandUseSquareFeet	24,430.00	24,435.00
tblLandUse	LandUseSquareFeet	4,640.00	4,642.00
tblLandUse	LandUseSquareFeet	422,000.00	449,330.00
tblLandUse	LotAcreage	0.75	0.10
tblLandUse	LotAcreage	4.23	0.49
tblLandUse	LotAcreage	2.23	0.20
tblLandUse	LotAcreage	0.75	0.10
tblLandUse	LotAcreage	0.12	0.10
tblLandUse	LotAcreage	0.56	0.10
tblLandUse	LotAcreage	0.11	0.10
tblLandUse	LotAcreage	6.81	0.50
tblLandUse	Population	1,207.00	1,190.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00

tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	626.48
tblSolidWaste	SolidWasteGenerationRate	194.12	307.33
tblSolidWaste	SolidWasteGenerationRate	0.06	0.00
tblSolidWaste	SolidWasteGenerationRate	30.48	0.04
tblSolidWaste	SolidWasteGenerationRate	29.36	0.00
tblSolidWaste	SolidWasteGenerationRate	290.72	22.27
tblSolidWaste	SolidWasteGenerationRate	26.45	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00

tblTripsAndVMT	VendorTripNumber	108.00	0.00
tblTripsAndVMT	VendorTripNumber	108.00	0.00
tblTripsAndVMT	VendorTripNumber	108.00	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripNumber	462.00	0.00
tblTripsAndVMT	WorkerTripNumber	462.00	0.00
tblTripsAndVMT	WorkerTripNumber	92.00	0.00
tblTripsAndVMT	WorkerTripNumber	462.00	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00

tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HW_TL	14.70	0.00
tblVehicleTrips	ST_TR	4.98	0.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	20.87	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	ST_TR	9.10	0.00
tblVehicleTrips	SU_TR	3.65	0.00
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	26.73	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	SU_TR	13.60	0.00
tblVehicleTrips	WD_TR	4.20	0.00
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	32.93	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	33.82	0.00
tblWater	IndoorWaterUseRate	27,494,998.81	15,100,254.00
tblWater	IndoorWaterUseRate	5,824,334.92	326,925.50
tblWater	IndoorWaterUseRate	304,587.19	0.00

tblWater	IndoorWaterUseRate	7,415,328.59	10,498,860.00
tblWater	IndoorWaterUseRate	274,424.19	1,086.24
tblWater	OutdoorWaterUseRate	17,333,803.60	9,519,726.00
tblWater	OutdoorWaterUseRate	893,611.01	0.00
tblWater	OutdoorWaterUseRate	3,569,753.66	200,373.70
tblWater	OutdoorWaterUseRate	186,682.47	0.00
tblWater	OutdoorWaterUseRate	473,318.85	670,140.00
tblWater	OutdoorWaterUseRate	168,195.47	665.76
tblWoodstoves	NumberCatalytic	21.10	0.00
tblWoodstoves	NumberNoncatalytic	21.10	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.2538	0.4016	34.8656	1.8400e-003		0.1931	0.1931		0.1931	0.1931	0.0000	62.8280	62.8280	0.0605	0.0000	64.3408
Energy	0.2912	2.5860	1.7749	0.0159		0.2012	0.2012		0.2012	0.2012		3,176.6528	3,176.6528	0.0609	0.0582	3,195.5301
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**12.5449**	**2.9876**	**36.6405**	**0.0177**	**0.0000**	**0.3943**	**0.3943**	**0.0000**	**0.3943**	**0.3943**	**0.0000**	**3,239.4808**	**3,239.4808**	**0.1214**	**0.0582**	**3,259.8709**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.2538	0.4016	34.8656	1.8400e-003		0.1931	0.1931		0.1931	0.1931	0.0000	62.8280	62.8280	0.0605	0.0000	64.3408
Energy	0.2912	2.5860	1.7749	0.0159		0.2012	0.2012		0.2012	0.2012		3,176.6528	3,176.6528	0.0609	0.0582	3,195.5301
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**12.5449**	**2.9876**	**36.6405**	**0.0177**	**0.0000**	**0.3943**	**0.3943**	**0.0000**	**0.3943**	**0.3943**	**0.0000**	**3,239.4808**	**3,239.4808**	**0.1214**	**0.0582**	**3,259.8709**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	0.00	0.00	0.00		
City Park	0.00	0.00	0.00		
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Health Club	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Recreational Swimming Pool	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.00	0.00	0.00	40.20	19.20	40.60	86	11	3
City Park	0.00	0.00	0.00	33.00	48.00	19.00	66	28	6
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
General Office Building	0.00	0.00	0.00	33.00	48.00	19.00	77	19	4
Health Club	0.00	0.00	0.00	16.90	64.10	19.00	52	39	9
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00	8.50	72.50	19.00	37	20	43
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Recreational Swimming Pool	0.00	0.00	0.00	33.00	48.00	19.00	52	39	9

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
City Park	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
Enclosed Parking with Elevator	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
General Office Building	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
Health Club	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
High Turnover (Sit Down Restaurant)	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
Other Non-Asphalt Surfaces	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
Recreational Swimming Pool	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.2912	2.5860	1.7749	0.0159		0.2012	0.2012		0.2012	0.2012		3,176.6528	3,176.6528	0.0609	0.0582	3,195.5301
NaturalGas Unmitigated	0.2912	2.5860	1.7749	0.0159		0.2012	0.2012		0.2012	0.2012		3,176.6528	3,176.6528	0.0609	0.0582	3,195.5301

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	10402.8	0.1122	0.9587	0.4080	6.1200e-003		0.0775	0.0775		0.0775	0.0775		1,223.8531	1,223.8531	0.0235	0.0224	1,231.1258
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	925.753	9.9800e-003	0.0908	0.0762	5.4000e-004		6.9000e-003	6.9000e-003		6.9000e-003	6.9000e-003		108.9122	108.9122	2.0900e-003	2.0000e-003	109.5594
Health Club	253.556	2.7300e-003	0.0249	0.0209	1.5000e-004		1.8900e-003	1.8900e-003		1.8900e-003	1.8900e-003		29.8301	29.8301	5.7000e-004	5.5000e-004	30.0074
High Turnover (Sit Down Restaurant)	15419.5	0.1663	1.5117	1.2698	9.0700e-003		0.1149	0.1149		0.1149	0.1149		1,814.0576	1,814.0576	0.0348	0.0333	1,824.8376
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.2912**	**2.5860**	**1.7749**	**0.0159**		**0.2012**	**0.2012**		**0.2012**	**0.2012**		**3,176.6529**	**3,176.6529**	**0.0609**	**0.0583**	**3,195.5301**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	10.4028	0.1122	0.9587	0.4080	6.1200e-003		0.0775	0.0775		0.0775	0.0775		1,223.8531	1,223.8531	0.0235	0.0224	1,231.1258
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.925753	9.9800e-003	0.0908	0.0762	5.4000e-004		6.9000e-003	6.9000e-003		6.9000e-003	6.9000e-003		108.9122	108.9122	2.0900e-003	2.0000e-003	109.5594
Health Club	0.253556	2.7300e-003	0.0249	0.0209	1.5000e-004		1.8900e-003	1.8900e-003		1.8900e-003	1.8900e-003		29.8301	29.8301	5.7000e-004	5.5000e-004	30.0074
High Turnover (Sit Down Restaurant)	15.4195	0.1663	1.5117	1.2698	9.0700e-003		0.1149	0.1149		0.1149	0.1149		1,814.0576	1,814.0576	0.0348	0.0333	1,824.8376
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.2912**	**2.5860**	**1.7749**	**0.0159**		**0.2012**	**0.2012**		**0.2012**	**0.2012**		**3,176.6529**	**3,176.6529**	**0.0609**	**0.0583**	**3,195.5301**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	12.2538	0.4016	34.8656	1.8400e-003		0.1931	0.1931		0.1931	0.1931	0.0000	62.8280	62.8280	0.0605	0.0000	64.3408
Unmitigated	12.2538	0.4016	34.8656	1.8400e-003		0.1931	0.1931		0.1931	0.1931	0.0000	62.8280	62.8280	0.0605	0.0000	64.3408

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9523					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.2491					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0524	0.4016	34.8656	1.8400e-003		0.1931	0.1931		0.1931	0.1931		62.8280	62.8280	0.0605		64.3408
Total	**12.2538**	**0.4016**	**34.8656**	**1.8400e-003**		**0.1931**	**0.1931**		**0.1931**	**0.1931**	**0.0000**	**62.8280**	**62.8280**	**0.0605**	**0.0000**	**64.3408**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9523					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.2491					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0524	0.4016	34.8656	1.8400e-003		0.1931	0.1931		0.1931	0.1931		62.8280	62.8280	0.0605		64.3408
Total	**12.2538**	**0.4016**	**34.8656**	**1.8400e-003**		**0.1931**	**0.1931**		**0.1931**	**0.1931**	**0.0000**	**62.8280**	**62.8280**	**0.0605**	**0.0000**	**64.3408**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

514-550 Shatto Place - Operations

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	32.77	1000sqft	0.10	32,774.00	0
Enclosed Parking with Elevator	470.00	Space	0.49	188,000.00	0
Other Non-Asphalt Surfaces	96.97	1000sqft	0.20	96,971.00	0
City Park	0.75	Acre	0.10	32,855.00	0
Health Club	5.15	1000sqft	0.10	5,153.00	0
High Turnover (Sit Down Restaurant)	24.43	1000sqft	0.10	24,435.00	0
Recreational Swimming Pool	4.64	1000sqft	0.10	4,642.00	0
Apartments High Rise	422.00	Dwelling Unit	0.50	449,330.00	1190

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	626.48	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor linearly adjusted to account for RPS of year 2024.

Land Use - Updated based on Project specifications

Construction Phase - Updated based on Project specifications

Off-road Equipment - Operations run

Off-road Equipment - Operations run

Off-road Equipment - Operations Run

Off-road Equipment - Operations run

Off-road Equipment - Operations run

Off-road Equipment - Operations run

Off-road Equipment - Operations run

Off-road Equipment - Operations run

Trips and VMT - Calculated externally

Demolition -

Grading - Updated based on Project specifications

Architectural Coating - Operations run

Vehicle Trips - calculated externally

Woodstoves - Site plans do not designate any woodstoves. It is assumed that emissions from BBQ pits and community fireplaces are accounted for already in the residential emissions (i.e., cooking on bbq replaces cooking at home).
Energy Use - Added lighting energy intensity equivalent to the parking lot defaults from Appendix D since these are covered outdoor spaces presumed to have lighting. Conservative assumption.
Water And Wastewater - Updated with Project specifications

Construction Off-road Equipment Mitigation - Operations run

Energy Mitigation -

Water Mitigation - Updated per Project specifications

Waste Mitigation - Based on City's Sustainability Plan

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	FuelType	Diesel	CNG
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstructionPhase	NumDays	200.00	103.00
tblConstructionPhase	NumDays	200.00	523.00
tblConstructionPhase	NumDays	10.00	495.00
tblConstructionPhase	NumDays	200.00	314.00
tblConstructionPhase	NumDays	10.00	79.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblEnergyUse	LightingElect	0.00	0.35
tblEnergyUse	T24E	164.54	161.25
tblEnergyUse	T24E	3.92	3.50
tblEnergyUse	T24E	4.60	4.11
tblEnergyUse	T24E	2.25	2.01

tblEnergyUse	T24E	8.11	7.24
tblEnergyUse	T24NG	4,385.94	4,166.64
tblEnergyUse	T24NG	10.02	9.92
tblEnergyUse	T24NG	13.65	13.51
tblEnergyUse	T24NG	42.98	42.55
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	358.70	0.00
tblFireplaces	NumberNoFireplace	42.20	422.00
tblFireplaces	NumberWood	21.10	0.00
tblGrading	AcresOfGrading	0.00	3.00
tblLandUse	LandUseSquareFeet	32,770.00	32,774.00
tblLandUse	LandUseSquareFeet	96,970.00	96,971.00
tblLandUse	LandUseSquareFeet	32,670.00	32,855.00
tblLandUse	LandUseSquareFeet	5,150.00	5,153.00
tblLandUse	LandUseSquareFeet	24,430.00	24,435.00
tblLandUse	LandUseSquareFeet	4,640.00	4,642.00
tblLandUse	LandUseSquareFeet	422,000.00	449,330.00
tblLandUse	LotAcreage	0.75	0.10
tblLandUse	LotAcreage	4.23	0.49
tblLandUse	LotAcreage	2.23	0.20
tblLandUse	LotAcreage	0.75	0.10
tblLandUse	LotAcreage	0.12	0.10
tblLandUse	LotAcreage	0.56	0.10
tblLandUse	LotAcreage	0.11	0.10
tblLandUse	LotAcreage	6.81	0.50
tblLandUse	Population	1,207.00	1,190.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
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tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00

tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	626.48
tblSolidWaste	SolidWasteGenerationRate	194.12	307.33
tblSolidWaste	SolidWasteGenerationRate	0.06	0.00
tblSolidWaste	SolidWasteGenerationRate	30.48	0.04
tblSolidWaste	SolidWasteGenerationRate	29.36	0.00
tblSolidWaste	SolidWasteGenerationRate	290.72	22.27
tblSolidWaste	SolidWasteGenerationRate	26.45	0.00
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tblTripsAndVMT	HaulingTripLength	20.00	0.00
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tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
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tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00

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tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
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tblVehicleTrips	CNW_TL	6.90	0.00
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tblVehicleTrips	CNW_TL	6.90	0.00
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tblVehicleTrips	CW_TL	16.60	0.00
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tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
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tblVehicleTrips	SU_TR	13.60	0.00
tblVehicleTrips	WD_TR	4.20	0.00
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	32.93	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	33.82	0.00
tblWater	IndoorWaterUseRate	27,494,998.81	15,100,254.00
tblWater	IndoorWaterUseRate	5,824,334.92	326,925.50
tblWater	IndoorWaterUseRate	304,587.19	0.00

tblWater	IndoorWaterUseRate	7,415,328.59	10,498,860.00
tblWater	IndoorWaterUseRate	274,424.19	1,086.24
tblWater	OutdoorWaterUseRate	17,333,803.60	9,519,726.00
tblWater	OutdoorWaterUseRate	893,611.01	0.00
tblWater	OutdoorWaterUseRate	3,569,753.66	200,373.70
tblWater	OutdoorWaterUseRate	186,682.47	0.00
tblWater	OutdoorWaterUseRate	473,318.85	670,140.00
tblWater	OutdoorWaterUseRate	168,195.47	665.76
tblWoodstoves	NumberCatalytic	21.10	0.00
tblWoodstoves	NumberNoncatalytic	21.10	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.2538	0.4016	34.8656	1.8400e-003		0.1931	0.1931		0.1931	0.1931	0.0000	62.8280	62.8280	0.0605	0.0000	64.3408
Energy	0.2912	2.5860	1.7749	0.0159		0.2012	0.2012		0.2012	0.2012		3,176.6528	3,176.6528	0.0609	0.0582	3,195.5301
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**12.5449**	**2.9876**	**36.6405**	**0.0177**	**0.0000**	**0.3943**	**0.3943**	**0.0000**	**0.3943**	**0.3943**	**0.0000**	**3,239.4808**	**3,239.4808**	**0.1214**	**0.0582**	**3,259.8709**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.2538	0.4016	34.8656	1.8400e-003		0.1931	0.1931		0.1931	0.1931	0.0000	62.8280	62.8280	0.0605	0.0000	64.3408
Energy	0.2912	2.5860	1.7749	0.0159		0.2012	0.2012		0.2012	0.2012		3,176.6528	3,176.6528	0.0609	0.0582	3,195.5301
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**12.5449**	**2.9876**	**36.6405**	**0.0177**	**0.0000**	**0.3943**	**0.3943**	**0.0000**	**0.3943**	**0.3943**	**0.0000**	**3,239.4808**	**3,239.4808**	**0.1214**	**0.0582**	**3,259.8709**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	0.00	0.00	0.00		
City Park	0.00	0.00	0.00		
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Health Club	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Recreational Swimming Pool	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.00	0.00	0.00	40.20	19.20	40.60	86	11	3
City Park	0.00	0.00	0.00	33.00	48.00	19.00	66	28	6
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
General Office Building	0.00	0.00	0.00	33.00	48.00	19.00	77	19	4
Health Club	0.00	0.00	0.00	16.90	64.10	19.00	52	39	9
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00	8.50	72.50	19.00	37	20	43
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Recreational Swimming Pool	0.00	0.00	0.00	33.00	48.00	19.00	52	39	9

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
City Park	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
Enclosed Parking with Elevator	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
General Office Building	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
Health Club	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
High Turnover (Sit Down Restaurant)	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
Other Non-Asphalt Surfaces	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
Recreational Swimming Pool	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.2912	2.5860	1.7749	0.0159		0.2012	0.2012		0.2012	0.2012		3,176.6528	3,176.6528	0.0609	0.0582	3,195.5301
NaturalGas Unmitigated	0.2912	2.5860	1.7749	0.0159		0.2012	0.2012		0.2012	0.2012		3,176.6528	3,176.6528	0.0609	0.0582	3,195.5301

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	10402.8	0.1122	0.9587	0.4080	6.1200e-003		0.0775	0.0775		0.0775	0.0775		1,223.8531	1,223.8531	0.0235	0.0224	1,231.1258
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	925.753	9.9800e-003	0.0908	0.0762	5.4000e-004		6.9000e-003	6.9000e-003		6.9000e-003	6.9000e-003		108.9122	108.9122	2.0900e-003	2.0000e-003	109.5594
Health Club	253.556	2.7300e-003	0.0249	0.0209	1.5000e-004		1.8900e-003	1.8900e-003		1.8900e-003	1.8900e-003		29.8301	29.8301	5.7000e-004	5.5000e-004	30.0074
High Turnover (Sit Down Restaurant)	15419.5	0.1663	1.5117	1.2698	9.0700e-003		0.1149	0.1149		0.1149	0.1149		1,814.0576	1,814.0576	0.0348	0.0333	1,824.8376
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.2912**	**2.5860**	**1.7749**	**0.0159**		**0.2012**	**0.2012**		**0.2012**	**0.2012**		**3,176.6529**	**3,176.6529**	**0.0609**	**0.0583**	**3,195.5301**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	10.4028	0.1122	0.9587	0.4080	6.1200e-003		0.0775	0.0775		0.0775	0.0775		1,223.8531	1,223.8531	0.0235	0.0224	1,231.1258
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.925753	9.9800e-003	0.0908	0.0762	5.4000e-004		6.9000e-003	6.9000e-003		6.9000e-003	6.9000e-003		108.9122	108.9122	2.0900e-003	2.0000e-003	109.5594
Health Club	0.253556	2.7300e-003	0.0249	0.0209	1.5000e-004		1.8900e-003	1.8900e-003		1.8900e-003	1.8900e-003		29.8301	29.8301	5.7000e-004	5.5000e-004	30.0074
High Turnover (Sit Down Restaurant)	15.4195	0.1663	1.5117	1.2698	9.0700e-003		0.1149	0.1149		0.1149	0.1149		1,814.0576	1,814.0576	0.0348	0.0333	1,824.8376
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.2912**	**2.5860**	**1.7749**	**0.0159**		**0.2012**	**0.2012**		**0.2012**	**0.2012**		**3,176.6529**	**3,176.6529**	**0.0609**	**0.0583**	**3,195.5301**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	12.2538	0.4016	34.8656	1.8400e-003		0.1931	0.1931		0.1931	0.1931	0.0000	62.8280	62.8280	0.0605	0.0000	64.3408
Unmitigated	12.2538	0.4016	34.8656	1.8400e-003		0.1931	0.1931		0.1931	0.1931	0.0000	62.8280	62.8280	0.0605	0.0000	64.3408

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9523					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.2491					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0524	0.4016	34.8656	1.8400e-003		0.1931	0.1931		0.1931	0.1931		62.8280	62.8280	0.0605		64.3408
Total	**12.2538**	**0.4016**	**34.8656**	**1.8400e-003**		**0.1931**	**0.1931**		**0.1931**	**0.1931**	**0.0000**	**62.8280**	**62.8280**	**0.0605**	**0.0000**	**64.3408**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9523					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.2491					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0524	0.4016	34.8656	1.8400e-003		0.1931	0.1931		0.1931	0.1931		62.8280	62.8280	0.0605		64.3408
Total	**12.2538**	**0.4016**	**34.8656**	**1.8400e-003**		**0.1931**	**0.1931**		**0.1931**	**0.1931**	**0.0000**	**62.8280**	**62.8280**	**0.0605**	**0.0000**	**64.3408**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

550 Shatto Place - Operational Mobile Emissions with EMFAC2017 and SAFE
Mobile Source Emissions Calculations

			ROG	NO_x	CO	SO_x	PM10 Dust (Paved)	PM10 Exhaust	PM10 Total	PM2.5 Dust (Paved)	PM2.5 Exhaust	PM2.5 Total
Scenario	**Year**	**VMT/day**	**Criteria Pollutant Emissions (pounds/day)**									
Mitigated Project	2024	17,961	4.99	8.82	45.11	0.14	11.87	2.10	13.97	2.91	0.89	3.80

Scenario	**Year**	**VMT/year**	**Criteria Pollutant Emissions (pounds/year)**									
Mitigated Project	2024	6,555,765	1,820.93	3,218.27	16,466.48	49.78	4,333.73	765.41	5,099.14	1,063.73	324.81	1,388.54

Notes:

1) Assumes Global Warming Potential of CO_2 = 1, CH_4 = 25, and N_2O = 298

Sources:

- EMFAC2017 (v1.0.3) Emissions Inventory
- ESA 2020

550 Shatto Place - Operational Mobile Emissions with EMFAC2017 and SAFE

Road Dust Emission Factors

Paved Road Dust Emission Factors (Assumes No Precipitation)

Formula: $EF_{Dust,P} = (k\ (sL)^{0.91} \times (W)^{1.02})$

Where:

$EF_{Dust,P}$ = Paved Road Dust Emission Factor (having the same units as k)
k = particle size multiplier
sL = road surface silt loading (g/m^2)
W = average fleet vehicle weight (tons) (CARB uses 2.4 tons as a fleet average vehicle weight factor)

	Emission Factor (grams per VMT)	
	PM10	PM2.5
k	0.9979	0.2449
sL	0.1	0.1
W	2.4	2.4
$EF_{Dust,P}$	3.00E-01	7.36E-02

Unpaved Road Dust Emission Factors (Assumes No Precipitation)

Formula: $EF_{Dust,U} = (k\ (\ s / 12)^{1} \times (Sp / 30)^{0.5} / (M / 0.5)^{0.2}) - C)$

Where:

$EF_{Dust,U}$ = Unpaved Road Dust Emission Factor (having the same units as k)
k = particle size multiplier
s = surface material silt content (%)
Sp = mean vehicle speed (mph)
M = surface material moisture content (%)
C = Emission Factor for 1980s vehicle fleet exhaust, brake wear, and tire wear

	Emission Factor (grams per VMT)	
	PM10	PM2.5
k	816.47	81.65
s	4.3%	4.3%
Sp	15	15
M	0.5%	0.5%
C	0.00047	0.00036
$EF_{Dust,U}$	5.20E+00	5.19E-01

Sources:

SCAQMD, CalEEMod, Version 2011.1.

CARB, *Entrained Dust from Paved Road Travel: Emission Estimation Methodology Background Document* , (1997).

USEPA, *AP-42* , Fifth Edition, Volume I, Chapter 13.2.1 - Paved Roads, (2011).

PCR Services Corporation, 2013.

550 Shatto Place - Operational Mobile Emissions with EMFAC2017 and SAFE

Data Pivot Table Summary

Region	South Coast AQMD

Row Labels	Sum of ROG_TOTAL	Sum of NOx_TOTEX	Sum of CO_TOTEX	Sum of SOx_TOTEX	Sum of PM10_TOTAL	Sum of PM2.5_TOTAL	Sum of CO2_TOTEX	Sum of CH4_TOTEX	Sum of N2O_TOTEX	Sum of VMT
2024	66.57288044	117.6594478	602.0125419	1.81996108	27.98343305	11.874863	187702.0413	11.14530176	10.31761096	479355909.1
Grand Total	**66.57288044**	**117.6594478**	**602.0125419**	**1.81996108**	**27.98343305**	**11.874863**	**187702.0413**	**11.14530176**	**10.31761096**	**479355909.1**

Tons/day

Year	Sum of ROG_TOTAL	Sum of NOx_TOTEX	Sum of CO_TOTEX	Sum of SOx_TOTEX	Sum of PM10_TOTAL	Sum of PM2.5_TOTAL	Sum of CO2_TOTEX	Sum of CH4_TOTEX	Sum of N2O_TOTEX	Sum of VMT
2024	66.57288044	117.6594478	602.0125419	1.81996108	27.98343305	11.874863	187702.0413	11.14530176	10.31761096	479,355,909.12

Emission Factors

	lbs/mile						metric ton/mile		
Year	**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2_5**	**CO2**	**CH4**	**N2O**
2024	0.00027776	0.000490906	0.002511756	7.59336E-06	0.000116754	4.95451E-05	0.000355228	2.10926E-08	1.95262E-08

Region	South Coast AQMD
Vehicle Categor	(Multiple Items)

Row Labels	Sum of ROG_TOTAL	Sum of NOx_TOTEX	Sum of CO_TOTEX	Sum of SOx_TOTEX	Sum of PM10_TOTAL	Sum of PM2.5_TOTAL	Sum of CO2_TOTEX	Sum of CH4_TOTEX	Sum of N2O_TOTEX	Sum of VMT
2024	25.88196277	90.5871316	201.7098473	0.681875036	8.506231826	3.74788488	72660.64577	7.52459807	7.06383215	100040864
Grand Total	**25.88196277**	**90.5871316**	**201.7098473**	**0.681875036**	**8.506231826**	**3.74788488**	**72660.64577**	**7.52459807**	**7.06383215**	**100040864**

Tons/day

Year	Sum of ROG_TOTAL	Sum of NOx_TOTEX	Sum of CO_TOTEX	Sum of SOx_TOTEX	Sum of PM10_TOTAL	Sum of PM2.5_TOTAL	Sum of CO2_TOTEX	Sum of CH4_TOTEX	Sum of N2O_TOTEX	Sum of VMT
2024	25.88196277	90.5871316	201.7098473	0.681875036	8.506231826	3.74788488	72660.64577	7.52459807	7.06383215	100,040,863.97

Emission Factors 0.21

	lbs/mile						metric ton/mile		
Year	**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2_5**	**CO2**	**CH4**	**N2O**
2024	0.000517428	0.001811003	0.004032549	1.36319E-05	0.000170055	7.49271E-05	0.000658897	6.82341E-08	6.40558E-08

550 Shatto Place
Air Quality Assessment

Emergency Generator Emissions

Conversion Factors

hp/kW	1.3410	
PM10 Fraction of Total PM	0.960	Table A - Updated CEIDARS Table with PM2.5 Fractions, INTERNAL COMBUSTION - DISTILLATE AND DIESEL-ELECTRIC GENERATION
PM2.5 Fraction of Total PM	0.937	Table A - Updated CEIDARS Table with PM2.5 Fractions, INTERNAL COMBUSTION - DISTILLATE AND DIESEL-ELECTRIC GENERATION

Emergency Generator

Ratings:	1,500	kW	*(based on conservative engineering assumptions)*
	2,012	HP	*(based on conservative engineering assumptions; conversion from kW to hp)*
	-	kW	*(based on conservative engineering assumptions)*
	-	HP	*(conversion from kW to hp)*
Load Factor:	0.74		*(based on CalEEMod Generator Set Load Factor)*
Engine Emissions Tier:	Rule 1470 Compliant		*(compliance with CARB and AQMD diesel regulations)*
Operating Hours per Unit:	2	hours/day	*(testing/maintenance)*
	50	hours/year	*(testing/maintenance, Regulatory Limit per SCAQMD Rule 1470)*

Emergency Generator Emissions

Units	Criteria Pollutants [1, 2, 3]					
	VOC	**NO_X**	**CO**	**SOx**	**PM10**	**PM2.5**
g/kW-hr	—	—	3.50	—	—	—
g/hp-hr	0.24	4.56	2.61	5.50E-05	0.0192	0.0187
lbs/hr	0.79	14.97	8.57	0.00	0.06	0.06
lbs/day	**1.58**	**29.94**	**17.13**	**0.00036**	**0.13**	**0.12**
lbs/yr	39.39	748.39	428.35	0.01	3.15	3.08
tons/yr	0.02	0.37	0.21	0.00	0.00	0.00
metric tons/yr	—	—	—	—	—	—

Notes:

1. Emission factors for VOC and NOX: Regulatory Limit per SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines).
2. Emission factors for CO, PM10, and PM2.5: Regulatory Limit per SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines).
3. Emission factor for SO2: U.S. Environmental Protection Agency, AP-42 Compilation of Air Pollutant Emission Factors, Fifth Edition, Section 3.4, Table 3.4-1.
   Emission Factor for SO2 is based on 15 ppm (0.0015%) S1 from the EPA Nonroad Diesel Fuel Program, and assumes complete conversion to SO2.

4 Emission factor for CO2: U.S. Environmental Protection Agency, AP-42 Compilation of Air Pollutant Emission Factors, Fifth Edition, Section 3.4, Table 3.4-1.
   Emissions of GHGs assume 99.11% of the CO2e emissions occur as CO2, based on Climate Registry emission factors as referenced above.

Source: ESA 2020.

Air Quality – Localized Significance Thresholds

ESA

514-550 Shatto Place Project Addendum
Air Quality Assessment

Localized Significance Thresholds
(SCAQMD, Final Localized Significance Threshold Methodology, Appendix C (2008))

Source Receptor Area 1
Screening Distance to Sensitive Receptors 25 meters [a]

	Screening Values		**Project Site** [b]
Acres	1	2	**1.5**
Construction LSTs			
NO_X	74	108	**91**
CO	680	1,048	**864**
PM10	5	8	**6.5**
PM2.5	3	5	**4.0**
Operational LSTs			
NO_X	74	108	**91**
CO	680	1,048	**864**
PM10	2	2	**2.0**
PM2.5	1	2	**1.5**

Notes:

a. The 25-meter (82-feet) screening distance is used as a conservative (i.e., health protective) measure.

b. Project screening levels are linearly interpolated. PM10 cannot be lower than PM2.5.

Appendix C
Tree Report

Carlberg ASSOCIATES

Horticulturists and
Registered Consulting
ARBORISTS

CITY OF LOS ANGELES TREE REPORT
514 & 550 SHATTO PLACE
LOS ANGELES, CALIFORNIA 90020

SUBMITTED TO:

LY TANG
TF SHATTO, LP
FORME DEVELOPMENT
517-1177 W. HASTINGS STREET
VANCOUVER, BC V6E 2K3

PREPARED BY:

CY CARLBERG
ASCA REGISTERED CONSULTING ARBORIST #405
ISA CERTIFIED ARBORIST #WE 0575A
ISA QUALIFIED TREE RISK ASSESSOR
CAUFC CERTIFIED URBAN FORESTER #013

Santa Monica Office
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Sierra Madre, California 91024
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JANUARY 20, 2020
(REVISED SEPTEMBER 24, 2020)

CITY OF LOS ANGELES TREE REPORT

514 & 550 SHATTO PLACE, LOS ANGELES, CALIFORNIA

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Carlberg ASSOCIATES
Horticulturists and
Registered Consulting
ARBORISTS

January 20, 2020 (Revised September 24, 2020)

Ly Tang
TF Shatto, LP
Forme Development
517-1177 W. Hastings Street
Vancouver, BC V6E 2K3

Re: Mixed-Use Development at 514 and 550 Shatto Place, Los Angeles, California 90020

Dear Ms. Tang,

This letter addresses our office's site visit of December 26, 2019 to the properties located at 514 & 550 Shatto Place in Los Angeles, California. We were retained to visit the property and determine if any trees considered protected by the City of Los Angeles Tree Preservation Ordinance No. 177.044 or significant by the guidelines set forth by the City's Planning Department were present. The table on the following page sets forth the data for the twelve private property trees and eight City rights-of-way trees; they were inventoried regardless of size. ***None of the private property species are considered protected by the ordinance***.

The project site will have a new property line due to the City's Mobility Plan, and the rights-of-way trees along Shatto Place (ST1 – ST5, ST9 - 10) will eventually be considered part of private property and will likely be removed. The rights-of-way palms on 6th Street (ST6 – ST8) will be preserved and protected during the construction process. The City may request that a fence protect the trees' driplines[1] if equipment access is proposed adjacent to the palms on 6th Street.

There are no trees on contiguous properties affected by proposed construction. The two properties, 514 and 550 Shatto Place, will be combined. Please feel welcome to contact me at our Santa Monica office if you have any immediate questions or concerns.

Respectfully submitted,

Cy Carlberg, Registered Consulting Arborist

Principal, Carlberg Associates

Santa Monica Office
cy@cycarlberg.com

CY CARLBERG ASCA AMERICAN SOCIETY OF CONSULTING ARBORISTS Registered Consulting Arborist #405

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[1] Dripline: The outermost edge of the tree's canopy. When depicted on a map or on the ground, the dripline will appear as an irregularly shaped outline that follows the contour of the furthest extension of the limbs and leaf canopy.

TABLE 1 – INVENTORY OF TREES (PRIVATE PROPERTY AND RIGHTS-OF-WAY TREES)

Tree #	Common Name	Botanical Name	Dbh(s)* at 4.5 feet (inches)	Converted Dbh	Height (feet)	Canopy Spread (feet)	Health Grade	Structure Grade	Protected Tree Y/N
1	tipu tree	*Tipuana tipu*	15.8, 18.8	24.5	35’	45’	B	B-	No
2	tipu tree	*Tipuana tipu*	18	N/A	35’	30’	B	B-	No
3	tipu tree	*Tipuana tipu*	17.8	N/A	35’	40’	B	B-	No
4	tipu tree	*Tipuana tipu*	18.5	N/A	35’	42’	B	B-	No
5	Hollywood juniper	*Juniperus chinensis* ‘Torulosa’	4.5	N/A	15’	9’	B	B	No
6	Hollywood juniper	*Juniperus chinensis* ‘Torulosa’	5.5	N/A	17’	9’	B	B	No
7	lemon-scented gum	*Corymbia citriodora*	3.5	N/A	15’	8’	A	B	No
8	crape myrtle	*Lagerstroemia indica*	3, 3, 3, 3.5, 3.5, 5	8.8	15’	18’	B	B	No
9	fern pine	*Afrocarpus falcatus*	2, 2, 3, 3.5	5.4	18’	12’	B	B	No
10	Hong Kong orchid	*Bauhinia blakeana*	1.5, 1.5, 3	3.5	13’	12’	B-	B	No
11	Hollywood juniper	*Juniperus chinensis* ‘Torulosa’	4.5	N/A	15’	9’	B	B	No
12	lemon-scented gum	*Corymbia citriodora*	20	N/A	50’	36’	A	B	No
13	lemon-scented gum	*Corymbia citriodora*	8.2	N/A	45’	22’	B	C	No
14	lemon-scented gum	*Corymbia citriodora*	13	N/A	45’	22’	B	A	No
15	lemon-scented gum	*Corymbia citriodora*	17.2	N/A	50’	30’	B	A	No

City of Los Angeles Right-of-Way Trees									
ST1* **	queen palm	*Syagrus romanzoffiana*	30' BT**	N/A	36'	25'	A-	A-	Right-of-way on Shatto Pl.
ST2	queen palm	*Syagrus romanzoffiana*	30' BT	N/A	36'	25'	A	A-	Right-of-way on Shatto Pl.
ST3	queen palm	*Syagrus romanzoffiana*	33' BT	N/A	40'	25'	A	A-	Right-of-way on Shatto Pl.
ST4	queen palm	*Syagrus romanzoffiana*	33' BT	N/A	40'	25'	A	A-	Right-of-way on Shatto Pl.
ST5	queen palm	*Syagrus romanzoffiana*	10' BT	N/A	20'	15'	A	A	Right-of-way on Shatto Pl.
ST6	queen palm	*Syagrus romanzoffiana*	30' BT	N/A	36'	20'	A-	A-	Right-of-way on 6th Street
ST7	queen palm	*Syagrus romanzoffiana*	30' BT	N/A	36'	20'	A	B-	Right-of-way on 6th Street
ST8	queen palm	*Syagrus romanzoffiana*	35' BT	N/A	40'	20'	A	B	Right-of-way on 6th Street
ST9	Indian laurel fig	*Ficus microcarpa*	21.5	N/A	25'	33'	B	B	Right-of-way on Shatto Pl.
ST10	Indian laurel fig	*Ficus microcarpa*	24	N/A	25'	40'	B	B-	Right-of-way on Shatto Pl.

* **DBH** – diameter at breast height. A forestry term describing a tree trunk's diameter measured at 4.5 feet above grade. Often used as a representation of tree size.

** **BT** – brown trunk. Because palms do not generally increase in trunk size with age, they are measured by their 'brown trunk' height – the distance between grade and the newest emerging palm spear.

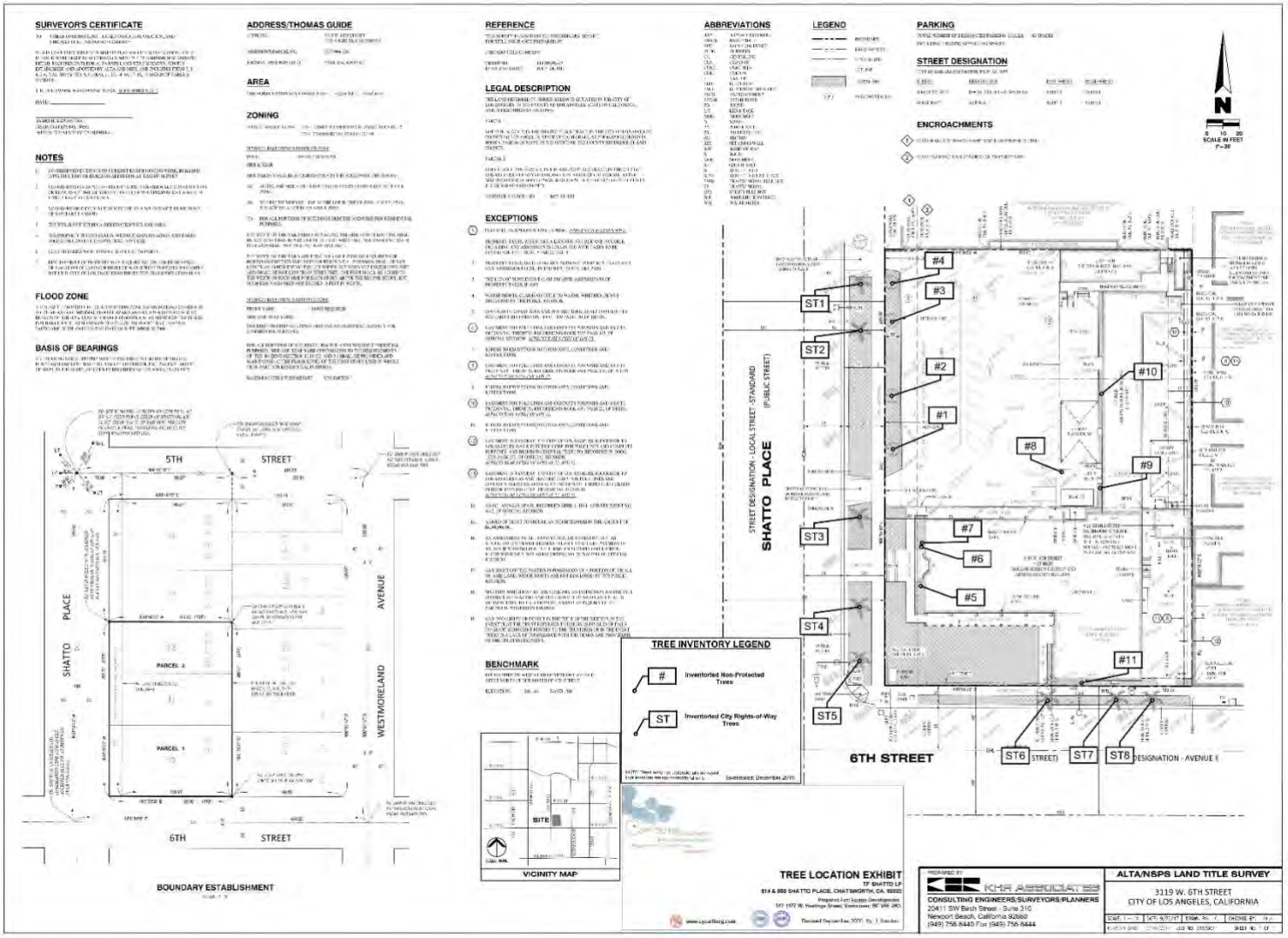
***ST** – Street, or Right-of-Way Tree

EXHIBIT A - AERIAL IMAGE OF SUBJECT PROPERTY

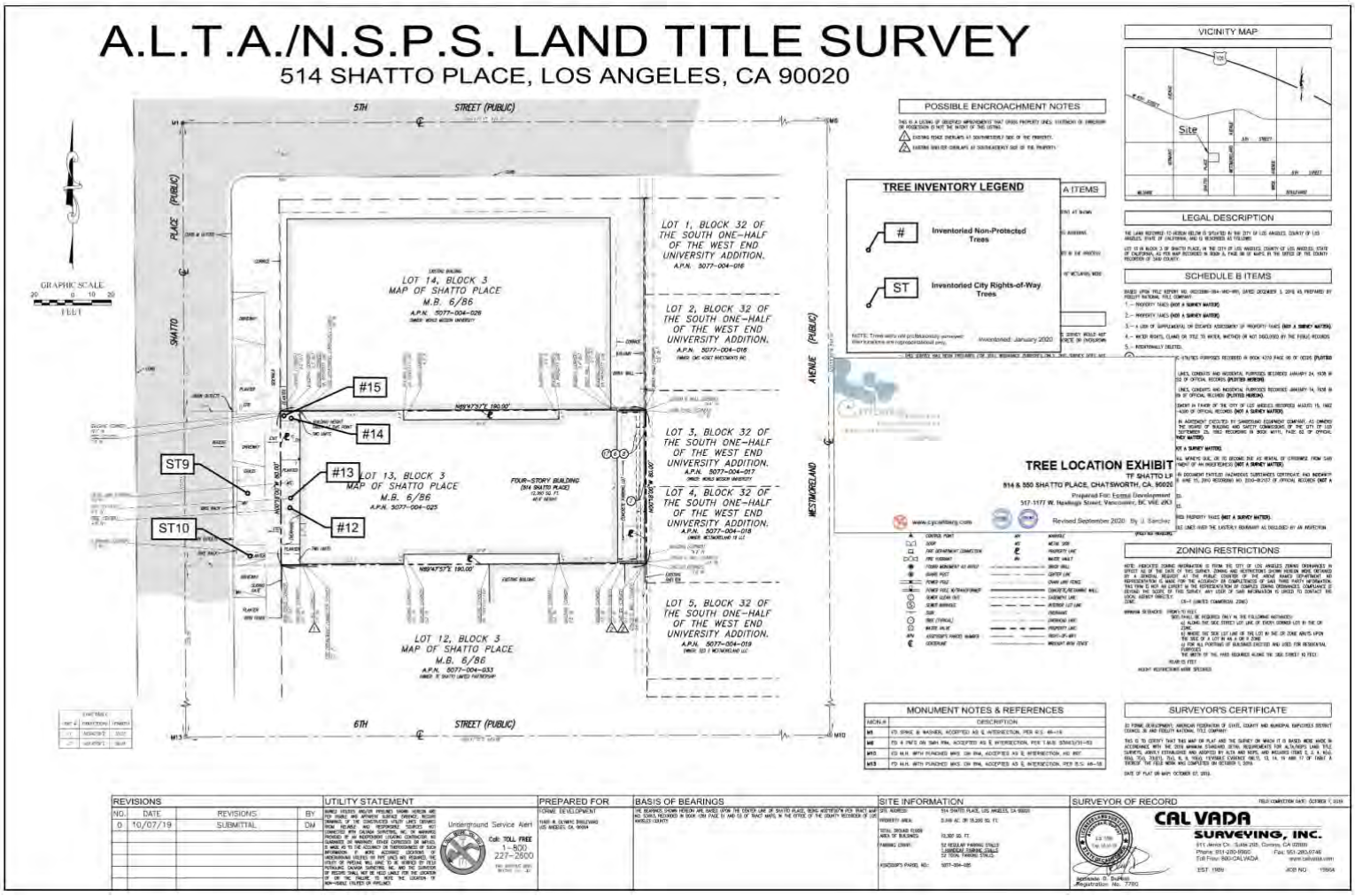
Aerial image of subject property
514 & 550 Shatto Place, Los Angeles
Image Source: Zimas

N

EXHIBIT B - REDUCED COPY OT TREE LOCATION MAP (2 SHEETS)
(Full-sized drawings to be part of the submittal)



Private Property Trees Nos. 1-11
City Rights-of-Way Trees Nos. ST 1-8



Private Property Trees Nos. 12-15
City Rights-of-Way Trees Nos. ST 9-10

EXHIBIT C - REDUCED COPY OT SITE PLAN

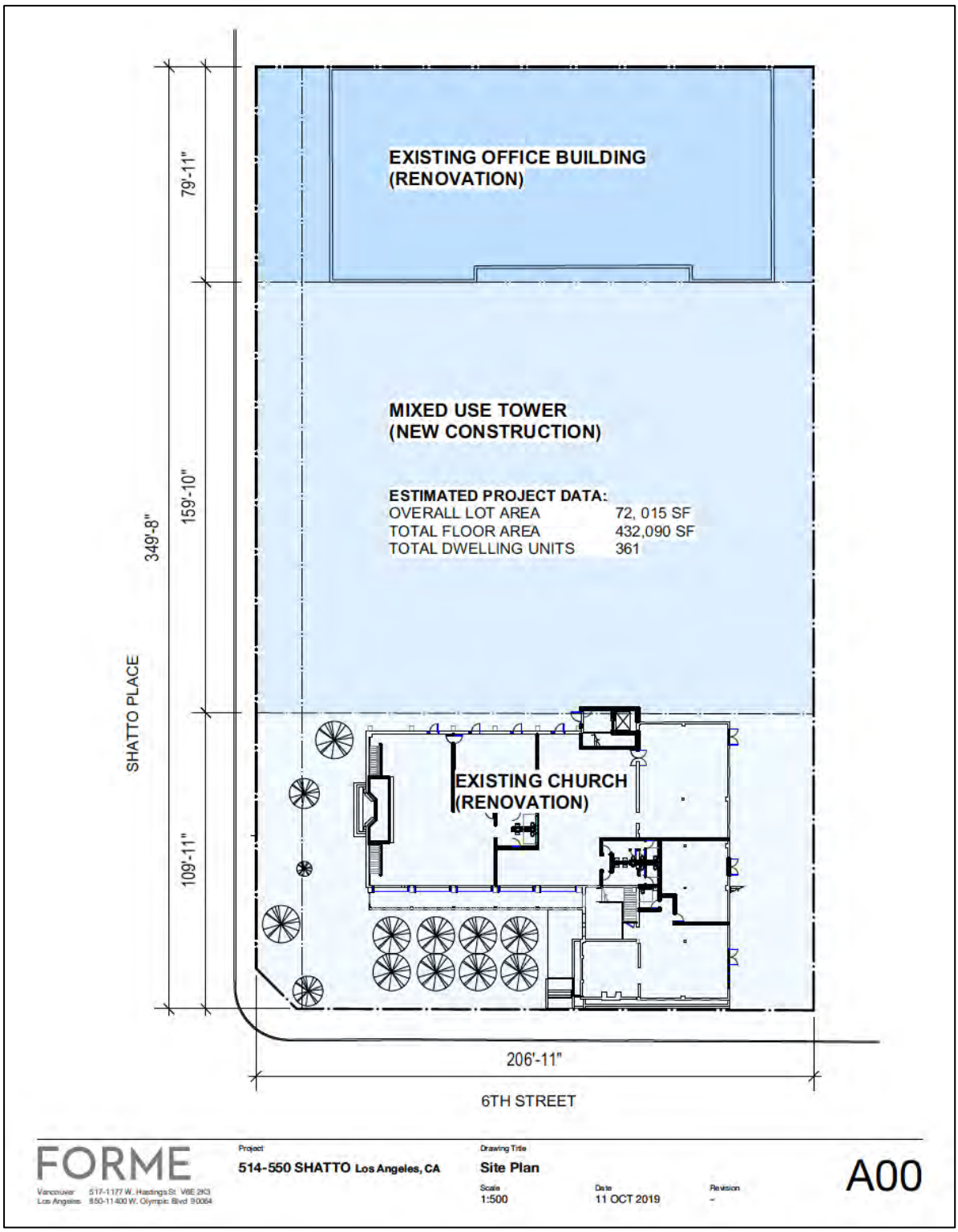


EXHIBIT D – CAPTIONED TREE PHOTOGRAPHS

Tree No.1(L) - No.4(R)
Tipu trees

Tree No.5(R) - No.7(L)

Tree No.8
Crape Myrtle

Tree No.9
Fern pine

Tree No.10
Hong Kong orchid

Tree No.11
Hollywood juniper

Tree No.12(R) - 13(L)
Lemon-scented gum

Tree No.14(R) - 15(L)
Lemon-scented gum

ST No.1
Queen palm

ST No.2
Queen palm

ST No.3
Queen palm

ST No.4
Queen palm

ST No.5
Queen palm

ST No.6
Queen palm

ST No.7
Queen palm

ST No.8
Queen palm

ST No.9
Indian laurel fig

ST No.10
Indian laurel fig

HEALTH AND STRUCTURE GRADE DEFINITIONS

Health and structure ratings of the trees are based on the archetype tree of the same species through a subjective evaluation of its physiological health, aesthetic quality, and structural integrity.

Overall physiological condition (health) and structural condition were rated A-F:

Health

A. Outstanding – Exceptional trees of good growth form and vigor for their age class; exhibiting very good to excellent health as evidenced by normal to exceptional shoot growth during current season, good bud development and leaf color, lack of leaf, twig or branch dieback throughout the crown, and the absence of decay, bleeding, or cankers. Common leaf and/or twig pests may be noted at very minor levels.

B. Above average – Good to very good trees that exhibit minor necrotic or physiological symptoms of stress and/or disease; shoot growth is less than reasonably expected, leaf color is less than optimal in some areas, the crown may be thinning, minor levels of leaf, twig, and branch dieback may be present, and minor areas of decay, bleeding, or cankers may be manifesting. Minor amounts of epicormic growth may be present. Minor amounts of fire damage or mechanical damage may be present. Still healthy, but with moderately diminished vigor and vitality. No significant decline noted.

C. Average – Average, moderately good trees whose growth habit and physiological or fire-induced symptoms indicate an equal chance to either decline or continue with good health into the near future. Most of these trees exhibit moderate to significant small deadwood in outer crown areas, decreased shoot growth and diminished leaf color and mass. Some stem and branch dieback is usually present and epicormic growth may be moderate to extensive. Cavities, pockets of decay, relatively significant fire damage, bark exfoliation, or cracks may be present. Moderate to significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it is expected to negatively impact the lifespan of the tree. Tree may be in early decline.

D. Below Average/Poor - trees whose growth habit and physiological or fire-induced symptoms indicate significant, irreversible decline. Most of these trees exhibit significant dieback of wood in the crown, possibly accompanied by significant epicormic sprouting. Shoot growth and leaf color and mass is either significantly diminished or nonexistent throughout the crown. Cavities, pockets of decay, significant fire damage, bark exfoliation, and/or cracks may be present. Significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it has negatively impacted the lifespan of the tree. Tree appears to be in irreversible decline.

F. Dead or in spiral of decline – this tree exhibits very little to no signs of life.

Structure

A. Outstanding – Trees with outstanding structure for their species exhibit trunk and branch arrangement and orientation that result in a sturdy form or architecture that resists failure under normal circumstances. The spacing, orientation, and size of the branches relative to the trunk are quintessential for the species and free from defects. No outward sign of decay or pathological disease is present. Some trees exhibit naturally inherent branching defects, like

multiple, narrow points of attachment from one point on the trunk, which would preclude them from achieving an "A" grade.

B. Above average - Trees with good to very good structure for their species. They exhibit trunk and branch arrangement and orientation that result in a relatively sturdy form or architecture that resists failure under normal circumstances, but may have some mechanical damage, over-pruning, or other minor structural defects. The spacing, orientation, and size of the branches relative to the trunk are still in the normal range for the species, but they exhibit a minor degree of defects. Minor, sub-critical levels of decay or pathological disease may be present, but the degree of damage is not yet structurally significant. Trees that exhibit naturally inherent branching defects, like multiple, narrow points of attachment from one point on the trunk, would generally fall in to this category. A small percentage of the canopy may be shaded or crowded, but not in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree.

C. Average - Trees with moderately good structure for their species, but with obvious defects. They exhibit trunk and branch arrangement and orientation that result in a less than sturdy form or architecture, which reduces their resistance to failure under normal circumstances. Moderate levels of mechanical damage, over-pruning, or other structural defects may be present. The spacing, orientation, and size of some of the branches relative to the trunk are not in the normal range for the species. Moderate to significant levels of decay or pathological disease may be present that increase the likelihood of structural instability. Influences such as an excessive trunk lean, slope erosion, root pruning, or other growth-inhibiting factors may be present. A moderate to significant percentage of the canopy may be shaded or crowded in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree. Risk of full or partial failure in the near future appears to be moderately elevated.

D. Well Below Average/Poor - Trees poor structure for their species and with obvious defects. They exhibit trunk and branch arrangement and orientation that result in a significantly less than sturdy form or architecture, significantly reducing their resistance to failure under normal circumstances. Significant levels of mechanical damage, over-pruning, or other structural defects may be present. The spacing, orientation, and size of many of the branches relative to the trunk are not in the normal range for the species. Significant levels of decay or pathological disease may be present that increase the likelihood of structural instability. Influences such as an excessive trunk lean, slope erosion, root pruning, or other growth-inhibiting factors may be present. A significant percentage of the canopy may be shaded or crowded in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree. Risk of full or partial failure in the near future appears to be advanced.

F. Severely Compromised – trees with very poor structure and numerous or severe defects due to growing conditions, historical or recent pruning, mechanical damage, history of limb or trunk failures, advanced and irreparable decay, disease, or severe fire damage. Trees with this rating are in severe, irreparable decline, or are barely alive. Risk of full or partial failures in the near future may be severe.

CY CARLBERG
CARLBERG ASSOCIATES
2402 California Avenue, Santa Monica, California 90403
(310) 453-TREE
cy@cycarlberg.com

Education

B.S., Landscape Architecture, California State Polytechnic University, Pomona, 1985
Graduate, Arboricultural Consulting Academy, American Society of Consulting Arborists, Chicago, Illinois, February 2002
Graduate, Municipal Forestry Institute, Lied, Nebraska, 2012

Experience — Consulting Arborist, Carlberg Associates, 1998-present
Manager of Grounds Services, California Institute of Technology, Pasadena, 1992-1998
Director of Grounds, Scripps College, Claremont, 1988-1992

Certificates — Certified Arborist (#WE-0575A), International Society of Arboriculture, 1990
Registered Consulting Arborist (#405), American Society of Consulting Arborists, 2002
Certified Urban Forester (#013), California Urban Forests Council, 2004
Certified Tree Risk Assessor (#1028), International Society of Arboriculture, 2011

AREAS OF EXPERTISE

Ms. Carlberg is experienced in the following areas of tree management and preservation:

- Tree health and risk assessment
- Master Planning
- Tree inventories and reports to satisfy jurisdictional requirements
- Expert Testimony
- Post-fire assessment, valuation, and mitigation for trees and native plant communities
- Value assessments for native and non-native trees
- Pest and disease identification
- Guidelines for oak preservation
- Selection of appropriate tree species
- Planting, pruning, and maintenance specifications
- Tree and landscape resource mapping – GPS, GIS, and AutoCAD
- Planning Commission, City Council, and community meetings representation

PREVIOUS CONSULTING EXPERIENCE

Ms. Carlberg has overseen residential and commercial construction projects to prevent damage to protected and specimen trees. She has thirty-five years of experience in arboriculture and horticulture and has performed tree health evaluation, value and risk assessment, and expert testimony for private clients, government agencies, cities, school districts, and colleges. Representative clients include:

The Huntington Library and Botanical Gardens
The Los Angeles Zoo and Botanical Gardens
The Rose Bowl and Brookside Golf Course, Pasadena
Walt Disney Concert Hall and Gardens
The Art Center College of Design, Pasadena
Pepperdine University
Loyola Marymount University
The Claremont Colleges (Pomona, Scripps, CMC, Harvey Mudd, Claremont Graduate University, Pitzer, Claremont University Center)
Quinn, Emanuel, Urquhart and Sullivan (attorneys at law)
The City of Claremont
The City of Beverly Hills
The City of Pasadena
The City of Los Angeles
The City of Santa Monica
Santa Monica/Malibu Unified School District
San Diego Gas & Electric
Los Angeles Department of Water and Power
Rancho Santa Ana Botanic Garden, Claremont
Latham & Watkins, LLP (attorneys at law)

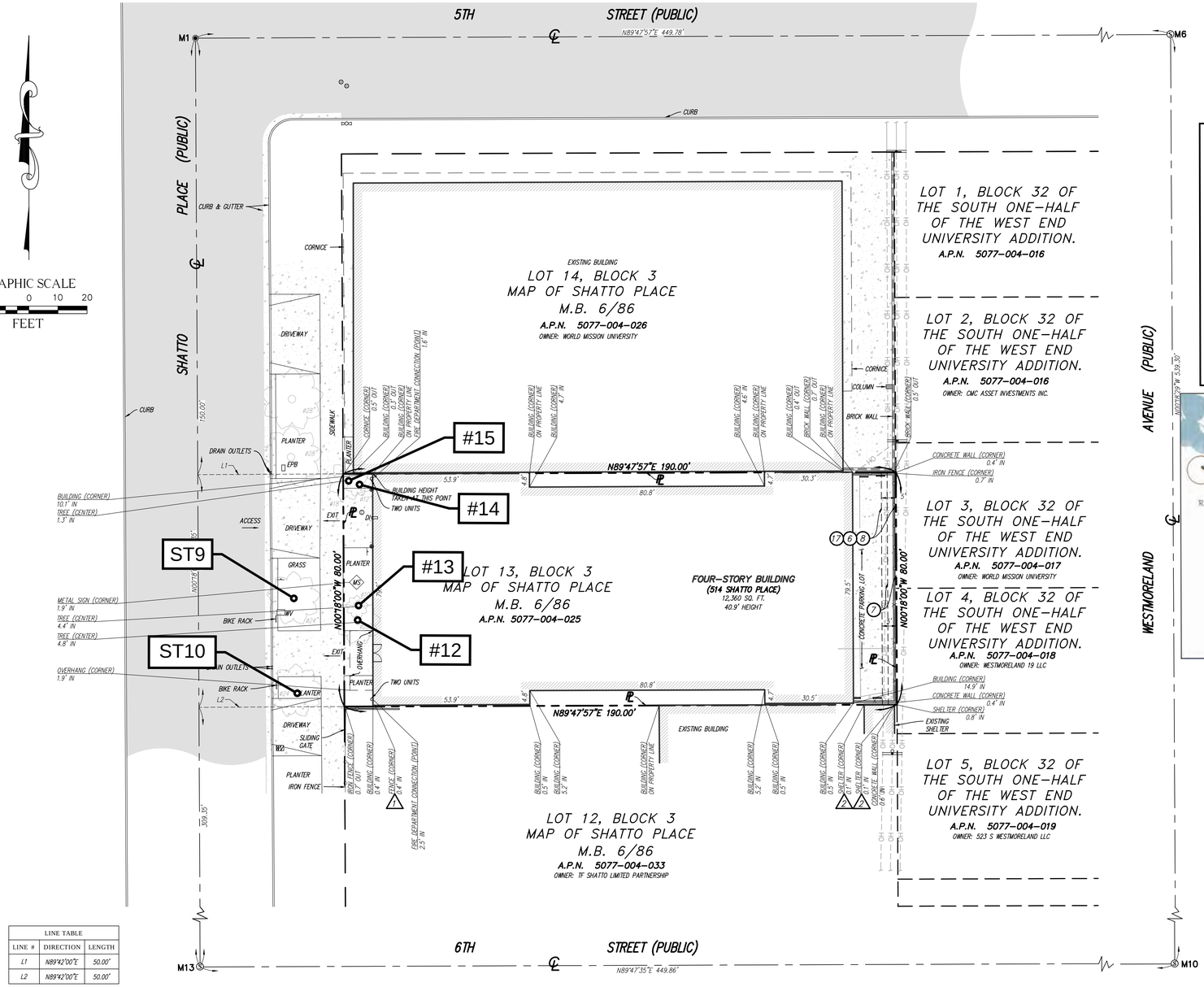
AFFILIATIONS

Ms. Carlberg serves with the following national, state, and community professional organizations:

- California Urban Forests Council, Board Member, 1995-2006
- Street Tree Seminar, Past President, 2000-present
- American Society of Consulting Arborists Academy, Faculty Member, 2003-2005, 2014
- American Society of Consulting Arborists, Board of Directors, 2013-Present
- Member, Los Angeles Oak Woodland Habitat Conservation Strategic Alliance, 2010-present

A.L.T.A./N.S.P.S. LAND TITLE SURVEY

514 SHATTO PLACE, LOS ANGELES, CA 90020



GRAPHIC SCALE
20 0 10 20
FEET

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N89°42'00"E	50.00'
L2	N89°42'00"E	50.00'

POSSIBLE ENCROACHMENT NOTES

THIS IS A LISTING OF OBSERVED IMPROVEMENTS THAT CROSS PROPERTY LINES. STATEMENT OF OWNERSHIP OR POSSESSION IS NOT THE INTENT OF THIS LISTING.

1. EXISTING FENCE OVERLAPS AT SOUTHWESTERLY SIDE OF THE PROPERTY.
2. EXISTING SHELTER OVERLAPS AT SOUTHEASTERLY SIDE OF THE PROPERTY.

TREE INVENTORY LEGEND

#	Inventoried Non-Protected Trees
ST	Inventoried City Rights-of-Way Trees

NOTE: Trees were not professionally surveyed; their locations are representational only.

Inventoried: January 2020

A ITEMS

RTH) AS SHOWN

NG ADDITIONS

ED IN THE PROCESS

OF WETLANDS WERE

S SURVEY WOULD NOT
NCRETE OR OVERGROWN

– THIS SURVEY HAS BEEN PREPARED FOR TITLE INSURANCE PURPOSES ONLY. THIS SURVEY DOES NOT

Carlberg ASSOCIATES Horticulturists and Registered Consulting ARBORISTS

TREE LOCATION EXHIBIT

TF SHATTO LP

514 & 550 SHATTO PLACE, CHATSWORTH, CA. 90020

Prepared For: Forme Development

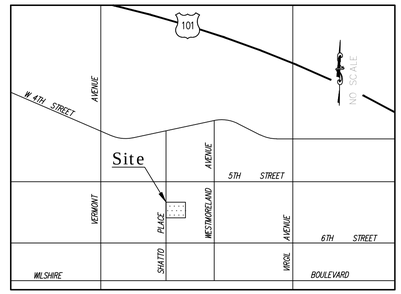
517-1177 W. Hastings Street, Vancouver, BC V6E 2K3

www.cycarlberg.com

Revised September 2020 By: J. Sanchez

CONTROL POINT	MH	MANHOLE	
DOOR	MS	METAL SIGN	
FIRE DEPARTMENT CONNECTION	℄	PROPERTY LINE	
FIRE HYDRANT	WV	WATER VAULT	
FOUND MONUMENT AS NOTED		BRICK WALL	
GUARD POST		CENTER LINE	
POWER POLE		CHAIN LINK FENCE	
POWER POLE W/TRANSFORMER		CONCRETE/RETAINING WALL	
SEWER CLEAN OUT		EASEMENT LINE	
SEWER MANHOLE		INTERIOR LOT LINE	
SIGN		OVERHANG	
TREE (TYPICAL)	OH	OVERHEAD LINE	
WATER VALVE		PROPERTY LINE	
APN ASSESSOR'S PARCEL NUMBER		RIGHT-OF-WAY	
℄ CENTERLINE		WROUGHT IRON FENCE	

VICINITY MAP



LEGAL DESCRIPTION

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

LOT 13 IN BLOCK 3 OF SHATTO PLACE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGE 86 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SCHEDULE B ITEMS

BASED UPON TITLE REPORT NO. 00212898-994-VNO-RR1, DATED DECEMBER 3, 2018 AS PREPARED BY FIDELITY NATIONAL TITLE COMPANY.

1.– PROPERTY TAXES **(NOT A SURVEY MATTER)**.

2.– PROPERTY TAXES **(NOT A SURVEY MATTER)**.

3.– A LIEN OF SUPPLEMENTAL OR ESCAPED ASSESSMENT OF PROPERTY TAXES **(NOT A SURVEY MATTER)**.

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

5.– INTENTIONALLY DELETED.

– PUBLIC UTILITIES PURPOSES RECORDED IN BOOK 4279 PAGE 90 OF DEEDS **(PLOTTED HEREON)**.

– LINES, CONDUITS AND INCIDENTAL PURPOSES RECORDED JANUARY 24, 1938 IN 252 OF OFFICIAL RECORDS **(PLOTTED HEREON)**.

– LINES, CONDUITS AND INCIDENTAL PURPOSES RECORDED JANUARY 14, 1938 IN 09 OF OFFICIAL RECORDS **(PLOTTED HEREON)**.

EMENT IN FAVOR OF THE CITY OF LOS ANGELES RECORDED AUGUST 15, 1962 –4300 OF OFFICIAL RECORDS **(NOT A SURVEY MATTER)**.

– IN AGREEMENT EXECUTED BY SANDERLING EQUIPMENT COMPANY, AS OWNERS THE BOARD OF BUILDING AND SAFETY COMMISSIONS OF THE CITY OF LOS SEPTEMBER 25, 1962 RECORDING IN BOOK M1111, PAGE 62 OF OFFICIAL **RVEY MATTER)**.

OT A SURVEY MATTER).

ALL MONEYS DUE, OR TO BECOME DUE AS RENTAL OF OTHERWISE FROM SAID YMENT OF AN INDEBTEDNESS **(NOT A SURVEY MATTER)**.

– IN DOCUMENT ENTITLED HAZARDOUS SUBSTANCES CERTIFICATE AND INDEMNITY D JUNE 15, 2010 RECORDING NO. 2010-812137 OF OFFICIAL RECORDS **(NOT A**

ED.

ED.

RED PROPERTY TAXES **(NOT A SURVEY MATTER)**.

CLE LINES OVER THE EASTERLY BOUNDARY AS DISCLOSED BY AN INSPECTION.

(PLOTTED HEREON).

ZONING RESTRICTIONS

NOTE: INDICATED ZONING INFORMATION IS FROM THE CITY OF LOS ANGELES ZONING ORDINANCES IN EFFECT AS OF THE DATE OF THIS SURVEY. ZONING AND RESTRICTIONS SHOWN HEREON WERE OBTAINED BY A GENERAL REQUEST AT THE PUBLIC COUNTER OF THE ABOVE NAMED DEPARTMENT. NO REPRESENTATION IS MADE FOR THE ACCURACY OR COMPLETENESS OF SAID THIRD PARTY INFORMATION. THIS FIRM IS NOT AN EXPERT IN THE REPRESENTATION OF COMPLEX ZONING ORDINANCES. COMPLIANCE IS BEYOND THE SCOPE OF THIS SURVEY. ANY USER OF SAID INFORMATION IS URGED TO CONTACT THE LOCAL AGENCY DIRECTLY.

ZONE: CR–1 (LIMITED COMMERCIAL ZONE)

MINIMUM SETBACKS: FRONT: 10 FEET

SIDE: SHALL BE REQUIRED ONLY IN THE FOLLOWING INSTANCES:
a) ALONG THE SIDE STREET LOT LINE OF EVERY CORNER LOT IN THE CR ZONE.
b) WHERE THE SIDE LOT LINE OF THE LOT IN THE CR ZONE ABUTS UPON THE SIDE OF A LOT IN AN A OR R ZONE
c) FOR ALL PORTIONS OF BUILDINGS ERECTED AND USED FOR RESIDENTIAL PURPOSES
THE WIDTH OF THE YARD REQUIRED ALONG THE SIDE STREET 10 FEET.

REAR: 15 FEET

HEIGHT RESTRICTIONS: NONE SPECIFIED

MONUMENT NOTES & REFERENCES

MON.#	DESCRIPTION
M1	FD SPIKE & WASHER, ACCEPTED AS ℄ INTERSECTION, PER R.S. 46–16
M6	FD 4 PM'S ON SMH RIM, ACCEPTED AS ℄ INTERSECTION, PER T.M.B. 53663/51–52
M10	FD M.H. WITH PUNCHED MKS. ON RIM, ACCEPTED AS ℄ INTERSECTION, NO REF.
M13	FD M.H. WITH PUNCHED MKS. ON RIM, ACCEPTED AS ℄ INTERSECTION, PER R.S. 46–16.

SURVEYOR'S CERTIFICATE

TO FORME DEVELOPMENT; AMERICAN FEDERATION OF STATE, COUNTY AND MUNICIPAL EMPLOYEES DISTRICT COUNCIL 36 AND FIDELITY NATIONAL TITLE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 10(a), 11(VISIBLE EVIDENCE ONLY), 13, 14, 16 AND 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON OCTOBER 1, 2019.

DATE OF PLAT OR MAP: OCTOBER 07, 2019.

REVISIONS			
NO.	DATE	REVISIONS	BY
0	10/07/19	SUBMITTAL	DM

UTILITY STATEMENT

BURIED UTILITIES AND/OR PIPELINES SHOWN HEREON ARE PER VISIBLE AND APPARENT SURFACE EVIDENCE, RECORD DRAWINGS OF THE CONSTRUCTED UTILITY LINES OBTAINED FROM RELIABLE AND RESPONSIBLE SOURCES NOT CONNECTED WITH CALVADA SURVEYING, INC. OR MARKINGS PROVIDED BY AN INDEPENDENT LOCATING CONTRACTOR. NO GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED, IS MADE AS TO THE ACCURACY OR THOROUGHNESS OF SUCH INFORMATION. IF MORE ACCURATE LOCATIONS OF UNDERGROUND UTILITIES OR PIPE LINES ARE REQUIRED, THE UTILITY OR PIPELINE WILL HAVE TO BE VERIFIED BY FIELD POTHOLING. CALVADA SURVEYING, INC. AND THE SURVEYOR OF RECORD SHALL NOT BE HELD LIABLE FOR THE LOCATION OF OR THE FAILURE TO NOTE THE LOCATION OF NON-VISIBLE UTILITIES OR PIPELINES.

Underground Service Alert
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TWO WORKING DAYS BEFORE YOU DIG

PREPARED FOR

FORME DEVELOPMENT
11400 W. OLYMPIC BOULEVARD
LOS ANGELES, CA. 90064

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED UPON THE CENTER LINE OF SHATTO PLACE, BEING N00°18'00"W PER TRACT MAP NO. 53663, RECORDED IN BOOK 1281 PAGE 51 AND 52 OF TRACT MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY.

SITE INFORMATION

SITE ADDRESS:	514 SHATTO PLACE, LOS ANGELES, CA 90020
PROPERTY AREA:	0.349 AC. OR 15,200 SQ. FT.
TOTAL GROUND FLOOR AREA OF BUILDINGS:	12,360 SQ. FT.
PARKING COUNT:	52 REGULAR PARKING STALLS 1 HANDICAP PARKING STALLS 52 TOTAL PARKING STALLS
ASSESSOR'S PARCEL NO.:	5077–004–025

SURVEYOR OF RECORD

FIELD COMPLETION DATE: OCTOBER 1, 2019.

LICENSED LAND SURVEYOR Armando D. DuPont L.S. 7780 Exp. 12-31-19 STATE OF CALIFORNIA

Armando D. DuPont
Registration No. 7780

CALVADA SURVEYING, INC.
411 Jenks Cir., Suite 205, Corona, CA 92880
Phone: 951-280-9960 Fax: 951-280-9746
Toll Free: 800-CALVADA www.calvada.com
EST. 1989 JOB NO. 19564

SURVEYOR'S CERTIFICATE

TO: URBAN OFFERINGS, INC. A CALIFORNIA CORPORATION, AND CHICAGO TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6, 7(A), 7(B)(1), 7(C), 8, 9, 10(A), 11, 13, 14, 16, 17, 18, 19 AND 20 OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON SEPTEMBER 9, 2017

DATE: _____

_____
JAMES H. KAWAMURA
REGISTRATION NO. 30560
WITHIN THE STATE OF CALIFORNIA

NOTES

1. NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS AT TIME OF SURVEY.
2. NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS AT TIME OF SURVEY TOGETHER WITH PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.
3. NO OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
4. THE SITE IS NOT WITHIN A DESIGNATED WETLAND AREA.
5. THE PROPERTY IS CONTIGUOUS, WITHOUT GAPS OR GORES AND TAKEN TOGETHER CONSTITUTES ONE TRACT OF LAND.
6. NO CEMETERIES WERE OBSERVED ON THE PROPERTY.
7. DEVELOPMENT OF PROPERTY MAY REQUIRE/ALLOW FOR DEDICATION OR VACATION OF LAND FOR RIGHT OF WAY STREET PURPOSES TO COMPLY WITH THE CITY OF LOS ANGELES MOBILITY 2035 TRANSPORTATION PLAN.

FLOOD ZONE

THE SUBJECT PROPERTY IS LOCATED WITHIN ZONE X (UNSHADED), CONSIDERED TO BE AN AREA OF MINIMAL FLOOD HAZARD AND AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON THE FLOOD INSURANCE RATE, AS SHOWN ON THE FLOOD INSURANCE RATE MAP NO. 06037C1610F, WITH AN EFFECTIVE DATE OF SEPTEMBER 26, 2008.

BASIS OF BEARINGS

THE BEARING NORTH 00°18'00" WEST BEING THE CENTERLINE OF SHATTO PLACE AS SHOWN ON TRACT NO. 53663 FILED IN BOOK 1281, PAGES 51 AND 52 OF MAPS, IN THE OFFICE OF COUNTY RECORDER OF LOS ANGELES COUNTY.

ADDRESS/THOMAS GUIDE

ADDRESS: 3119 W. 6TH STREET
LOS ANGELES, CALIFORNIA

ASSESSOR'S PARCEL NO. 5077-004-033

THOMAS BROTHERS GRID: PAGE 634, GRID A2

AREA

THE SUBJECT PROPERTY CONSISTS OF: 51,236 S.F. (1.176 ACRES)

ZONING

ZONE CLASSIFICATION: CR-1 (LIMITED COMMERCIAL ZONE) LOTS 11, 12
C2-1 (COMMERCIAL ZONE) LOT 10

SETBACK REQUIREMENTS FOR CR ZONE

FONT: 10 FEET MINIMUM

SIDE & REAR:

SIDE YARDS SHALL BE REQUIRED ONLY IN THE FOLLOWING INSTANCES:

(A) ALONG THE SIDE STREET LOT LINE OF EVERY CORNER LOT IN THE CR ZONE.

(B) WHERE THE SIDE LOT LINE OF THE LOT IN THE CR ZONE ABUTS UPON THE SIDE OF A LOT IN AN A OR R ZONE.

(C) FOR ALL PORTIONS OF BUILDINGS ERECTED AND USED FOR RESIDENTIAL PURPOSES.

THE WIDTH OF THE YARD REQUIRED ALONG THE SIDE STREET LOT LINE SHALL BE NOT LESS THAN 10 PERCENT OF THE LOT WIDTH BUT NEED NOT EXCEED 10 FEET AND SHALL NOT BE LESS THAN FIVE FEET.

THE WIDTH OF THE YARD ABUTTING AN A OR R ZONE OR REQUIRED FOR BUILDINGS ERECTED AND USED FOR RESIDENTIAL PURPOSES SHALL BE NOT LESS THAN 10 PERCENT OF THE LOT WIDTH, BUT NEED NOT EXCEED FIVE FEET AND SHALL BE NOT LESS THAN THREE FEET. ONE FOOT SHALL BE ADDED TO THE WIDTH OF SUCH SIDE FOR EACH STORY ABOVE THE SECOND STORY, BUT SUCH SIDE YARD NEED NOT EXCEED 16 FEET IN WIDTH.

SETBACK REQUIREMENTS FOR C2 ZONE

FRONT YARD: NONE REQUIRED

SIDE AND REAR YARD:

NOT REQUIRED FOR BUILDINGS ERECTED AND USED EXCLUSIVELY FOR COMMERCIAL PURPOSES.

FOR ALL PORTIONS OF BUILDINGS ERECTED AND USED FOR RESIDENTIAL PURPOSES, SIDE AND REAR YARD CONFORMING TO THE REQUIREMENTS OF THE R4 ZONE (SECTION 12.11 C.2. AND 3.) SHALL BE PROVIDED AND MAINTAINED AT THE FLOOR LEVEL OF THE FIRST STORY USED IN WHOLE OR IN PART FOR RESIDENTIAL PURPOSES.

MAXIMUM STRUCTURE HEIGHT: UNLIMITED

REFERENCE

THIS SURVEY IS BASED ON THE PRELIMINARY REPORT FOR TITLE INSURANCE PREPARED BY:

CHICAGO TITLE COMPANY

ORDER NO. 111708505-JP
EFFECTIVE DATE: JULY 24, 2017

LEGAL DESCRIPTION

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

PARCEL 1:

LOT 10 IN BLOCK 3, IN THE SHATTO PLACE TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6 PAGE 86 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2:

LOTS 11 AND 12 IN BLOCK 3, IN THE SHATTO PLACE TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6 PAGE 86 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ASSESSOR'S PARCEL NO: 5077-004-033

EXCEPTIONS

(#) INDICATES EXCEPTIONS SHOWN HEREON, *INDICATES SURVEYOR'S NOTE.*

1. PROPERTY TAXES, WHICH ARE A LIEN NOT YET DUE AND PAYABLE, INCLUDING ANY ASSESSMENTS COLLECTED WITH TAXES TO BE LEVIED FOR THE FISCAL YEAR 2017-2018.
2. PROPERTY TAXES, INCLUDING ANY PERSONAL PROPERTY TAXES AND ANY ASSESSMENTS COLLECTED WITH TAXES, ARE PAID.
3. THE LIEN OF SUPPLEMENTAL OR ESCAPED ASSESSMENTS OF PROPERTY TAXES, IF ANY.
4. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS.
5. COVENANTS, CONDITIONS AND RESTRICTIONS, AS SET FORTH IN THE DOCUMENT RECORDED IN BOOK 1029 PAGE 120, OF DEEDS.

(6) EASEMENT FOR POLE LINES AND CONDUITS PURPOSES AND RIGHTS INCIDENTAL THERETO, RECORDED IN BOOK 5335 PAGE 163, OF OFFICIAL RECORDS. *AFFECTS EAST 5 FEET OF LOT 10.*

7. REFERS TO EXCEPTIONS TO COVENANTS, CONDITIONS AND RESTRICTIONS.

(8) EASEMENT FOR POLE LINES AND CONDUITS PURPOSES AND RIGHTS INCIDENTAL THERETO, RECORDED IN BOOK 4584 PAGE 125, OF DEEDS. *AFFECTS EAST 5 FEET OF LOT 12.*

9. REFERS TO EXCEPTIONS TO COVENANTS, CONDITIONS AND RESTRICTIONS.

(10) EASEMENT FOR POLE LINES AND CONDUITS PURPOSES AND RIGHTS INCIDENTAL THERETO, RECORDED IN BOOK 4591 PAGE 25, OF DEEDS. *AFFECTS EAST 5 FEET OF LOT 11.*

11. REFERS TO EXCEPTIONS TO COVENANTS, CONDITIONS AND RESTRICTIONS.

(12) EASEMENT IN FAVOR OF THE CITY OF LOS ANGELES, SUCCESSOR TO LOS ANGELES, GAS & ELECTRIC CORP. FOR POLE LINES AND CONDUITS PURPOSES AND RIGHTS INCIDENTAL THERETO, RECORDED IN BOOK 15520 PAGE 252, OF OFFICIAL RECORDS. *AFFECTS REAR 3 FEET OF LOTS 10, 11, AND 12.*

(13) EASEMENT IN FAVOR OF THE CITY OF LOS ANGELES, SUCCESSOR TO LOS ANGELES GAS AND ELECTRIC CORP. FOR POLE LINES AND CONDUITS PURPOSES AND RIGHTS INCIDENTAL THERETO, RECORDED IN BOOK 15526 PAGE 209, OF OFFICIAL RECORDS. *AFFECTS REAR 5 FEET OF LOTS 10, 11, AND 12.*

14. AN OIL AND GAS LEASE, RECORDED APRIL 1, 1964, AS INSTRUMENT NO. 4442, OF OFFICIAL RECORDS.
15. A DEED OF TRUST TO SECURE AN INDEBTEDNESS IN THE AMOUNT OF $4,500,000.00.
16. AN ASSIGNMENT OF ALL MONEYS DUE, OR TO BECOME DUE AS RENTAL OR OTHERWISE FROM SAID LAND, TO SECURE PAYMENT OF AN INDEBTEDNESS UPON THE TERMS AND CONDITIONS THEREIN. RECORDED JUNE 2, 2015 AS RECORDING NO. 2015-641080, OF OFFICIAL RECORDS.
17. ANY RIGHTS OF THE PARTIES IN POSSESSION OF A PORTION OF, OR ALL OF, SAID LAND, WHICH RIGHTS ARE NOT DISCLOSED BY THE PUBLIC RECORDS.
18. MATTERS WHICH MAY BE DISCLOSED BY AN INSPECTION AND/OR BY A CORRECT ALTA/ACSM LAND TITLE SURVEY OF SAID LAND THAT IS SATISFACTORY TO THE COMPANY, AND/OR BY INQUIRY OF THE PARTIES IN POSSESSION THEREOF.
19. ANY INVALIDITY OR DEFECT IN THE TITLE OF THE VESTEES IN THE EVENT THAT THE TRUST REFERRED TO HEREIN IS INVALID OR FAILS TO GRANT SUFFICIENT POWERS TO THE TRUSTEE(S) OR IN THE EVENT THERE IS A LACK OF COMPLIANCE WITH THE TERMS AND PROVISIONS OF THE TRUST INSTRUMENT.

BENCHMARK

FOUND SPIKE ON WEST CURB OF VERMONT AVENUE; 3 FEET NORTH OF BCR NORTH OF 6TH STREET.

ELEVATION: 241.166 NAVD 1988

ABBREVIATIONS

ASPH.	ASPHALT PAVEMENT
BBALL	BASKETBALL
BFD	BACKFLOW DEVICE
BLDG	BUILDING
C/L	CENTERLINE
CLR.	CLEAR OF
CONC.	CONCRETE
COR.	CORNER
E.	EAST OF
ELEC.	ELECTRICAL
EMH	ELECTRICAL MANHOLE
ENCR.	ENCROACHMENT
ESTAB.	ESTABLISHED
FD.	FOUND
L/T	LED & TACK
MON.	MONUMENT
N.	NORTH
PP	POWER POLE
P/L	PROPERTY LINE
(R)	RECORD
RET.	RETAINING WALL
R/W	RIGHT OF WAY
S.	SOUTH
MON.	MONUMENT
S.F.	SQUARE FEET
SL	STREET LIGHT
SLPB	STREET LIGHT PULL BOX
TSPB	TRAFFIC SIGNAL PULL BOX
TS	TRAFFIC SIGNAL
UPB	UTILITY PULL BOX
W.F.	WROUGHT IRON FENCE
WM	WATER METER

LEGEND

BOUNDARY
RIGHT OF WAY
CENTERLINE
LOTLINE
LANDSCAPE
(#) PARKING STALLS

PARKING

TOTAL NUMBER OF DESIGNATED PARKING STALLS: 45 SPACES
INCLUDING 2 HANDICAP PARKING SPACES

STREET DESIGNATION

CITY OF LOS ANGELES MOBILITY PLAN 2035

STREET	DESIGNATION	ROW WIDTH	ROAD WIDTH
SHATTO PLACE	LOCAL STREET - STANDARD	60 FEET	36 FEET
6TH STREET	AVENUE II	86 FEET	56 FEET

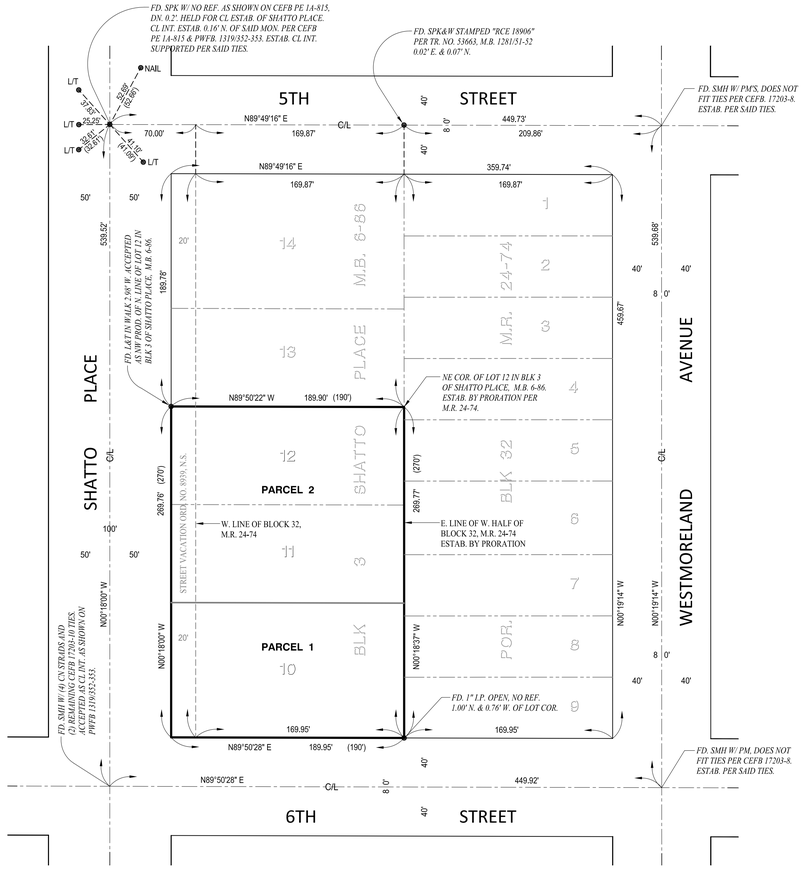
ENCROACHMENTS

(1) CURB WALL ENCROACHES 0.09' NORTH OF PROPERTY LINE.

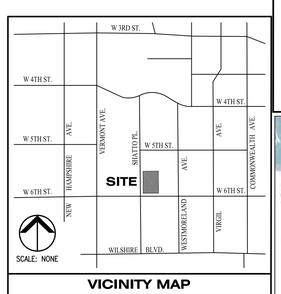
(2) CURB ENCROACHES 0.32' NORTH OF PROPERTY LINE.

N

0 10 20
SCALE IN FEET
1"=20'



BOUNDARY ESTABLISHMENT
SCALE: 1"= 50'



VICINITY MAP

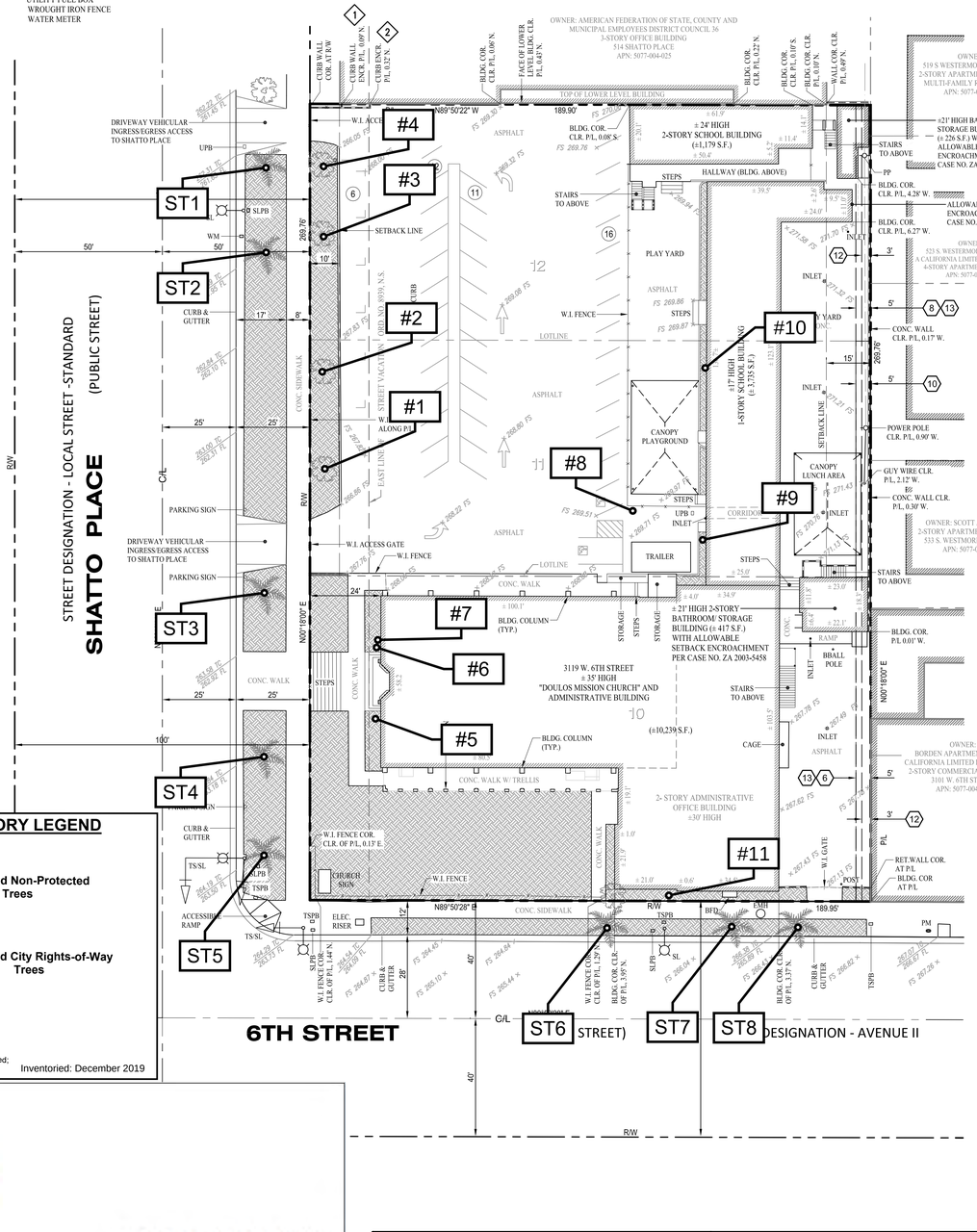
TREE INVENTORY LEGEND

(#) Inventoried Non-Protected Trees

(ST) Inventoried City Rights-of-Way Trees

NOTE: Trees were not professionally surveyed; their locations are representational only.

Inventoried: December 2019



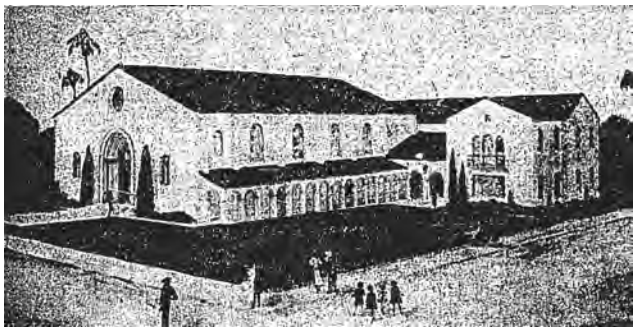
TREE LOCATION EXHIBIT
TF SHATTO LP
514 & 550 SHATTO PLACE, CHATSWORTH, CA. 90020
Prepared For: Forme Development
517-1177 W. Hastings Street, Vancouver, BC V6E 2K3
www.cycarlberg.com
Revised September 2020 By: J. Sanchez

PREPARED BY:
KHR ASSOCIATES
CONSULTING ENGINEERS/SURVEYORS/PLANNERS
20411 SW Birch Street - Suite 310
Newport Beach, California 92660
(949) 756-6440 Fax (949) 756-6444

ALTA/NSPS LAND TITLE SURVEY
3119 W. 6TH STREET
CITY OF LOS ANGELES, CALIFORNIA

SCALE: 1"= 20'	DATE: 9/22/17	DRAWN BY: L.C.	CHECKED BY: J.H.K.
REVISION DATE: 10/10/2017	JOB NO: 6457007	SHEET NO. 1 OF 1	

Appendix D
Historical Resources Assessment



HISTORICAL RESOURCES TECHNICAL REPORT – ADDENDUM

514-550 S. Shatto Place, Los Angeles
September 2020

HISTORIC RESOURCES GROUP
12 S. Fair Oaks Avenue, Suite 200, Pasadena, CA 91105-3816
Telephone 626 793 2400, Facsimile 626 793 2401
www.historicresourcesgroup.com

PREPARED FOR

Holland & Knight
400 S. Hope Street, 8th Street
Los Angeles, CA 90071

HISTORICAL RESOURCES TECHNICAL REPORT – ADDENDUM

514-550 S. Shatto Place, Los Angeles

HISTORIC RESOURCES GROUP

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Appendix B: Sanborn Fire Insurance Maps

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1.0 EXECUTIVE SUMMARY

The Applicant is proposing revisions to the previously approved project (the "Approved Project") on the property located at 550 S. Shatto Place in the City of Los Angeles (the "Approved Project Site"). This report is intended as an addendum to the Historical Resources Technical Report dated April 25, 2019, prepared for the Approved Project. Since the Project was approved, the Applicant has acquired the adjacent parcel at 514 S. Shatto Place and has redesigned the Approved Project to incorporate the additional parcel (the "Modified Project"). The purpose of this report is to evaluate the existing building at 514 S. Shatto Place to determine if historical resources as defined by the California Environmental Quality Act ("CEQA")[1] are present on the parcel and, if so, to identify potential impacts to historical resources by the Modified Project. In addition, this report documents the differences between the Approved Project and the Modified Project and evaluates potential impacts to historical resources on the Project Site and in the vicinity as a result of the Modified Project.

This report is intended to provide information about the Modified Project and serve as an addendum to the previous Historical Resources Technical Report to inform environmental review of the Modified Project. It evaluates only those potential impacts that may result from the changes proposed in the Modified Project; all other aspects of the evaluation of those elements of the Approved Project that are not affected by the Modified Project, including determination of potential impacts and recommended mitigation, remain valid.

The four-story commercial building at 514 S. Shatto Place was not identified as significant by SurveyLA. This report re-evaluates the building for potential historical significance, based on an observation of existing conditions, primary and secondary source research related to the history of the property, review of the relevant historic contexts, and an analysis under the eligibility criteria and integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument. As a result of this analysis, this report confirms the SurveyLA finding that the building is not significant. Therefore, it is not considered a historical resource for the purposes of CEQA.

As a result of this analysis we have determined that, with the implementation of the mitigation measure recommended in the Historical Resources Technical Report for the

[1] California PRC, Section 21084.1.

Approved Project, the Modified Project will not result in significant adverse impacts to potential historical resources on the Project Site or in the immediate Project vicinity as defined by CEQA.

Project Location

The expanded Project Site is located at 514-550 S. Shatto Place (alternate address: 3119 W. 6th Street; APNs 5077-004-025 and 5077-004-033), within the Wilshire Community Plan Area ("CPA") of Los Angeles. The Project Site now comprises four parcels, three of which are tied (APN 5077-004-033).

A site map is included in Figure 1.

Description of Modified Project[2]

TF Shatto LP, the Applicant, proposes to develop a mixed-use development project known as 514-550 S. Shatto Place (Project) on an approximately 66,411-square-foot (1.52-acre) site (Project Site) in the Wilshire Community Plan area of the City. The Project Site is located at 514, 522, 530, and 550 South Shatto Place, and 3119 West 6th Street, and is composed of four lots with the Assessor Parcel Numbers (APN) 5077-004-025 and 5077-004-033. The area is characterized by a mixture of commercial, institutional, and residential uses in a variety of scales and from various periods of development, including new Los Angeles County facilities to the west. The Project Site is bounded by Shatto Place on the west and West 6th Street on the south. Immediately to the east are residential uses, and beyond that is South Westmoreland Avenue. Immediately to the north are office uses, and farther to the north is West 5th Street.

The Project Site is currently occupied by the New Covenant Academy, a private school serving grades K–12, and a four-story office building. The Project Site is developed with an approximately 12,800-square-foot "L-shaped" former church building (church building) that fronts West 6th Street. It was originally constructed for the First English Evangelical Lutheran Church, and currently used by the New Covenant Academy as a basketball court; a one-story school classroom building; a two-story classroom building; a restroom and storage facilities; and surface parking. At 514 S. Shatto, there is a four story, concrete-framed, mid-rise, multi-tenant office building with at-grade parking. The total amount of existing development on the Project Site is approximately 47,031 square feet gross area. Except for the existing former church building, all existing buildings on the Project Site will be demolished.

On the northern portion of the Project Site, the Project would include a new high-rise building containing 367 residential units over a two-story, L-shaped podium. At its

[2] Description of Modified Project provided by Applicant.

ground floor facing a central landscaped plaza, a residential lobby will be on the north and commercial units on the east. Of the 367 total dwelling units, 42 units would be designated as restricted affordable housing (5% for Extremely Low Income households and 6% for Very Low Income households). On the southern portion of the Project Site, the Project would include the retention and rehabilitation of the church. This building would be converted into 19,972 square feet of restaurant uses. It would include outdoor patios fronting West 6th Street and in the central plan north of it. Overall, the Project would include approximately 440,442 square feet of building area and a floor-area ratio (FAR)[3] of 6 to 1.

Recreational and outdoor areas for the Project's residential uses would include three areas on levels 2, 3, and 40 of the new mixed-use building. On level 2, an exterior dog run and interior dog care area is provided. On level 3, community rooms and gym/fitness center are provided with approximately 27,000 square feet of landscaped amenity deck with swimming pool. At the rooftop level 40, additional communal rooms and landscaped areas are provided.

On the ground floor, a publicly accessible landscaped plaza of approximately 14,650 square feet of area is centered on the Project Site. At the corner of Shatto Place and West 6th Street, perimeter landscaping and restaurant uses would surround the church structure. In total, the Project would provide approximately 146,103 square feet of open space of which, 33,019 square feet would be Los Angeles Municipal Code (LAMC)-credited open space. In the private balconies, approximately 91,300 square feet of outdoor space is provided, of which 16,509 square feet would be LAMC-credited private open space.

Up to approximately 470 vehicle parking spaces would be located within four subterranean levels and at the ground level. The subterranean parking would be located directly below the new residential and commercial components; no subterranean parking would be located below the retrofitted former church building. Bicycle parking spaces pursuant to the LAMC would be provided on-site. The residential parkade entrance and drop-off would be accessed from the main driveway on Shatto Place near the north property line. Vehicle access to loading areas for the residential tower and restaurant would be from a service entrance along West 6th Street. There would also be a passenger loading/drop-off location accessed via a driveway off Shatto Place northerly of the new central plaza.

[3] FAR expresses the relationship between the amount of useable floor area permitted in a building (or buildings) and the area of the lot on which the building stands. It is obtained by dividing the floor area of a building as defined by LAMC Section 12.03 by the buildable area of the lot.

Revisions to the Adaptive Re-use of First English Evangelical Lutheran Church

The Modified Project, like the Approved Project, will rehabilitate the former First English Evangelical Lutheran Church building for new use as restaurant space.

The alterations to the church building as proposed in the Modified Project differ from the Approved Project in four elements: the Modified Project omits the exterior elevator and lobby addition on the north façade, proposed by the Approved Project, and instead installs an interior elevator within the former First English Evangelical Lutheran Church building; the Modified Project adds a metal-and-glass screen at the north façade of the former Church building to highlight the entrance from the parking garage elevator to the church; the Modified Project expands the proposed new openings on the north façade to accommodate wide, bi-folding glass doors to open the former sanctuary to a new outdoor dining area; and the Modified Project adds a new second floor within the double-height nave of the former Church.

See Table 1, below, for a comparison of the Modified Project with the Approved Project.

APPROVED PROJECT	MODIFIED PROJECT
Proposed Mixed-Use High-Rise Building	
222,944 square foot mixed-use high-rise	420,470 square foot mixed-use high-rise
Maximum height 341 feet (31 stories) plus mechanical equipment and rooftop appurtenances	Maximum height 483 feet (40 stories) plus mechanical equipment and rooftop appurtenances
Maximum 256 residential units (incl. 252 apartments and 4 townhomes)	Maximum 367 residential units
29 affordable units	42 affordable units
2,507 square feet office uses	11,965 square feet office uses
	4,463 square feet restaurant uses
Vehicle access (ingress/egress) provided from one entrance along Shatto Place, appx. midway along westerly property line	Vehicle access (ingress/egress) provided via driveway near north property line, accessed from Shatto Place; passenger drop-off area along Shatto Place located appx. midway along west property line
On-site loading area also accessible via entrance along Shatto Place	On-site loading area accessible via service entry at southeast corner of Project Site, accessed from 6th Street
329 parking spaces in four subterranean levels and at ground level	470 parking spaces in four subterranean levels and at ground level
Long- and short-term bicycle parking provided	Long- and short-term bicycle parking provided
Ground floor: Four office spaces, five parking stalls, residential lobby, and office	Ground floor: Publicly accessible landscaped plaza with restaurant pavilion; lobby, office space, restaurant space, mechanical equipment rooms, trash room, mail room, long- and short-term bike parking, and customer station at loading dock in rear
Level 2: Outdoor and indoor amenity spaces; townhouses	Level 2: Outdoor and indoor amenity spaces; office space
Level 3-27: Apartment units	Level 3: Outdoor and indoor amenity spaces; pool
Level 28-29: Penthouse apartments	Level 4-12: Co-living apartment units
Level 30-31: Additional amenity areas; pool	Level 13-37: Typical apartment units
	Level 38: Sub-penthouse apartments
	Level 39: Penthouse apartments
	Level 40: Additional outdoor and indoor amenity areas
Exterior materials: aluminum framed window system c/w sealed vision glass and spandrel glazing unit; glazed aluminum guardrail; architectural metal screen; painted	Exterior materials: aluminum glazing system; frosted glass; metal and glass guardrails; exposed concrete; expanded metal panels; perforated screen; colored tile

APPROVED PROJECT	MODIFIED PROJECT
concrete	
Separated from church by driveway	Separated from church by publicly accessible plaza and stepping up from two-story podium
Merger and re-subdivision of site into single ground lot and four airspace lots	Merger and re-subdivision of site into single ground lot and four airspace lots
Adaptive Re-use of Existing Church	
12,800 square feet of restaurant uses	19,972 square feet of restaurant uses[4]
	Addition of new second floor area within double-height nave of former Church
Addition of elevator and small lobby at north façade	Elimination of exterior addition to north façade; elevator accommodated within existing building
New access ramp leading from Shatto Place to new accessible entrance/egress doors on north façade	New access ramps leading from 6th Street and Shatto Place to new accessible entrance/egress doors on north façade
Addition of wide bi-folding glass doors between buttresses on south façade to open former sanctuary to arcade and new dining patio	Addition of floor-to-ceiling windows and bi-folding glass doors between buttresses on south façade at interior wall of arcade
	Addition of wide bi-folding glass doors between buttresses on north façade to open former sanctuary to new outdoor dining area
Replacement of existing paneled wood doors at main entrance with new glass doors (original doors stored on site)	Replacement of existing paneled wood doors at main entrance with new glass doors (original doors stored on site)
	Addition of patterned steel screens and gate at south side of west façade
Replacement of existing stained glass with new stained glass in new pattern within existing window sash	Replacement of existing stained glass with new stained glass in new pattern within existing window sash
Addition of two new windows at second story on south façade	Addition of two new windows at second story on south façade
Replacement of two pairs of wood doors on east façade with glass doors	Replacement of one pair of wood doors on east façade with new glass storefront
	Addition of new window and glass façade screen system over original window openings on east façade
	Reorientation of existing exterior stair and addition of door at second floor of east façade

[4] The Modified Project includes restaurant space in a new second floor created within the nave of the Church.

APPROVED PROJECT	MODIFIED PROJECT
	Replacement of door with window at second floor of east façade
Addition of two skylights on east side of roof	Addition of two skylights on east side of roof
Addition of two skylights on north side of roof	Addition of two skylights on north side of roof
Addition of mechanical equipment on east façade and intake and exhaust vents on north and east façades	Addition of mechanical equipment on east façade and intake and exhaust vents on north and east façades
Addition of gateway at southeast corner of church building along 6th Street, constructed of metal and glass, including a stained-glass screen wrapping the southeast corner of the church building at the second story	Addition of gateway at southeast corner of church building along 6th Street, constructed of metal and glass, including a stained-glass screen wrapping the southeast corner of the church building at the second story

Project Site outlined in red; parcel delineations indicated in yellow. 514 Shatto Place shaded in blue.

550 S. Shatto Place was evaluated in the Historical Resources Technical Report for the Approved Project and was identified as a historical resource as defined by CEQA; it is not re-evaluated herein. Subsequent to approval of the Approved Project, the Applicant acquired the adjacent property at 514 S. Shatto Place. That property is evaluated in this report for potential historical significance using integrity thresholds and eligibility criteria for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument. The field methods and analysis are based on guidance from the National Park Service, the California Office of Historic Preservation, and the City of Los Angeles Office of Historic Resources for evaluating potential historic resources; and an identification of physical features and historic integrity ascertained during the site visit and through building records.

This report was prepared using sources related to the history and development of the property. The following sources were consulted:

- Building permits
- Historic newspaper articles
- Historic aerial photography
- Sanborn Fire Insurance maps
- Other primary and secondary sources relevant to the history of the site
- Survey Report for the Wilshire Community Plan Area for description and survey findings of the area

Research, field inspection, and analysis were performed by Christine Lazzaretto, Managing Principal; John LoCascio, AIA, Principal; and Molly Iker-Johnson, Associate Architectural Historian/Staff Photographer, all of whom meet the Secretary of the Interior's Professional Qualifications Standards in their respective fields. Resumes are included in Appendix E.

Historical Resources under CEQA

CEQA requires that environmental protection be given significant consideration in the decision-making process. Historical resources are included under environmental protection. Thus, any project or action which constitutes a substantial adverse change on a historical resource also has a significant effect on the environment and shall comply with the State CEQA Guidelines.

When the California Register of Historical Resources was established in 1992, the Legislature amended CEQA to clarify which cultural resources are significant, as well as which project impacts are considered to be significantly adverse. A "substantial adverse change" means "demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

CEQA defines a historic resource as a resource listed in, or determined eligible for listing, in the California Register of Historical Resources. All properties on the California Register are to be considered under CEQA. However, because a property does not appear on the California Register does not mean it is not significant and therefore exempt from CEQA consideration. All resources determined eligible for the California Register are also to be considered under CEQA.

The courts have interpreted CEQA to create three categories of historic resources:

- *Mandatory historical resources* are resources "listed in, or determined to be eligible for listing in, the California Register of Historical Resources."
- *Presumptive historical resources* are resources "included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1" of the Public Resources Code, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.
- *Discretionary historical resources* are those resources that are not listed but determined to be eligible under the criteria for the California Register of Historical Resources.[5]

[5] League for the Protection of Oakland's Architectural and Historic Resources vs. City of Oakland, 52 Cal. App. 4th 896, 906-7 (1997)

To simplify the first three definitions provided in the CEQA statute, an historic resource is a resource that is:

- Listed in the California Register of Historical Resources (California Register);
- Determined eligible for the California Register by the State Historical Resources Commission; or
- Included in a local register of historic resources.

Section 15064.5 of the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3) supplements the statute by providing two additional definitions of historical resources, which may be simplified in the following manner. An historic resource is a resource that is:

- Identified as significant in an historical resource survey meeting the requirements of Public Resources Code 5024.1(g);
- Determined by a Lead Agency to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, this category includes resources that meet the criteria for listing on the California Register (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4852).

The fact that a resource is not listed in, or determined eligible for listing in, the California Register, not included in a local register of historic resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, does not preclude a lead agency from determining that the resource may be an "historic resource" for purposes of CEQA.

Properties formally determined eligible for listing in the National Register of Historic Places are automatically listed in the California Register. Properties designated by local municipalities can also be considered historic resources. A review of properties that are potentially affected by a project for historic eligibility is also required under CEQA.

Historic Designations

Historic resources may be designated at the federal, state, and local levels. Properties located in the City of Los Angeles can be listed in the National Register of Historic Places, listed in the California Register of Historical Resources, and/or designated as City of Los Angeles Historic-Cultural Monuments or Historic Preservation Overlay Zones. In order for a property to qualify for historic listing or designation, it must meet one or

more identified criteria for evaluation. The property must also retain sufficient historic integrity to evoke the sense of place and time with which it is historically associated.

National Register of Historic Places

The National Register of Historic Places was authorized by the National Historic Preservation Act of 1966 to serve as an authoritative guide to the nation's historic places worthy of preservation.[6] The National Register Program is administered by the National Park Service, U.S. Department of the Interior.

To be eligible for listing and/or listed in the National Register, a resource must possess significance in American history and culture, architecture, or archaeology. Listing in the National Register is primarily honorary and does not in and of itself provide protection of a historic resource. The primary effect of listing in the National Register on private owners of historic buildings is the availability of financial and tax incentives. In addition, for projects that receive Federal funding, a clearance process must be completed in accordance with Section 106 of the National Historic Preservation Act. Furthermore, state and local regulations may apply to properties listed in the National Register.

The criteria for listing in the National Register follow established guidelines for determining the significance of properties. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.[7]

[6] 36CFR60, Section 60.2.
[7] 36CFR60, Section 60.3. Criterion D addresses potential archaeological resources, which is outside the scope of this assessment.

Historic Significance

As defined by the National Park Service, *historic significance* is "the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, state, or the nation."[8] It is achieved in several ways:

- Association with important events, activities or patterns
- Association with important persons
- Distinctive physical characteristics of design, construction, or form
- Potential to yield important information

A property may be significant individually or as part of a grouping of properties.

Integrity

In addition to meeting any or all of the designation criteria, eligible properties must also possess historic *integrity*. Historic integrity is the ability of a property to convey its significance and is defined as "the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."[9]

The National Register recognizes seven aspects or qualities that comprise integrity: location, design, setting, materials, workmanship, feeling, and association. These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event took place.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

[8] U.S. Department of the Interior, *National Register Bulletin 16A: How to Complete the National Register Registration Form* (Washington D.C.: National Park Service, 1997), 3.
[9] *National Register Bulletin 16A*, 4.

- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.[10]

California Register of Historical Resources

The California Register of Historic Resources is an authoritative guide to the state's significant historic resources. For a property to be considered eligible for listing in the California Register, it must be found to be significant under at least one of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California or national history; or
3. It embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.[11]

For integrity purposes, a resource eligible for listing in the California Register must retain enough of its historic character or appearance to be recognizable as a historical resource and to convey the reason(s) for its significance. It is possible that a resource lacking sufficient integrity for listing in the National Register may still be eligible for the California Register.[12]

[10] U.S. Department of the Interior, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: National Park Service, 1995), 44-45.
[11] Criterion 4 addresses potential archaeological resources, which is outside the scope of this assessment.
[12] State of California Department of Parks and Recreation, "California Office of Historic Preservation Technical Assistance Series #6: California Register and National Register: A Comparison" (Sacramento, CA: Office of Historic Preservation, 2011).

City of Los Angeles Historic-Cultural Monuments

The City of Los Angeles Cultural Heritage Ordinance, enacted in 1962 and amended in 2018, allows for the designation of buildings and sites as individual local landmarks in the City of Los Angeles, known as "Historic-Cultural Monuments" (HCMs).

Section 22.171.7 of Article 1, Chapter 9, Division 22 of the City of Los Angeles Administrative Code defines a Historic-Cultural Monument as "any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles." A proposed Monument may be designated by the City Council upon the recommendation of the Cultural Heritage Commission if it meets at least one of the following criteria:

1. Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;

2. Is associated with the lives of historic personages important to national, state, city, or local history; or

3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.[13]

Designation as a Historic-Cultural Monument is "reserved for those resources that have a special aesthetic, architectural, or engineering interest or value of a historic nature."[14] For integrity purposes, a resource eligible for local designation should retain enough of its historic character or appearance to convey the reason(s) for its significance.

[13] Los Angeles Administrative Code (LAAC) Article 1, Chapter 9, Division 22; Added by Ordinance No. 178,402, effective 4-2-07; Amended by Ordinance 185,472, effective 4-28-18.
[14] City of Los Angeles, Department of City Planning, Office of Historic Resources, "What Makes a Resource Significant?" Office of Historic Resources Info Brief, https://planning.lacity.org/odocument/fcd76b35-7140-48ef-ad50-2506f270d0d8/Info%20Brief%20What%20Makes%20a%20Resource%20Significant.pdf (accessed June 2020).

SurveyLA

SurveyLA is the City of Los Angeles' citywide survey of historic resources, conducted in accordance with the standards and guidelines set forth by the National Park Service and the California State Office of Historic Preservation, and overseen by the City's Office of Historic Resources. Properties surveyed as part of SurveyLA were evaluated for eligibility for listing in the National Register of Historic Places, the California Register of Historical Resources, and for designation as City of Los Angeles Historic-Cultural Monuments. The Project Site is located in the Wilshire CPA, which was surveyed in 2014.[15] The property at 514 S. Shatto Place was not identified as a potential historical resource by SurveyLA.

As noted in the Historical Resources Technical Report for the Approved Project, the 1936 church building at 550 S. Shatto Place was identified as individually eligible for listing in the National Register, California Register, and as a City of Los Angeles Historic-Cultural Monument in SurveyLA. The building at 514 S. Shatto Place was not identified as a potential historical resource in the Project Vicinity as part of that study.

Built Environment Resources Directory (BERD)

The California Office of Historic Preservation (OHP) maintains the Built Environment Resources Directory (BERD), a database of previously evaluated resources throughout the state. The BERD contains information only for cultural resources that have been processed through OHP. This includes resources reviewed for eligibility to the National Register of Historic Places and the California Historical Landmarks programs through federal and state environmental compliance laws, and resources nominated under federal and state registration programs. The commercial building at 514 S. Shatto Place is not listed in the BERD.[16]

[15] City of Los Angeles, Department of City Planning, Office of Historic Resources, *SurveyLA Historic Resources Survey Report: Wilshire Community Plan Area*, prepared by Architectural Resources Group, January 2015.
[16] California Office of Historic Preservation, "Built Environment Resource Directory: Los Angeles County," 2020.

Wilshire Community Plan Area

The Project Site is located in the Wilshire neighborhood of the City of Los Angeles. In 1887, Henry Gaylord Wilshire, an entrepreneur from Ohio, purchased 35 acres west of present-day MacArthur Park in partnership with his brother, William.[17] They subdivided the land in 1895, envisioning a luxurious subdivision anchored by a wide, graveled avenue (present-day Wilshire Boulevard) that would connect present-day MacArthur and Lafayette Parks, and arranged a deal to build an intersecting boulevard (present-day Lafayette Park Place) if the City donated the land. These streets became the heart of a subdivision with generous lots, palm trees, and views of MacArthur Park and downtown Los Angeles.[18]

The Wilshire neighborhood developed steadily throughout the 1910s and 1920s, with large apartment buildings, resort hotels, and commercial buildings rising throughout the district. In the late 1920s, twenty-five blocks of Wilshire from MacArthur Park to Western Avenue were rezoned for commercial use, spurring a new era of rapid development in the eastern part of the Wilshire district. The neighborhood's commercial identity soon became one of affluence, newness, and convenience, in contrast to the older and more established downtown commercial district. The most potent symbol of the Wilshire district's glamour was the 1929 Bullock's Wilshire department store, one of the first businesses in Los Angeles designed to cater to customers arriving by car.

Large parking lots, service stations, automobile dealerships, drive-up markets, and drive-up coffee shops soon sprang up throughout the district. The neighborhood became known as Los Angeles' playground: recreational facilities were established throughout the district, and local dining and dancing institutions like the Brown Derby lured people to the Wilshire neighborhood.

Institutional development occurred early on along Wilshire Boulevard. High-profile institutional buildings developed alongside commercial buildings on the boulevard in the 1920s and 1930s. Religious organizations built new, massive houses of worship, such as the Wilshire Boulevard Temple and Immanuel Presbyterian Church, to serve local

[17] History of the Wilshire neighborhood adapted from Architectural Resources Group, *Historic Resources Survey Report: Wilshire Community Plan Area*, January 2015.
[18] In 1897, Wilshire Boulevard was extended to meet Vermont Avenue as it became Los Angeles' new western boundary; the road angled away from its original alignment with the downtown street grid to instead orient toward the cardinal directions. The final gap in the thoroughfare was eliminated in 1934, when Wilshire was pushed through MacArthur Park.

congregations. Smaller community organizations, financial institutions, and religious institutions established themselves along other commercial corridors.

The Wilshire district saw little commercial development during World War II. In the postwar years, however, Wilshire Boulevard's luxurious department stores, clubs, and restaurants were joined by office buildings housing high-profile corporations, earning Wilshire a new reputation as a business center. The 1957 lifting of the city's 150-foot height limit restriction led to towering skyscrapers, bringing a fundamental change to the built environment in the area. The postwar period saw a shift in the area's architectural identity, with many commercial and institutional buildings exhibiting sleek Modern styles rather than the more extravagant styles of previous decades.

Wilshire's reputation as a world-class business center continued through the 1970s, with dozens of new high-rise corporate buildings constructed in the neighborhood. However, it began to wane in the 1980s as corporations moved to less expensive and less congested San Fernando Valley and West Los Angeles neighborhoods. The district's prospects looked bleak until an infusion of capital from Korean investors arrived, transforming a portion of the Wilshire district into present-day Koreatown.

Koreatown[19]

Koreatown comprises a portion of the Wilshire neighborhood. This area of the city became known as Koreatown between 1970 and 1985, when Korean Americans and Latino Americans purchased and reused existing commercial buildings in the area around Olympic Boulevard and 8th Street. This influx of Korean commercial enterprise in the area transformed it into the center of a vibrant Korean American community.[20] Present-day Koreatown is roughly bounded by Beverly Boulevard on the north, Wilton Place and Crenshaw Boulevard on the west, Olympic Boulevard on the south, and Virgil and Westmoreland Avenues on the east.

In 1965, U.S. immigration policy underwent a substantial overhaul with the passage of the Immigration and Nationality Act (commonly known as the Hart-Celler Act), which

[19] Architectural Resources Group, Inc., *SurveyLA: Historic Resources Survey Report*, 6. This area was not known as Koreatown until the 1970s and 1980s. During its early development, the neighborhood was part of the Wilshire District. It should be noted that many of the smaller neighborhoods within the area now known widely as Koreatown do not identify themselves as "Koreatown."
[20] Architectural Resources Group, Inc., *SurveyLA: Historic Resources Survey Report*, 6.

effectively ended discriminatory immigration restrictions.[21] By rescinding policies that previously favored European immigration, a substantial influx of immigrants arrived from Latin America and Asia over the following years. At first, emigrants from Korea numbered several thousand, more than doubling the approximately 1,500 Koreans arriving each year prior to 1965.[22] However, by the early 1970s the numbers increased dramatically, with over 30,000 Korean immigrants entering the U.S. in 1976 alone.[23] By 1979, Los Angeles had the largest population of Koreans outside of Korea. This population, estimated at approximately 170,000, was largely concentrated in the Koreatown area.

As with other immigrant groups, recently-arrived Koreans gravitated towards established ethnic communities. This was especially true in Los Angeles, where Korean American cultural and economic institutions were concentrated in the old Koreatown neighborhood, and nearby commercial and residential rental rates were relatively low. Postwar suburban development drew many of the white residents from urban Los Angeles in a "white flight" migration that left the central areas under-occupied. At the same time, the opening of the Santa Monica Freeway (Interstate 10) in the mid-1960s replaced Olympic Boulevard as the main east-west connector and resulted in decreased traffic, higher vacancies, and more affordable commercial rents along the boulevard.[24] This pre-existing ethnic community and supporting institutions combined with the relative affordability of nearby areas and the rapid influx of immigrants with the capital to start commercial endeavors effectively created one of the highest concentrations of Korean people and institutions in the United States in present-day Koreatown.[25]

It does not appear that the commercial building at 514 S. Shatto Place has specifically been associated with the Korean community at any point in its history.

[21] Portions of this context are adapted from City of Los Angeles, Department of City Planning, "Context: Korean Americans in Los Angeles," in *SurveyLA: Los Angeles Historic Resources Survey Project, Draft Historic Context Statement,* September 2017.
[22] Hak-Hoon Kim, "Residential Patterns and Mobility of Koreans in Los Angeles County," (Master's thesis, California State University, Los Angeles, 1986), 10.
[23] Pyong Gap Min, "Korean Immigrants in Los Angeles," *California Immigrants in World Perspective: The Conference Papers* (Institute for Social Science Research, University of California, Los Angeles: April 1990), 3.
[24] Kim, "Residential Patterns," 56-57.
[25] Diana Sherman, "Largest Outside Korea: Korean Town's Extent, Population Grown Daily," *Los Angeles Times,* February 25, 1979.

Current Setting

514 S. Shatto Place is located on the east side of S. Shatto Place, between W. 5th and 6th Streets in what is now known as the Koreatown neighborhood of the City of Los Angeles. The property occupies lot 13 of block 3 of the Shatto Place Tract. The property is flanked to the north by a six-story commercial building, to the east by a two-story multi-family residential building and a surface parking area, and to the south by three institutional buildings and a surface parking area. The property faces a two-story institutional building directly across Shatto Place.

Architectural Description

The flat parcel is occupied by a four-story commercial building with minimal setbacks on all sides. There is a parking area accessed via a metal automotive gate at the first floor of the building; the fourth floor consists of a penthouse at the west side of the building. The building is Mid-century Modern in style with an I-shaped plan, simple massing, and asymmetrical composition. It has a flat roof with parapet and built-up roofing. Exterior walls are painted brick masonry, with tile cladding at the ground floor on the primary (west) façade, and cement plaster at the 4th floor. Fenestration consists of aluminum sash fixed windows at the second and third floors, recessed in vertical bands with projecting brick surrounds, and tiled spandrels at the west façade. There are fully-glazed metal frame storefront doors with a shared sidelight at the east façade of the 4th floor, providing access to the roof area. The building's primary entrance is asymmetrically located in the west façade and consists of a pair of fully-glazed metal frame doors with wide, floor-to-ceiling sidelights. The primary entrance is sheltered beneath a projecting flat-roofed canopy, and accessed from the sidewalk via an asphaltic concrete patio.

514 S. Shatto Place, view facing southeast.

514 S. Shatto Place, view facing east.

514 S. Shatto Place, view facing northeast.

514 S. Shatto Place, view facing southwest.

View of south and west façades, facing northeast.

View of west façade, facing east.

523 S. Westmoreland Ave., view facing west.

3901 W. 6th Street, view facing northwest.

Development History

In 1910, W.G.S. Hammond constructed a two-story, 49′ x 82′ single-family residence and a 20′ x 30′ detached garage at 514 S. Shatto Place.[26] In 1962, both the single-family residence and the detached garage on the parcel were demolished, and a four-story commercial building designed by architect Millard J. Archuleta, Jr. was constructed by C.L. Peck Contractor in their place.[27] At the time of its construction, the building was described as featuring "Italian white marble surrounding the main entrance with front vertical columns and window spandrels."[28]

At an unknown date, the white marble at the primary façade was removed and replaced with tile.[29]

Related Architects/Builders

Millard J. Archuleta, Jr.

Architect Millard Jess Archuleta, Jr., AIA, designed the office building at 514 S. Shatto Place in 1962. Archuleta was born in Longmont, Colorado, in 1929, and received his Associate of Arts degree from Los Angeles City College in 1957. He attended the University of Southern California from 1957 to 1958. Archuleta served as job captain at Welton Becket & Associates prior to joining the firm Burke, Kober & Nicolais in 1957, where he served as chief draftsman, and project manager.[30] Archuleta became a partner in that firm in 1961, and in 1967, the firm was renamed Burke, Kober, Nicolais & Archuleta ("BKNA").[31] By 1970, Archuleta was vice president of the firm.[32] Three years later, after Kober left to form his own practice, the firm was renamed Burke Nicolais Archuleta, with Archuleta serving as president.[33] In 1979, the firm was renamed Millard Archuleta Associates.[34]

[26] City of Los Angeles Department of Building and Safety building permit LA7395 and LA7396, September 13, 1910.
[27] City of Los Angeles Department of Building and Safety building permit LA18139, June 26, 1962; City of Los Angeles Department of Building and Safety building permit LA14749, July 6, 1962.
[28] "Contracting Firm in New Headquarters," *Los Angeles Times*, November 10, 1963.
[29] No building permits were found for these alterations, which were noted based on visual observation of existing conditions.
[30] George S. Koyl, FAIA, ed., "Archuleta, Millard J., Jr.," *American Architects Dictionary,* 2nd ed. (New York: R.R. Bowker Company, 1962), 18.
[31] "Real Estate & People," *Los Angeles Times*, March 9, 1967.
[32] "Sunrise Shopping Center Project Starts with a Bang," *Sacramento Bee,* November 10, 1970.
[33] "Three BKNA Chiefs Form New Company," *Los Angeles Times*, October 21, 1973.
[34] "Burke Nicolais Archuleta Will Change Name," *Los Angeles Times*, February 11, 1979.

Archuleta specialized in retail store and shopping center design and planning across the southwestern United States; Southern California works include the Montclair Plaza Shopping Center, the Promenade Shopping Center in Woodland Hills, Bullock's Fashion Square at Sherman Oaks and Santa Ana, and the Westlake Village Shopping Center.

Archuleta died in 2010, at the age of 80.

C.L. Peck Contractor

C.L. Peck Contractor constructed the building at 514 S. Shatto Place in 1962. Clair Leverett Peck, Sr. (1882-1971) was born in Michigan City, Indiana, a lumber dealer's son. He attended Purdue University in pursuit of a degree in engineering, and graduated after three years. He went on to pursue further education at Stanford University, and was an assistant professor of engineering there until 1906, when he moved to Los Angeles. In 1918, Peck founded C.L. Peck Contractor, a one-man organization run out of a small office in the Hellman Building. Peck was noted for his knowledge of reinforced concrete. Business "grew steadily, particularly when fireproof construction became mandatory."[35] Peck became known for his craftsmanship.

In 1962, C.L. Peck moved his company, C.L. Peck Contractor, and its subsidiaries, including Sanderling Equipment Company, C.L. Peck Construction & Realty Company, and C.L. Peck (an investment and securities partnership), into offices in a new building at 514 S. Shatto Place, which his company had constructed.[36]

At the time of his death in 1971 at the age of 89, C.L. Peck, Sr., was known as a "pioneer California contractor whose buildings have filled the Los Angeles skyline"[37] He had constructed "about 1,000 office buildings, hospitals, department stores, churches and industrial plants in Los Angeles County,"[38] including the Capitol Records tower, the Santa Monica Civic Auditorium, forty buildings along Wilshire Boulevard, Saks Fifth Avenue's first Los Angeles-area location, several buildings at the Forest Lawn Memorial Park in Glendale, and numerous shopping centers. The firm developed its reputation constructing office buildings, churches, and warehouses, eventually expanding into department stores and shopping malls.[39]

[35] "Clair L. Peck, Sr., Noted Builder, Dies," *Los Angeles Times*, April 24, 1971.
[36] "Contracting Firm in New Headquarters," *Los Angeles Times*, November 10, 1963.
[37] "Clair L. Peck, Sr., Noted Builder, Dies," *Los Angeles Times*, April 24, 1971.
[38] "Clair L. Peck, Sr., Noted Builder, Dies," *Los Angeles Times*, April 24, 1971.
[39] "Peck Named to School Board," *Los Angeles Times*, October 27, 1925.

C.L. Peck Contractor was acquired by Jones & Jones Construction in the 1980s, which is still in operation today.[40]

Mid-century Modern Architecture

The building at 514 S. Shatto Place was designed by architect Millard J. Archuleta in 1962 in the Mid-century Modern architectural style.

Mid-century Modern is a term used to describe the post-World War II iteration of the International Style in both residential and commercial design. The International Style was characterized by geometric forms, smooth wall surfaces, and an absence of exterior decoration. Mid-century Modern represents the adaptation of these elements to the local climate and topography, as well as to the postwar need for efficiently-built, moderately-priced homes. In Southern California, this often meant the use of wood post-and-beam construction. Mid-century Modernism is often characterized by a clear expression of structure and materials, large expanses of glass, and open interior plans.

The roots of the style can be traced to early Modernists like Richard Neutra and Rudolph Schindler, whose local work inspired "second generation" Modern architects like Gregory Ain, Craig Ellwood, Harwell Hamilton Harris, Pierre Koenig, Raphael Soriano, and many more. These post-war architects developed an indigenous Modernism that was born from the International Style but matured into a fundamentally regional style, fostered in part by *Art and Architecture* magazine's pivotal Case Study Program (1945-1966). The style gained popularity because its use of standardized, prefabricated materials permitted quick and economical construction. It became the predominant architectural style in the postwar years and is represented in almost every property type, from single-family residences to commercial buildings to gas stations.

According to the eligibility standards developed for SurveyLA, the character-defining features of Mid-century Modern commercial architecture include:[41]

- Direct expression of the structural system, often wood or steel post and beam
- Flat roof, at times with wide overhanging eaves
- Floor-to-ceiling windows, often flush-mounted metal framed
- Horizontal massing and simple, geometric volumes
- Unornamented wall surfaces

[40] "About Us: History," Jones & Jones Construction, https://jonesandjonesusa.com/about-us/heritage/history (accessed June 30, 2020).
[41] City of Los Angeles, Office of Historic Resources, *Architecture and Engineering, 1850-1980 Eligibility Standards,* 404.

City directories, historic newspaper articles, and building permits were consulted to compile a list of former owners and occupants of the commercial building on the Project Site. Based on the available ownership and occupancy information, research was conducted on each owner and occupant using available archival sources. Available biographical information is included below; a profile of C.L. Peck Contractor is included above.

There have been no known Korean American businesses located on the site, so despite the building's location in what is now known as Koreatown, the site is not historically associated with the Korean American community.

TABLE 2. OWNERSHIP/OCCUPANCY/USE HISTORY

DATE	OWNER/OCCUPANT	USE
1962-1971	C.L. Peck, Contractor & subsidiaries (owner)	Office
1963-1971	St. Paul Insurance Co. (occupant)	Office
1971-1987	Dow Jones & Co. (owner); Wall Street Journal (subsidiary)	Office
1976-1979	WorldWide Advertising (occupant)	Office
1977	Davies Associates Personnel Consultants (occupant)	Office
1979-1983	Extel Corporation (occupant)	Office
1980-1986	Adweek (occupant)	Office
1982	RBI (occupant)	Office
1987-1997	United Title Insurance Co. (owner)	Office
1987	Nihon Keizai Shimbun, Inc. (occupant)	Office
1997-2020	Coalition for Economic Survival (occupant)	Office
2001—2020	American Federation of State, County, and Municipal Employees District Council 36, Local 800 (owner)	Office

St. Paul Fire and Marine Insurance Company

The St. Paul Insurance Company leased office space at 514 S. Shatto Place from its completion in 1963 until C.L. Peck Contractor sold the building in 1971. The St. Paul

Fire and Marine Insurance Company was incorporated in St. Paul, Minnesota, in 1853.[42] Though the business faced challenges, including a financial panic and the American Civil War, during its first ten years of operation, by 1865 the company had expanded into the Canadian market, and had reorganized as a stock company. The company continued to expand throughout the remainder of the 19th century. By 1906, the St. Paul Insurance Company had expanded to California, where it covered damage from the San Francisco Earthquake and Fire that year. During World War I, St. Paul Insurance expanded overseas, issuing policies in Great Britain. In the 1920s, the company expanded its offerings with liability insurance, aircraft insurance, and surety bonds.

In 1957, St. Paul acquired the Western Life Insurance Company, adding life insurance to its products. Sales volumes increased, and the company acquired several general agencies to work with its independent agencies. In 1961 the St. Paul Insurance Company rebuilt and enlarged its Minnesota headquarters. During the 1960s, believing decentralizing would bring it closer to its clientele, the St. Paul Insurance Company developed over forty individual property and liability service centers nationwide, including the office at 514 S. Shatto Place in Los Angeles.

The company, Minnesota's oldest business, is still operating today. It is one of the oldest insurance companies in the United States.

Dow Jones & Company[43]

Dow Jones & Company purchased the building at 514 S. Shatto Place from C.L. Peck Contractor in 1971. The *Wall Street Journal* editorial staff and the Dow Jones & Company's administrative staff maintained their west coast offices in the building through 1987.[44]

Dow Jones & Company was founded in 1882 by Charles Dow, Edward T. Jones, and Charles Bergstretter. In 1889, they founded the *Wall Street Journal.* Dow was known for his ability to explain financial news to the public in an ethical and understandable manner. Believing investors needed a benchmark indication of the stock market, Dow created the Dow Jones Industrial Average ("DJIA" or "the Dow").[45] Although the

[42] Information on the St. Paul Insurance Company excerpted and adapted from "The St. Paul Companies, Inc.," encyclopedia.com, updated June 10, 2020, https://www.encyclopedia.com/social-sciences-and-law/economics-business-and-labor/businesses-and-occupations/st-paul-companies-inc (accessed June 26, 2020).
[43] History of Dow Jones largely adapted from "Dow Jones & Company, Inc. History," Funding Universe, http://www.fundinguniverse.com/company-histories/dow-jones-company-inc-history/ (accessed June 26, 2020).
[44] "Dow Jones Signs Lease for Office on Wilshire Boulevard," *Los Angeles Times*, November 1, 1987.
[45] "Who or What Is Dow Jones?" Investopedia, https://www.investopedia.com/ask/answers/who-or-what-is-dow-jones/ (accessed June 26, 2020).

company became best known for the publication of the Dow, its most dependably profitable venture was the *Wall Street Journal*.

Largely due to the success of the *Wall Street Journal*, the company flourished until the stock market crash of 1929, when it sustained substantial losses in circulation and advertising. By 1932, the company dropped the comma from its name, becoming Dow Jones & Company.

During World War II, the *Wall Street Journal* "became increasingly news oriented, as political and economic news became inextricably mixed with the fate of the markets."[46] Even after the end of the war, the *Journal*'s news orientation remained, and its readership expanded. By 1968, "the newspaper operation produced 94 percent of Dow Jones's profits, and it reached 1.5 million readers by 1978."[47]

After being Dow Jones & Company's most lucrative business for a century, the *Wall Street Journal* began to lose strength in the late 1980s. The October 1987 stock market crash had a negative impact on its advertisement revenue; the company countered flat revenues by redesigning the *Journal*, expanding it from two to three sections. As the market placed increasing emphasis on fast, computerized, and user-friendly news delivery, circulation of the *Journal* fell from a high of 2.11 million in 1983 to 1.95 million in 1989, a decrease of 7.5 percent.

Dow Jones & Company faced challenges during the early and mid-1990s, not the least of which was the relative lack of growth in the *Wall Street Journal*'s subscriber base. Although ad lineage had increased overall, high newsprint prices cut into profits for the paper until 1996, when advertising lineage increased 13.9 percent, circulation increased slightly, and newsprint prices leveled off. Perhaps most significant was the early success of *Wall Street Journal Interactive*, the online edition of the paper, launched in April 1996. With more than 70,000 subscribers by early 1997, it was the largest paid publication on the internet.

In the late 1990s, despite criticism that it had stagnated somewhat and was no longer capable of making quick decisions in the modern marketplace, Dow Jones continued to be a profitable company that had expanded into electronic publishing while remaining a

[46] "Dow Jones & Company, Inc. History," Funding Universe.
[47] "Dow Jones & Company, Inc. History," Funding Universe.

respected source of business information and journalism. In 2007, Dow Jones & Co. was purchased by Rupert Murdoch's News Corporation.[48]

Extel Corporation[49]

Extel Co. maintained offices at 514 S. Shatto Place from 1979 to 1983. The Exchange Telegraph Company, Ltd. (also known as Extel) was established in 1872 to distribute financial and business information from the London Stock Exchange and other commercial markets directly to subscribers. The company established ticker tape telegraph machines in places such as offices, clubs, and banks, providing a continuous stream of commercial information. The company introduced a parliamentary service in 1876, a general news service in 1879, and a legal news service in 1891. The business was so successful that by 1906 it had opened ten branches outside of London, and began operating worldwide by 1913. Over time, Extel grew into a leading news agency.

Extel was acquired by United Newspapers in 1987.[50] It was acquired several times after that, and was integrated into the Euromoney Institutional Investor Research business in 2018.[51]

American Federation of State, County, and Municipal Employees[52]

The American Federation of State, County, and Municipal Employees ("AFSCME") has had regional chapter offices at 514 S. Shatto Place since 2001. AFSCME was founded as the Wisconsin State Employees Union in 1932 by a small group of white-color, professional employees in Madison, Wisconsin. By 1935, similar associations had emerged in nineteen states. At the American Federation of Labor ("AFL") convention that year, the group was made a department of the American Federation of Government employees. The following year, the AFSCME was granted a charter by the AFL.

In 1938, AFSCME won its first bargaining agreement with a major city when 2,000 sanitation workers in Philadelphia went on strike to protest pay cuts and layoffs.

[48] Sarah Ellison and Matthew Karnitschnig, "Murdoch Wins His Bid for Dow Jones," *Wall Street Journal*, August 1, 2007.
[49] History of the Extel Corporation largely adapted from "The Extel Story," Extel Surveys, archived from the original at https://web.archive.org/web/20160807032738/https://www.extelsurveys.com//AboutUs/AboutUsHome.aspx (accessed June 29, 2020).
[50] "United Business Media plc History," Funding Universe, http://www.fundinguniverse.com/company-histories/united-business-media-plc-history/ (accessed June 29, 2020).
[51] "WeConvene today announces the sale of Extel to Euromoney," WeConvene, March 8, 2018, https://www.weconvene.com/news/press-releases/2018/03/weconvene-announces-sale-of-extel/ (accessed June 29, 2020).
[52] History of the AFSCME adapted from "About AFSCME: History," AFSCME, https://www.afscme.org/about/history (accessed June 29, 2020).

Throughout the 1930s and during World War II, the AFSCME focused on lobbying state legislatures to enact or strengthen civil service laws. Its membership increased dramatically, from 10,000 in 1936 to 73,000 in 1945. Membership passed 100,000 in 1955.

The AFSCME continued to grow and to win collective bargaining battles in the 1960s and 1970s. In 1961, President John F. Kennedy issued Executive Order 10988, legitimizing collective bargaining for federal employees. By December 1965, several states had enacted collective bargaining laws for public employees, and the AFSCME had reached 250,000 members. By the mid-1970s, over 60 independent employee associations were affiliated with the AFSCME.

In the 1980s, the AFSCME waged several successful strikes, but also faced some challenges from the federal government. In 1981, President Ronald Reagan broke a strike by the Professional Air Traffic Controllers Organization, effectively beginning an era of attacks on workers in both the public and private sectors. However, the same year, members of the AFSCME chapter in San Jose, California, were the first in United States history to strike for pay equity for women workers, a major milestone in the organization's history. By 1990, AFSCME membership surpassed 1.2 million.

The AFSCME continued to add members throughout the 1990s and 2000s, reaching 1.6 million by 2006. The group continues to fight to expand the right of public service workers. In 2019, the AFSCME secured collective bargaining for 40,000 family child care providers in California and 20,000 state employees in Nevada, the largest expansion of collective bargaining rights for state workers in the United States since 2003.

SurveyLA is the City of Los Angeles' citywide survey of historic resources, conducted in accordance with the standards and guidelines set forth by the National Park Service and the California State Office of Historic Preservation. Properties surveyed as part of SurveyLA were evaluated for eligibility for listing in the National Register of Historic Places, the California Register of Historical Resources, and for designation as a Los Angeles Historic-Cultural Monument.

Utilizing the contexts and themes developed by SurveyLA, the commercial building at 514 S. Shatto Place was re-evaluated within the following context/theme/property type combinations (CTPs):

Commercial Development

Context: Commercial Development, 1850-1980
Theme: Neighborhood Commercial Development, 1880-1980

The property is most appropriately evaluated as an example of 1960s commercial development in the Wilshire District; however, it does not represent an identified sub-theme within the commercial development context. Therefore, the property is evaluated for potential historic significance using established guidelines and integrity thresholds for evaluating post-World War II commercial development.

Significant People

Context: Commercial Development, 1850-1980
Theme: Commercial Merchants, Leaders, and Builders

The Commercial Merchants, Leaders, and Builders theme is used to evaluate resources associated with persons who made important contributions to, or played a significant role in, commercial development in Los Angeles. Eligibility standards developed for this theme are largely based on the National Register Bulletin, "Guidelines for Evaluating and Documenting Properties Associated with Significant Persons." Associated property types may include the location of a business or a residential property associated with a person. Commercial property types may include restaurants, retail stores, offices, insurance companies, banks, hotels, and others.

Summary Statement of Significance: Properties evaluated under this theme may be significant in the areas of Commerce and/or Community Planning and Development for their association with persons who made important contributions to commercial growth and development in Los Angeles. Some individuals may also be significant in the area of Ethnic Heritage.

Period of Significance: 1850-1980. This coincides with the timeframe established for SurveyLA.

Criteria: NR B; CR 2; Local 2

Eligibility Standards:

- Is associated with a person who made important individual contributions to commercial growth and development
    - Individual must be proven to have made an important contribution to commercial development

Character-defining Features:

- Retains most of the essential physical features from the period of significance
- Directly associated with the productive life of the individual in the area of commercial development
- May be associated with individuals important in ethnic, cultural, LGBT, and/or women's history
- For residential property types, the individual must have resided in the property during the period in which he/she achieved significance
- For the National Register, properties associated with individuals whose significant accomplishment date from the last 50 years must possess exceptional significance

Integrity Considerations:

- Should retain integrity of Feeling, Association, Location, and Design from the period of significance
- Some original materials may be altered or removed, particularly in cases where a property is not also evaluated for significance under Criterion C/3/3.
- Setting may have changed (surrounding buildings and land uses)

Mid-century Modern Architecture[53]

Context: Architecture and Engineering
Sub-context: L.A. Modernism, 1919-1980

[53] Mid-century Modern Architecture CTP excerpted from City of Los Angeles, Department of City Planning, Office of Historic Resources, "Context: Architecture and Engineering; Sub-Context: L.A. Modernism, 1919-1980; Theme: Post-War Modernism, 1946-1976; Sub-theme: Mid-Century Modernism, 1945-1970," *Los Angeles Citywide Historic Context Statement*. The narrative for this sub-context has not yet been published.

Theme: Post-War Modernism, 1946-1976
Sub-theme: Mid-Century Modernism, 1945-1970
Property type: Commercial

Summary Statement of Significance: A resource evaluated under this sub-theme is significant in the area of architecture as an excellent example of the Mid-century Modern style and exhibits quality of design through distinctive features.

Period of Significance: 1945-1970.

Criteria: NR C; CR 3; Local 3

Eligibility Standards:

- Exhibits quality of design through distinctive features
- Retains the essential character defining features of Mid-Century Modernism from the period of significance
- Was constructed during the period of significance

Character-Defining/Associative Features:

- Direct expression of the structural system, often wood or steel post and beam
- Flat roof, at times with wide overhanging eaves
- Floor-to-ceiling windows, often flush-mounted metal framed
- Horizontal massing
- Simple, geometric volumes

Integrity Considerations:

- Original garage doors may have been replaced
- Original setting (surrounding buildings, landscape) may not be intact (this applies to individual resources only; buildings associated with corporate or institutional campuses must maintain integrity of setting)
- Original use may have changed
- Replacement of some windows and doors may be acceptable if the openings have not been resized and original fenestration patterns have not been disrupted
- The addition of decorative elements to originally sparse facades
- The addition of security features such as screen doors and bars at windows
- The painting of surfaces (wood) that might have originally been unpainted

The commercial building at 514 S. Shatto Place is evaluated below for potential eligibility for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument.

Criterion A/1/1 (association with events or patterns of development)

According to guidance from the National Park Service, in order to be considered eligible for designation for representing a pattern of development:

> …A property must be associated with one or more events important in the defined historic context. The event or trends, however, must clearly be important within the associated context: settlement, in the case of the town, or development of a maritime economy, in the case of the port city. Moreover, the property must have an important association with the event or historic trends, and it must retain historic integrity…Mere association with historic events or trends is not enough, in and of itself, to qualify under [this criterion]; the property's specific association must be considered important as well.[54]

The commercial building at 514 S. Shatto Place was not identified under a commercial development theme during SurveyLA. As an individual example of commercial development constructed in 1962, the building does not have an important association with the development patterns in the area, but rather generally reflects the post-World War II expansion of commercial development to serve the growing population in Southern California.

The building was constructed in 1962 by C.L. Peck Contractor, which owned and maintained its headquarters at the building until the death of C.L. Peck, Sr. in 1971. By that time, the company had constructed approximately 1,000 buildings throughout Los Angeles County. However, although the company and its subsidiaries were known throughout the Los Angeles area as a prolific contractor with high-quality craftsmanship, its rise to prominence, which began in 1918, predated its move to 514 S. Shatto Place in 1962. The company owned and occupied the building at Shatto Place for a period of nine years, from 1962 to 1971. Several of the company's most prominent buildings, including the Capitol Records tower (1955) and the Santa Monica Civic Auditorium (1958), predated its ownership and occupancy of the building at 514 S. Shatto Place.

[54] National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation,* https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_6.htm.

Though the company went on to construct such Southern California icons as the Bonaventure Hotel (1976) and the Crystal Cathedral (1980), it does not appear that the company constructed many, if any, noteworthy buildings while its headquarters was located at 514 S. Shatto Place. Therefore, the commercial building at 514 S. Shatto Place is not significant for an association with prolific Southern California contractor C.L. Peck.

From 1963 to 1971, the St. Paul Insurance Company leased office space in the building at 514 S. Shatto Place from C.L. Peck Contractor. The company had been incorporated in St. Paul, Minnesota as St. Paul Fire and Marine Insurance Company in 1853. The company's occupation of office space on Shatto Place in the 1960s coincided with its decision to decentralize its offices, believing this would bring it closer to its clientele. Therefore, 514 S. Shatto Place was merely one of many decentralized office spaces established by the St. Paul Insurance Company over a century after its original incorporation in 1853 and over half a century after the company originally expanded into California in 1906. It was not the company's first or only office space in California and is not the last remaining office space associated with the company, which remains in operation. Therefore, the commercial building at 514 S. Shatto Place does not represent a significant association with the St. Paul Insurance Company.

Dow Jones & Company, along with its subsidiary the *Wall Street Journal*, owned and maintained offices in the building at 514 S. Shatto Place from 1971 through 1987. The company's editorial and administrative departments maintained their west coast offices at the building for approximately 16 years. Although the *Wall Street Journal* increased its subscriber base during the company's ownership of the building on Shatto Place, it had risen to prominence decades earlier. Additionally, it experienced a rapid decline in readership in the late 1980s, roughly coinciding with the company's sale of the building on Shatto Place. The building was not the company's first or last office space in Los Angeles, and is not associated with Dow Jones' or its subsidiaries' rise to prominence. Therefore, the commercial building at 514 S. Shatto Place does not represent a significant association with Dow Jones & Company or the *Wall Street Journal*.

Similarly, Extel Co. rose to prominence decades before its short occupancy of office space at 514 S. Shatto Place from 1979 to 1983. The company was founded in 1872; by 1913 it was operating worldwide and had become a leading news agency. The building on Shatto Place was not Extel's first or last office space, and is not the site at which it rose to prominence. Therefore, the commercial building at 514 S. Shatto Place does not represent a significant association with the Extel Corporation.

The American Federation of State, County, and Municipal Employees has occupied the building at 514 S. Shatto Place since 2001 and is therefore its longest-term tenant.

However, this association dates to the recent past, and therefore at this time it does not constitute a potentially historic association.

514 S. Shatto Place is located in what is now known as Koreatown. The development of the site predates the development of the area as Koreatown. In addition, no evidence was found to suggest that the building has a direct association with the Korean community. Therefore, the building is not significant for an association with the Korean community or the development of Koreatown.

The commercial building at 514 S. Shatto Place did not have an important impact on local, state, or national history, and therefore does not meet the established eligibility standards for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion A/1/1.

Criterion B/2/2 (association with an important person)

According to the National Park Service, properties may be eligible for an association with the lives of persons significant in our past: individuals whose activities are demonstrably important within a local, state, or national historic context. A property is not eligible if its only justification for significance is that it was owned or used by a person who is a member of an identifiable profession, class, or social or ethnic group. In addition, the property must be associated with a person's productive life, reflecting the time period when he or she achieved significance. Although a number of prominent companies, including C.L. Peck Contractor and Dow Jones & Company, occupied the building at 514 S. Shatto Place, as discussed above, the building is not significant for an association with any of its former or current owners or occupants. Additionally, no evidence was found to suggest that any employee of these companies individually made a demonstrable impact on local, state, and national history or culture while working at 514 S. Shatto Place.

Therefore, the commercial building at 514 S. Shatto Place is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion B/2/2.

Criterion C/3/3 (architectural merit or work of a master architect)

According to guidance from the National Park Service, to be eligible under Criterion C/3/3, a building must clearly contain enough of the "distinctive characteristics" to be considered a true representative of the style or type. Buildings eligible for artistic merit must embody the distinctive characteristics or a type, period, or method of construction, and they must possess high artistic value. A building with some applied detailing is not eligible if the details are not fully integrated into the overall design.

The 1962 commercial building at 514 S. Shatto Place was not identified as an example of any architectural style or property type by SurveyLA. It is a typical, undistinguished example of commercial architecture of the period. It does not embody the distinctive characteristics of Mid-century Modern design, and does not possess high artistic value. Although it was constructed during the period of significance for Mid-century Modern architecture as defined by SurveyLA, and retains most of its original features, it does not exhibit quality of design and does not contain enough distinctive characteristics of Mid-century Modern architecture to be considered a true representative of the style. Therefore, the commercial building does not meet the eligibility standards as defined by SurveyLA for Mid-century Modern commercial buildings.

The National Park Service defines a master architect as "a figure of generally recognized greatness in a field, a known craftsman of consummate skill, or an anonymous craftsman whose work is distinguishable from others by its characteristic style and quality."[55] A property is not eligible as the work of a master only because it was designed by a prominent architect. "The property must express a particular phase in the development of the master's career, an aspect of his or her work, or a particular idea or theme in his or her craft."[56]

Architect Millard Jess Archuleta, Jr., AIA, designed the office building at 514 S. Shatto Place in 1962. He had completed his architectural education at USC in 1958, and joined the firm Burke, Kober & Nicolais as chief draftsman and project manager. At the time of this project, Archuleta was a partner at the firm Burke, Kober & Nicolais. By 1970, Archuleta was president of the firm, which was renamed Millard Archuleta Associates in 1979. Although Archuleta was a relatively prolific commercial architect, he is not generally recognized as a master architect. His work does not have a characteristic style or quality, and is not distinguishable from that of other architects and designers practicing in Los Angeles at that time. The building at 514 S. Shatto Place was designed relatively early in Archuleta's career, but is not the first building he designed. Furthermore, Archuleta specialized in retail store and shopping center design and planning across the southwestern United States; the office building at 514 S. Shatto Place is therefore not representative of Archuleta's work.

The building was constructed in 1962 by C.L. Peck Contractor. By that time, the company had constructed approximately 1,000 buildings throughout Los Angeles County. However, although the company and its subsidiaries were known throughout

[55] *National Register Bulletin 15,* 20.
[56] *National Register Bulletin 15,* 20.

the Los Angeles area as a prolific contractor with high-quality craftsmanship, its rise to prominence, which began in 1918, predated its construction of 514 S. Shatto Place in 1962. By that time, the company had completed several of its most prominent commissions, including the Capitol Records tower (1955) and the Santa Monica Civic Auditorium (1958); the company went on to construct other Southern California icons as the Bonaventure Hotel (1976) and the Crystal Cathedral (1980). Despite the quantity of buildings constructed by C.L. Peck Contractor and the company's reputation for craftsmanship, its work is not distinguishable from that of other contractors. The company is not a contractor of generally recognized greatness in its field, and this building does not represent a particular phase in the company's development or an aspect of its work. 514 S. Shatto Place is therefore not representative of the work of C.L. Peck Contractor.

Therefore, the commercial building at 514 S. Shatto Place is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument under Criterion C/3/3.

The Project Site is located in the Wilshire Community Plan Area ("CPA") of Los Angeles. As identified in the Historical Resources Technical Report for the Approved Project, there are two potential historical resources immediately adjacent to the Project Site: 3109 W. 6th Street and 523 S. Westmoreland Avenue. These properties were identified as individually eligible for historic designation by SurveyLA. They are therefore considered historical resources as defined by CEQA for purposes of this report and must be considered as part of the review for the Modified Project.

FIGURE 2: MAP OF HISTORICAL RESOURCES IN THE PROJECT VICINITY

CEQA Guidelines, including Appendix G of the Guidelines, state that a project with an effect that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment.[57] A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.[58]

The Guidelines state that "[t]he significance of an historical resource is materially impaired when a project… [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources… local register of historic resources… or its identification in a historic resources survey meeting the requirements of section 5014.1(g) of the Public Resources Code…"[59] As such, the test for determining whether or not a proposed project will have a significant impact on an identified historical resource is whether or not the project will alter in an adverse manner the physical integrity of the historical resource such that it would no longer be eligible for listing in the National or California Registers or for local designation as a City of Los Angeles Historical-Cultural Monument.

Discussion of Potential Impacts

This section examines potential impacts that that would be caused by alterations on the Project Site that may impact adjacent historical resources. For the purposes of this study, impacts analysis focuses on those resources that could be subject to the following potential impacts:

Direct Impacts involve the demolition, material alteration, relocation or conversion of a historical resource and/or important character-defining features.

Indirect Impacts involve alteration to the surroundings of an historical resource that could remove part or all of the associated setting of an historical resource, remove historic features or spaces surrounding the historical resource, or substantially impair or obscure the ability of the resource to convey its historical significance.

[57] *CEQA Guidelines,* section 15064.5(b).
[58] *CEQA Guidelines,* section 15064.5(b) (1).
[59] *CEQA Guidelines,* section 15064.5(b)(2).

The written Project description, plans, elevation drawings, and renderings were used to analyze potential impacts to historical resources.

Potential Impacts on the Project Site

The Modified Project proposes the demolition of the existing four-story commercial building at 514 S. Shatto Place, in addition to the two classroom buildings and surface parking lot cleared for demolition under the Approved Project; and the construction of a new 419,798 square foot, 40-story, 483-foot-tall mixed-use building. The Modified Project, like the Approved Project, also proposes to adaptively re-use the historic church building on the Project Site at 550 S. Shatto Place as restaurant space.

Potential Impacts from Demolition

The Modified Project will demolish the commercial building at 514 S. Shatto Place. This building was not identified by SurveyLA as potentially significant; as demonstrated by the analysis in Section 12 of this Report, the building is not eligible for listing in the National Register, the California Register, or as a City of Los Angeles Historic-Cultural Monument. Therefore, it is not an historical resource as defined by CEQA, and its demolition does not represent a substantial adverse change such that the significance of a historical resource would be materially impaired.

Potential Impacts from New Construction

The Historical Resources Technical Report for the Approved Project determined that, with recommended mitigation to protect the structural integrity of the existing church building at 550 S. Shatto Place during excavation and construction processes, the Approved Project would not result in significant impacts to historical resources located on the Project Site.

The Modified Project will construct a new 40-story, mixed-use high-rise tower adjacent to the existing church building. Like the Approved Project, the Modified Project is not an addition to the church building; it is conceived and designed as a building separate and distinct from the church building. It will be structurally independent of the church building, and it will read as a separate building when viewed from the public right-of-way. Again, like the Approved Project, the shape and form of the adjacent church building will remain intact and its architectural features will remain viewable and understandable from the exterior after implementation of the Modified Project.

The tower of the Modified Project will be nine stories taller, and the new construction nearly twice as large in floor area, as the Approved Project. However, the tower in the Modified Project will be located in the northern portion of the expanded Project Site; it will be separated from the historic church building by a large landscaped plaza, more

than 100 feet wide, at the front (west) portion of the site, and by a two-story commercial office wing at the rear (east) portion of the site. By contrast, the 31-story tower of the Approved Project is located immediately north of the church building, separated only by a pedestrian walkway ranging in width from 13 feet 8 inches minimum to 17 feet 3 inches maximum. While there was no significant impact to integrity of *setting* with respect to the placement of the Approved Project's tower and the church building, the vastly expanded separation of the Modified Project's tower from the church building will effectively minimize any potential impact on the church's integrity of *setting* posed by the Modified Project's added size and height.

Like the Approved Project, the new construction proposed by the Modified Project will alter the church building's integrity of *setting* but will not impact its integrity of *location*, *design*, *materials*, *workmanship*, or *feeling*. The church building will not be materially impaired by the new construction because its physical characteristics will continue to convey its historic significance, and it will remain eligible for historic designation as identified by SurveyLA. There are no additional potential impacts as the result of construction activity in the Modified Project as compared to the Approved Project. Therefore, with the mitigation recommended in the Historical Resources Technical Report for the Approved Project, the new construction proposed in the Modified Project would not result in significant impacts to historical resources on the Project Site.

Potential Impacts from Alteration

The Historical Resources Technical Report for the Approved Project determined that the Project's proposed alterations to the former First English Evangelical Lutheran Church building at 550 S. Shatto Place would not result in significant impacts to historical resources located on the Project Site.

The Modified Project modifies the Approved Project's proposed alterations to the Church building in four ways: it omits the elevator and lobby addition, and instead accommodates the elevator within the existing church building; it adds a metal-and-glass screen on the north façade to highlight the entrance from the parking garage elevator to the former Church building; it expands the proposed new openings on the north façade to accommodate wide, bi-folding glass doors to open the former sanctuary to a new outdoor dining area; and it constructs new second floor area within the double-height volume of the Church's nave.

The elimination of the elevator addition is a significant improvement from the Approved Project, in that it eliminates a substantial exterior addition to the historic Church. The new elevator will be located in secondary spaces of the Church building and will not impact any interior character-defining features. The exterior metal-and-glass

screen proposed by the Modified Project will consist of two-dimensional storefront panels mounted over that portion of the Church building's north façade, rather than the three-dimensional addition proposed in the Approved Project. It will be a simple, minimalist design that is both differentiated from, and compatible with, the simple design and unornamented character of the north façade of the Church. The screen will be only one story in height, whereas the eliminated addition would have been two stories. The screen would be completely reversible and could be removed in the future leaving the original Church building intact.

The expanded new door openings on the north façade will alter the ratio of solid to void by replacing plaster wall surfaces with glazed bi-fold doors. However, the alteration will affect only four bays of the north façade, and will maintain the overall existing rhythm of bays and buttresses that characterize the façade. Further, the expanded door openings, like the new entrance screen, will be located on a secondary façade.

The addition of new second floor space within the double-height nave will modify the interior of the former Church building. However, the interior was previously altered and no longer reflects its historic character as a 1930s church. The inserted second floor will not obstruct the windows and will not be visible from the exterior.

The former First English Evangelical Lutheran Church building is significant for its Spanish Colonial Revival architecture, which is expressed primarily on its street-facing west and south façades. In the Modified Project, these façades will retain their character-defining architectural features as identified in the Historic Resources Technical Report for the Approved Project; no significant character-defining features of the building's original architecture will be impacted by the changes proposed in the Modified Project. The Church building will retain integrity of *location*, *design*, *materials*, *workmanship*, and *feeling* after implementation of the Modified Project, and will remain eligible for historical designation as identified by SurveyLA. Therefore, the alterations to the former Church proposed in the Modified Project will not result in a significant impact to historical resources located on the Project Site.

Potential Impacts to Historical Resources Adjacent to the Project Site

The Historical Resources Technical Report for the Approved Project identified two historical resources in the near vicinity of the Project Site that could reasonably be impacted by the proposed Project: 3109 W. 6th Street and 523 S. Westmoreland Avenue, located immediately to the east of the Project Site. The Technical Report determined that, while the Approved Project would alter the setting of both resources, it

would not materially impair either building such that it could no longer convey its historic significance. After completion of the Approved Project, both properties would remain eligible for historic designation as identified in SurveyLA.

Not subtracting out the demolition of the existing structures that would be removed, the Modified Project will be almost twice as large in floor area, and its tower nine stories taller, than the Approved Project, adding more height and density on a parcel that is currently developed with low-scale commercial and institutional buildings and a surface parking lot. Like the Approved Project, this will alter the integrity of setting of both 3109 W. 6th Street and 523 S. Westmoreland Avenue. However, the tower of the Approved Project was located in the east portion of the Project Site, closer to the two adjacent historic properties; the taller tower of the Modified Project is located farther away, in the northwest corner of the expanded Project Site. The greater separation lessens any potential additional impact caused by the larger Modified Project to the two properties' integrity of setting.

Additionally, the Modified Project, like the Approved Project, will not materially alter either 3109 W. 6th Street or 523 S. Westmoreland Avenue; both buildings will remain intact on their current sites, and will therefore retain integrity of location, design, materials, workmanship, feeling, and association. They will retain the physical characteristics that convey their historic significance and will remain eligible for historic designation as identified by SurveyLA. Therefore, the Modified Project would not result in any significant impact to historical resources in the vicinity of the Project Site.

Potential Cumulative Impacts

Cumulative impacts have the potential to affect resources that are within a historic district, or resources that are significant within the same historic context. Typically, in assessing cumulative impacts on historical resources that are not within a historic district, the focus is on Related Projects that are located in the immediate vicinity of the Project Site that have the potential to contribute to changes in the setting of identified historical resources on the Project Site and in the vicinity.

The Project Site is not located within a designated or potential historic district. The immediate area surrounding the Project Site is characterized by disparate property types from various periods of development; it is not an area with a distinct or unifying physical character or that retains a strong sense of time and place from its original period of development.

As discussed in the analysis of both the Approved Project and the Modified Project, the Project would not result in significant direct or indirect impacts to historical resources on the Project Site or in the Project vicinity. Based on a list of Related Projects provided by

the City of Los Angeles, the nearest Related Project is the Los Angeles County project on the west side of Shatto Place (County Related Project). The County Related Project would not have a significant direct physical impact on historical resources on the Project Site or in the vicinity. No significant character-defining features of any historical resource in the area would be demolished, altered, or obscured as a result of the Project or the County Related Project. Further, the Project and County Related Project would not change the setting of historical resources on the Project Site or in the vicinity such that they would no longer convey their historic significance. This area is not within a historic district, and it is characterized by a wide variety of building types, sizes, and massing; the addition of height and density from the Project and County Related Project would not affect significant historic features on the Project Site or in the vicinity. Therefore, the County Related Project, when considered with the Project, would not change the setting to cause a significant impact on a historic resource.

In addition, the Los Angeles County Related Project, and other identified Related Projects, were previously proposed and analyzed in the Approved Project's Sustainable Communities Environmental Assessment (SCEA). There are no additional Related Projects that have been proposed since the Approved Project's SCEA, and there have been no substantial changes to the identified Related Projects since that time. As such, there are no new Related Projects in proximity to the Project Site that would result in a significant impact to a historical resource on the Project Site or in the Project vicinity. Therefore, the Project and Related Projects would not individually or cumulatively render individual historical resources, related historical resources, or a historic district ineligible for historic designation. As such, the Modified Project, like the Approved Project, when considered in addition to other Related Projects, would not contribute to a cumulatively considerable impact to historical resources.

13.0 RECOMMENDED MITIGATION MEASURE

There is no additional mitigation required as a result of the Modified Project; however, the mitigation measure identified as part of the Approved Project to prepare a shoring plan to protect the Church building at 550 S. Shatto Place remains in effect. With the implementation of the recommended mitigation measure, the Project would not result in significant adverse impacts to potential historical resources on the Project Site or in the immediate Project vicinity as defined by CEQA.

14.0 CONCLUSION

The Modified Project at 514-550 S. Shatto Place in Los Angeles was compared with the Approved Project and evaluated for potential significant impacts to historical resources on and in the near vicinity of the Project Site.

The preceding analysis has demonstrated that the existing building at 514 S. Shatto Place was not identified as a potential historical resource in SurveyLA; based on additional research conducted for this report, it does not appear eligible for designation at the federal, state, or local levels. Therefore, it is not considered a historical resource as defined by CEQA. The analysis also demonstrates that the Project will not impair the historic integrity or significance of the former First English Evangelical Lutheran Church, or the adjacent historical resources, which will remain intact after construction of the Project. Therefore, the Modified Project would not result in a substantial adverse change in the significance of an historical resource and would not have a significant effect on the environment as defined by CEQA.

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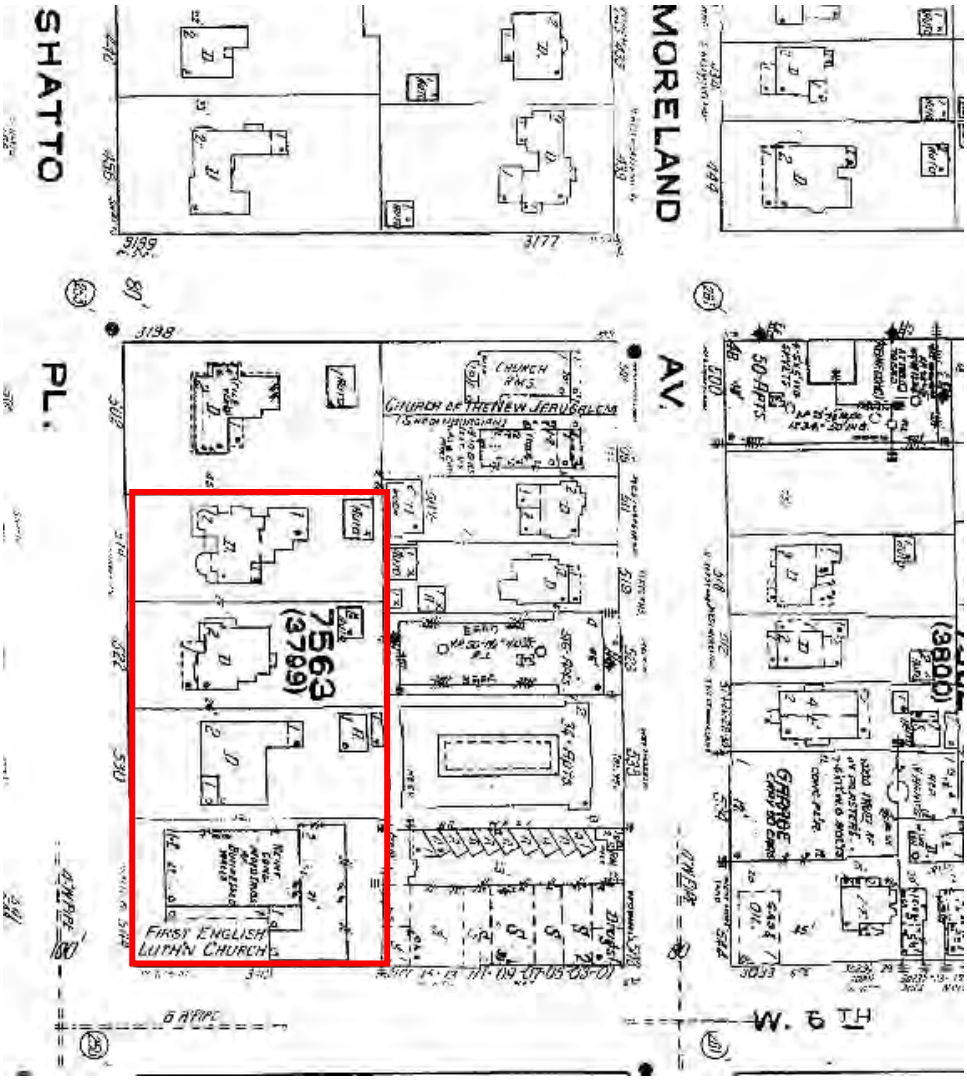
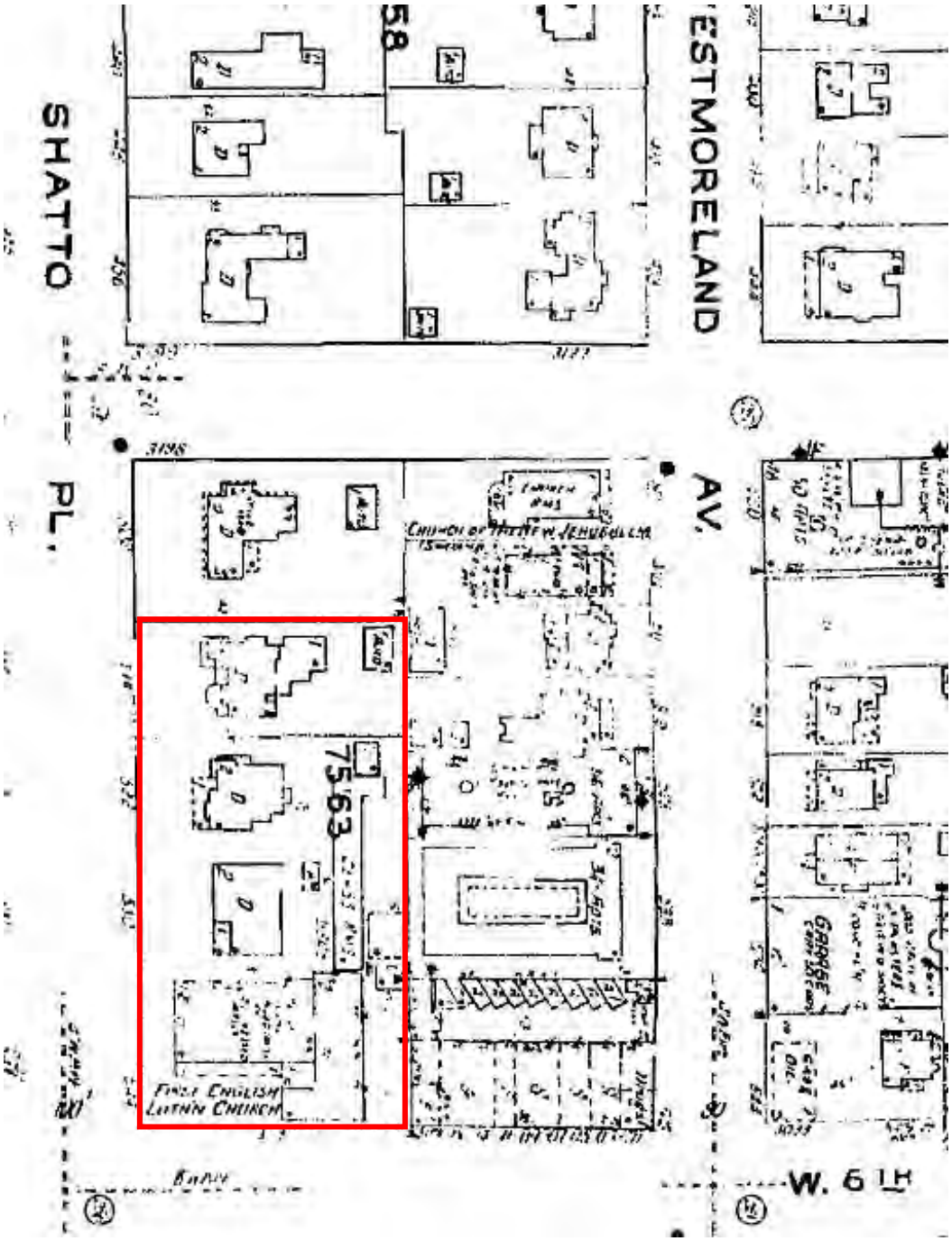
APPENDIX A – PERMIT HISTORY (514 S. SHATTO PLACE)

DATE	PERMIT NO.	ARCHITECT/CONTRACTOR	OWNER	DESCRIPTION OF WORK
6/26/1962	LA18139	Millard J. Archuleta/C.L. Peck	Sanderling Equip. Co.	Construct new 80′ x 125′ 4-story office building of concrete construction with brick and concrete exterior walls
6/14/1963	LA40608	None/C.L. Peck	Sanderling Equip. Co.	Interior office partitions
11/13/1963	LA52186	Burke, Kober Nicholais [sic]/C.L. Peck	Sanderling Equipt Co.	Interior partitions 3rd floor
4/1/1964	LA10666	Burke, Kober & Nicolais/C.L. Peck	Sanderling Equip. Co.	Erect & paint interior partitions. Install acoustic tile.
4/10/1964	LA63517	Burke, Kober & Nicolais/C.L. Peck	Sanderling Equipment Co.	Int. partition, acoustic ceiling & floor tile
4/23/1971	LA27428	Robert W. Stanhope Co.	Dow Jones	Alterations @ 2nd floor office area
6/2/1971	LA29881	Ray Mosher/not selected	Dow-Jones Co. Inc. [sic]	Relocate and build new interior partitions & paint
4/15/1976	LA24671	R.M. Singer Constr. Co.	Frank Dutra Co., Agent	Install 33 lineal ft. 1-hr partition at 3rd flr. Change switching on 3 outlets.
1/22/1946	LA20109	R.M. Singer Construction Co.	Frank Dutra, Agent	Build partitions – 3rd floor
8/19/1980	LA08675	Robt. W. Stanhope Co.	Dow Jones Co. Inc.	Interior remodeling non bearing partitions third floor
8/30/1982	LA49003	Robert N. Stanhope Co. [sic]	RBI	Add partitions non-bearing 2nd Floor. [sic]
11/29/1984	LA01407	Robt. W. Stanhope	Dow Jone's [sic]	Interior alteration and demo to non bearing partitions 2nd floor
10/26/1984	LA99124	Robt. W. Stanhope Co.	Dow Jones + Co. [sic]	Interior non bearing partitions 3rd floor
2/7/1985	LA05633	Robt. W. Stanhope	Dow Jones	Interior, demo building non-bearing partition 2nd floor
8/11/1987	LA72703	Edward Reese/not selected	United Title Co	Tenant Improvements for 2nd, 3rd and 4th floor
10/27/1988	LA14871	L&D Industries Inc.	United Title Co	Re-roof – Class B
6/17/2003	03016-90000-11550	Ameri Tech Construction Inc.	California District Council 36	Reroof with 130 sqrs BUILT UP roofing. Existing solid sheathing. [sic]
8/15/2011	11016-30000-13569	Neal H. Borsuk/Plaza Construction California LP	American Federation Of State Co And Mun E [sic]	Replace T-bar ceiling (only) 9,641 sf to (E) office bldg.
8/15/2011	11016-30000-13580	Neal H. Borsuk/Plaza Construction California LP	American Federation Of State Co And Mun E [sic]	1248 sf office tenant improvement includes new partition walls & T-bar ceilings.
8/15/2011	11016-10000-13807	Neal H. Borsuk/Plaza Construction California LP	American Federation Of State Co And Mun E [sic]	Replace T-bar ceiling – LARR #25764 (11,000 S.F.) on 3rd floor. Interior work only.
8/15/2011	11016-10000-13833	Neal H. Borsuk/Plaza Construction California LP	American Federation Of State Co And Mun E [sic]	Tenant improvement on existing 3rd floor (4,000 sq ft): remove and new interior non-bearing partition, millwork and finishes
10/20/2015	15016-20000-22883	Danny Letner Inc.	American Federation of State Co and Mun Empl Dist Council 36 [sic]	Re-roof with Class A or B material weighing less than 6 pound per sq. ft. For residential roof replacement > 50% of the total roof area, apply Cool Roof Product labeled and certified by Cool Roof Rating Council (CRRC). Cool Roof may be required for non-residential buildings per Title 24, Part 6, Section 149 (b).



1950 Sanborn Fire Insurance map. Project Site outlined in red.



1954 Sanborn Fire Insurance map. Project Site outlined in red.

APPENDIX C – HISTORIC RENDERING

Rendering of 514 Shatto Place, 1962. Source: "Under Construction," *Los Angeles Times*, December 9, 1962.

APPENDIX D – PROJECT INFORMATION

HISTORICAL RESOURCES TECHNICAL REPORT – ADDENDUM

514-550 S. Shatto Place, Los Angeles

HISTORIC RESOURCES GROUP

514-550 SHATTO PLACE

ENTITLEMENT SUBMITTAL - **AUGUST 28,** 2020

Gensler

VEHICLE PARKING SUMMARY

REQUIRED PARKING					
	Dwelling Unit Type	Unit Quantity	Required Parking per Unit Type	Parking per Type	Total Residential
Residential per LAMC 12.21A.4.a.	1 Bedroom (1 Habitable Spaces)	200	1.5	300	
	2-3 Bedrooms (2-3 Habitable Spaces)	113	2	226	
	4+ Bedrooms (4+3 Habitable Spaces)	54	2	108	634
	per LAMC 11.5.11(e) and TOC Guideline Section VI 2.a.ii.				0
Non-Residential per LAMC 12.21.A.4.x.6.	Program Type	Area (sf)	Required Parking Ratio	Parking per Type	Total Non-Residential
	Office/Business Services	11,965	2/1000 sf	24	
	mall Restaurant (<1,000 sf)	506	2/1000 sf	2	
	Restaurant @ Podium	3,957	2/1000 sf	8	
	Restaurant @ Church	19,972	2/1000 sf	40	74
			Total Required Parking		74

Developer Incentive #1: Residential parking reduced to 0

PROVIDED PARKING	
Residential per LAMC 11.5.11(e)	396
Non-Residential per LAMC 12.21.A.4.x.6	74
Total Provided Parking	**470**

ELECTRIC VEHICLE CHARGING STATIONS	
EVCS Provided	**Total**
Standard Stalls	44
Van Accessible	1
Standard Accessible	1
Ambulatory	1
EVCS Provided (10% of total provided parking)	**47**
Future EVSE (20% of total provide parking)	**94**

Total 30% EV stalls provided.

NOTE: *In the event that the parking stalls increase or decrease, the number of EV stalls shall be adjusted accordingly.*

PROVIDED PARKING									
			EV			TANDEM		ACCESSIBLE	
LEVEL	TOTAL	STANDARD	PROVIDED	CAPABLE	COMPACT	STANDARD	COMPACT	STANDARD	VAN
BASEMENT 01	68	43	3	0	10	0	3	7	2
BASEMENT 02	132	22	44	0	55	4	7	0	0
BASEMENT 03	145	23	0	47	58	2	15	0	0
BASEMENT 04	125	21	0	47	57	0	0	0	0
	470	109	47	94	180	6	25	7	2

BICYCLE PARKING SUMMARY

BICYCLE PARKING REQUIREMENTS - per LAMC 12.21 A.16 (a)(2)

	Short-Term	Long-Term
Residential Units (1-25)	1 space/10 units	1 space/1 units
Residential Units (26-100)	1 space/15 units	1 space/1.5 units
Residential Units (101-200)	1 space/20 units	1 space/2 units
Residential Units (201+)	1 space/40 units	1 space/4 units
Office/Services	1 space/10,000 sf	1 space/5,000 sf
Restaurant/Bars, General	1 space/2,000 sf	1 space/2,000 sf
Coffee Shop/Small Café	2 space/restaurant	2 space/restaurant

Program	Short-Term	Short-Term	Long-Term	Long-Term
Resi Units (1-25)	1 space/10 units	3	1 space/1 unit	25
Resi Units (26-100)	1 space/15 units	5	1 space/1.5 units	50
Resi Units (101-200)	1 space/20 units	5	1 space/2 units	50
Resi Units (201+)	1 space/40 units	5	1 space/4 units	42
Residential Bike Parking Required		**18**		**167**

Program	Short-Term	Short-Term	Long-Term	Long-Term
Office/Services (11,965 sf)	1/10,000 sf	2	1/5,000 sf	3
Restaurants (4,463 sf)	1/2,000 sf	3	1/2,000 sf	3
Coffee Shop/Small Café	2/restaurant	2	2/restaurant	2
Non-Residential Bike Parking Required		7		8

***Existing use repurposed does not need to provide bicycle parking per LAMC SEC. 12.21A16(C).**

	Short-Term	Long-Term
Bicycle Parking Required	25	175
Total Required		200

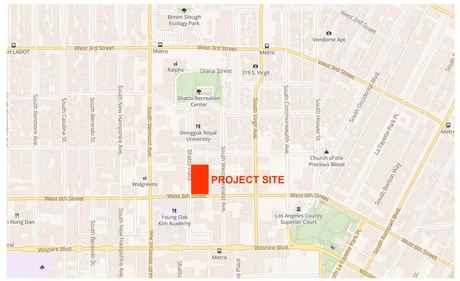
	Short-Term	Long-Term	
Bicycle Parking Provided	25	175	
Total Provided		200	*Condition Met*

SITE & FLOOR AREA SUMMARY

FLOOR AREA (FAR) BY LEVEL					
		RESIDENTIAL			
LEVEL	TOT. AREA	RENTAL	COMMON	CO-LIVING/TORS	COMMERCIAL
LEVEL 40	6,075 SF	0 SF	6,075 SF	0 SF	0 SF
LEVEL 39	9,997 SF	9,830 SF	167 SF	0 SF	0 SF
LEVEL 38	9,942 SF	9,775 SF	167 SF	0 SF	0 SF
LEVEL 37	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 36	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 35	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 34	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 33	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 32	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 31	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 30	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 29	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 28	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 27	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 26	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 25	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 24	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 23	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 22	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 21	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 20	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 19	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 18	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 17	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 16	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 15	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 14	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 13	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 12	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 11	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 10	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 09	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 08	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 07	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 06	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 05	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 04	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 03	11,311 SF	0 SF	11,311 SF	0 SF	0 SF
LEVEL 02	18,595 SF	0 SF	11,570 SF	0 SF	7,728 SF
LEVEL 01	14,363 SF	0 SF	5,663 SF	0 SF	8,700 SF
	420,470 SF	265,181 SF	44,807 SF	94,054 SF	16,428 SF

FLOOR AREA (FAR) PER PROGRAM		
PROGRAM TYPE	**TOTAL FAR**	**%**
RESIDENTIAL - RENTAL	265,181 SF	60%
RESIDENTIAL - COMMON & AMENITY	44,807 SF	10%
RESIDENTIAL - CO-LIVING	94,054 SF	21%
	404,042 SF	92%
COMMERCIAL-RESTAURANT	4,463 SF	1%
COMMERCIAL - RESTAURANT @ CHURCH	19,972 SF	5%
COMMERCIAL - OFFICE	11,965 SF	3%
	36,400 SF	8%
TOTAL INCL. CHURCH	440,442 SF	100%

VICINITY MAP



UNIT MIX SUMMARY

DWELLING UNITS PERMITTED: **367**
Per LAMC SECTION 12.22.A.18, residential density permitted at R5 level is 200 sf of Lot Area per Unit.

DWELLING UNITS PROPOSED: **367 TOTAL**

1 BEDROOM UNIT	176
TORS / 1 BEDROOM UNIT	24
2 BEDROOM UNIT	88
TORS / 2 BEDROOM UNIT	12
2-3 BEDROOM + DEN	13
TORS / CO-LIVING 5 BEDROOM UNIT	54

AFFORDABLE UNITS PROVIDED: **42 AFFORDABLE RENTAL UNITS (11%)**

VERY LOW INCOME UNITS (6%)	23
EXTREMELY LOW INCOME UNITS (5%)	19

R5 - HIGH DENSITY RESIDENTIAL UNITS

(PER LAMC SEC 12.22.A.18, Rental Units = 5% ELI + 6% VLI)	UNIT COUNT
MARKET RENTAL UNITS	325
6% VERY LOW INCOME	23
5% EXTREMELY LOW INCOME	19
TOTAL UNITS PROPOSED:	367

NOTE: In the event that the dwelling units increase or decrease, or the composition of such dwelling units change, automobile and bicycle parking, open space, and affordable units, as applicable, shall be adjusted accordingly.

OPEN SPACE SUMMARY

SUMMARY OF REQUIRED USABLE OPEN SPACE REGULATIONS - per LAMC 12.21 G

Residential Uses	
Residential (< 3 habitable rooms*)	100 sf / unit
Residential (= 3 habitable rooms*)	125 sf / unit
Residential (> 3 habitable rooms*)	175 sf / unit

**Kitchen N.I.C. in relation to Open Space (LAMC Ord. 171,753)*
***Common Space includes the entirety of all roof decks for R5 density*

REQUIRED USABLE OPEN SPACE

Unit Type	Unit Count	SF/Unit	Usable Open Space Area
1 Bedroom (< 3 habitable rooms*)	200	100	20,000
2 Bedroom (=3 habitable rooms*)	104	125	13,000
3-5 Bedroom+ (> 3 habitable rooms*)	63	175	11,025
		TOTAL REQUIRED OPEN SPACE	**44,025**
		25% REDUCTION	**33,019**

Developer Incentive #2: 25% reduction in required open space

Qualified Usable Open Space Areas based on Required Usable Open Space		
Min Common Open Space Required ***(≥50%)*** *:*	*16,509*	*sf*
Max Qualified Common Open Space (Indoor) - Recreation Rooms ***(≤25%)*** *:*	*8,255*	*sf*
Max Qualified Private Open Space - Balconies ***(≤50sf/unit)*** *:*	*16,509*	*sf*

REQUIRED PRIVATE OPEN SPACE (BALCONIES/PATIOS)

	Total Units	Area (Max per Unit)	Provided	Qualified
Private Open Space (Min Provided)	367	50 sf	18,350	**16,509**

OPEN SPACE PROVIDED

Associated Levels	Total Provided (SF)	Open Space Provided for LAMC Section 12.21 G Requirements: Common Outdoor Open Space	Common Indoor Open Space	Private Open Space	TOTAL PROVIDED	Potential Recs & Park Credit Areas (Open Space in Excess of LAMC Section 12.21G Requirements)	Non-Credited Outdoor Areas
Level 01	14,650	0	0	0	**0**	14,650	0
Level 02	2,617	890	0	0	**890**	1,142	585
Level 03	27,127	10,780	0	0	**10,780**	16,347	0
Level 40	10,342	4,840	0	0	**4,840**	4,834	668
Level 4 thru 39	91,367	-	0	16,509	**16,509**	0	74,858
TOTAL PROVIDED	**146,103**	16,510	0	**16,509**	**33,019**	**36,973**	**76,111**
		16,510 (16,509 SF min) *Condition Met*		**16,509** (16,509 SF max) *Condition Met*	(33,019 sf min) *Condition Met*		

Required Common Open Space Outdoor to be Landscape	16,510 x 25%
Minimum Area of Landscaping (SF)	4,128
Landscaped Area Provided (SF)	**4,128** *Condition Met*

TREES REQUIRED

One 24" box for every 4 units: (sidewalk trees excluded per code) — 367 units / 4 = **92** *Trees Required*

Level	Trees
Level 01 Public Plaza, Courtyard	33
Level 03 Amenity Roof Deck	41
Level 40 Roof	18
TOTAL TREES PROVIDED:	**92**

Condition Met

SOLAR READY REQUIREMENT - Title 24 Code

	Area (SF)
L41 MEP Roof Area	7,905
Total Roof Area	7,905
PV AREA REQUIRED (15%):	**1,186**
PV AREA PROVIDED:	**1,186**

Condition Met

SITE INFORMATION

LEGAL SITE DESCRIPTION

PARCEL ONE:
LOT 10 IN BLOCK 3, IN THE SHATTO PLACE TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6 PAGE 86 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL TWO:
LOT 11 AND 12 IN BLOCK 3, IN THE SHATTO PLACE TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6 PAGE 86 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3
LOT 13 IN BLOCK 3, IN THE SHATTO PLACE TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6 PAGE 86 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ASSESSOR'S PARCEL NO: 5077-004-025 & 5077-004-033

PRE-DEDICATED LOT AREA: 66,411 SF

POST-DEDICATED LOT AREA: 73,407 SF

CURRENT ZONING: PARCEL 1: C2-1 (LOT 10)
PARCEL 2: CR-1 (LOTS 11 & 12)
PARCEL 3: CR-1 (LOT 13)

PARCEL	LOT/BUILDABLE AREA (POST-DEDICATED)	LOT AREA (PRE-DEDICATED)
1	23,078 SF	20,875 SF
2 & 3	50,329 SF	45,536 SF
	73,407 SF	66,411 SF

PROPOSED ZONING: C2-2

EXISTING LAND USE DESIGNATION: COMMUNITY COMMERCIAL / RESTRICTED COMMERCIAL

PROPOSED LAND USE DESIGNATION: REGIONAL CENTER COMMERCIAL (RCC)

EXISTING HEIGHT DISTRICT: HEIGHT DISTRICT 1

PROPOSED HEIGHT DISTRICT: HEIGHT DISTRICT 2, NO LIMIT

PROPOSED HEIGHT: 483 FT, 40 STOREYS

FLOOR AREA RATIO: 6:1

FLOOR AREA PERMITTED: 440,442 SF

FLOOR AREA PROPOSED: 440,442 SF

SHEET INDEX

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A0.02	EXISTING SITE AERIAL
A0.03	EXISTING SITE CONTEXT PHOTOS
A0.04	SHADOW STUDIES
A0.05	ARCHITECTURAL CONCEPT
A0.06	DESIGN CONCEPT DIAGRAMS
A0.07	SITE ACCESS & CIRCULATION DIAGRAMS
A0.08	RENDERING
A0.09	RENDERING
A0.10	RENDERING
A0.11	RENDERING
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A0.20	FAR AREA DIAGRAMS
A0.25	OPEN SPACE DIAGRAMS
C1.00	SITE SURVEY
C1.01	SITE SECTION
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A2.01	FLOOR PLAN - BASEMENT 04
A2.02	FLOOR PLAN - BASEMENT 03
A2.03	FLOOR PLAN - BASEMENT 02
A2.04	FLOOR PLAN - BASEMENT 01
A2.05	FLOOR PLAN - LEVEL 01 - GROUND FLOOR
A2.06	FLOOR PLAN - LEVEL 02 - MEZZANINE
A2.07	FLOOR PLAN - LEVEL 03 - AMENITY
A2.08	FLOOR PLAN - LEVEL 04-12 - TYP CO-LIVE
A2.09	FLOOR PLAN - LEVELS 13-37 -TYP RESI
A2.10	FLOOR PLAN - LEVEL 38 - RESI SUB-PENTHOUSE
A2.11	FLOOR PLAN - LEVEL 39 - RESI PENTHOUSE
A2.12	FLOOR PLAN - LEVEL 40 - AMENITY
A2.13	FLOOR PLAN - LEVEL 41 - MECH
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A3.01	BUILDING ELEVATION - EAST
A3.02	BUILDING ELEVATION - SOUTH
A3.03	BUILDING ELEVATION - WEST
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A3.11	CHURCH BUILDING ELEVATION - EAST/WEST
A3.12	CHURCH BUILDING ELEVATION - NORTH/SOUTH
A4.01	BUILDING SECTIONS
A4.02	BUILDING SECTIONS
A4.03	BUILDING SECTIONS
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A4.05	BUILDING SECTIONS
A5.00	EXTERIOR MATERIALS

LANDSCAPE	
L0.00	LANDSCAPE PLAN - LEVEL 01 - GROUND FLOOR
L1.10	LANDSCAPE PLAN - PLAZA ENLARGEMENT
L1.20	LANDSCAPE PLAN - CHURCH ENLARGEMENT
L2.00	LANDSCAPE PLAN - LEVEL 03 POOL
L3.00	LANDSCAPE PLAN - LEVEL 40 - ROOF

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PROJECT DATA & INDEX

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EXISTING SITE AERIAL - FROM NORTH

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EXISTING SITE AERIAL

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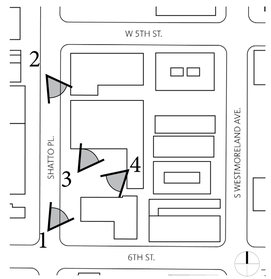
2. VIEW FROM SHATTO PL LOOKING SOUTHEAST

1. VIEW FROM SHATTO PL LOOKING NORTHEAST

3. VIEW FROM PARKING LOT LOOKING NORTHEAST

4. VIEW FROM PARKING LOT LOOKING SOUTHWEST



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EXISTING SITE CONTEXT PHOTOS

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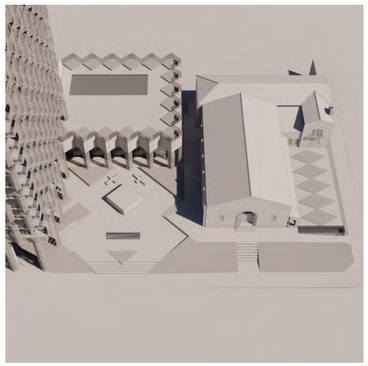
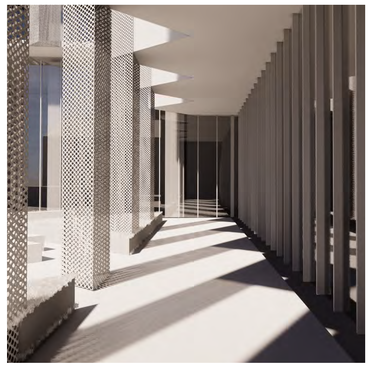
MORPHOLOGY



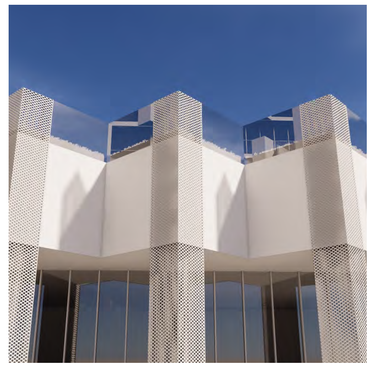
ALIGNMENT

ARCADE



RHYTHM

SHAPE



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DESIGN CONCEPT DIAGRAMS

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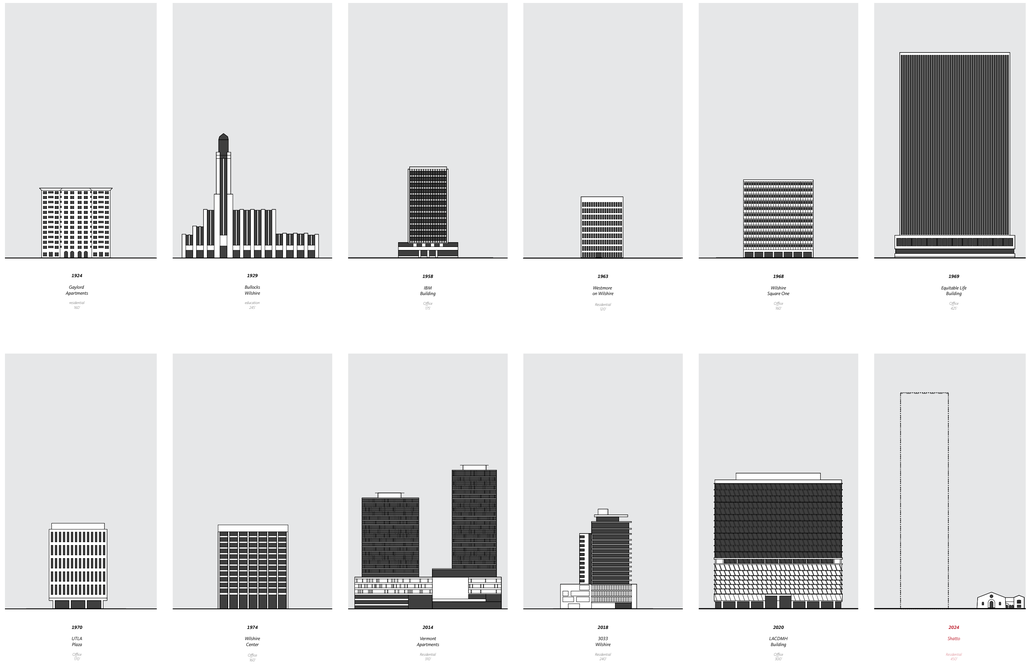
SURROUNDING ARCHITECTURAL CONTEXT



DESIGN CONCEPT

Architecture

Taking a survey from the neighborhood's significant buildings across multiple periods of architectural styles, the project is engaging dialogue with three of them. The Modernist Equitable building for its rigor, rhythm and presence in the skyline, the Art Deco Bullock's building for its refined massing and texture, and the Spanish Colonial Revival church on site for its color and rhythm. The architectural language for the project is developed through the three reference projects around texture, ornament and character. There is no attempt to translate the references in a literal manner but use them as inspiration for a distinct architectural language as a dialogue with the project while integrating the neighboring church. The arcades that are typical for Spanish Colonial Revival architecture are conceived for shading the exterior outdoor spaces and the windows from the sun.
Our project re-interprets the arcades from the church in form of outdoor balconies which are further defined by the exterior façade screens. The façade screen texture unifies and accentuates the verticality of the project as a whole, and is further amplified through a ground-up gradient. The cadence of the screen is wider in the tower and tighter at the podium, adjusting scale while taking on the rhythm and aligning with the church pilasters to create a closer dialogue. At the apartment unit scale in the tower, the perforated screens offer a veil to further define the outdoor space, shield from wind and sun, and offer additional privacy at portions of the private balcony. Through the layering of screens, balcony and recessed building envelope, a shade and shadow pattern was created and amplified by the gradient towards the top. The tower-top takes on a pleated geometry in slab, surface and volume. The north-south orientation is accentuated in height by the amenity and mechanical volume, giving the tower a stronger presence to the central plaza as well as 6th Street and Wilshire Boulevard. The layering of pleats will give the tower a distinct silhouette in the skyline on how the building meets the sky as a character defining element.

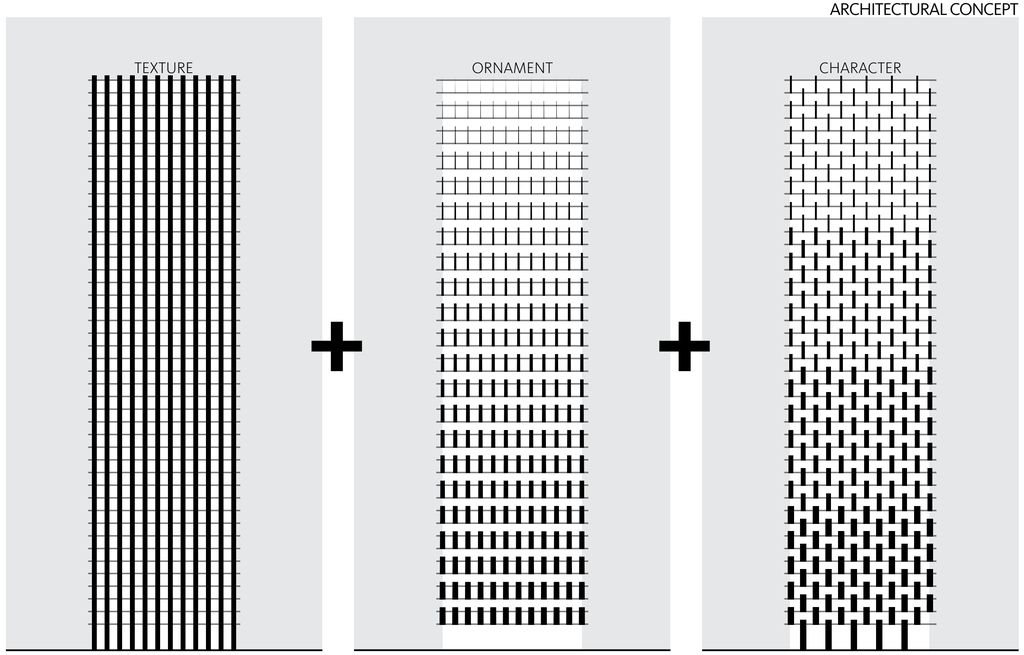
Urban planning and neighborhood integration

The project is an ensemble of buildings composed of a historic church, podium and residential tower, organized around a central plaza. The square tower massing, rectangular low podium and square plaza take on a simple composition to integrate and not overshadow the historic church. The church is the cornerstone of the project which through demolition of the 1953 and 1964 additions is brought back to its original massing. With generous courtyard and plaza flanking the church to the South and North, the historic building will become a strong character defining element of the project architecturally, supported by its retail, food and beverage program, and also accessible to the general public. With the placement of the residential high-rise on the Northwest corner of the site close to Shatto Place ahead of the church, the tower engages stronger with the Shatto Place and 6th Street intersection. The composition is intended to form a small campus with the church being the center of the two larger landscaped outdoor spaces. The residential tower forms the backbone of the massing composition and Northern edge of the public plaza surrounded by retail/F&B venues. Slightly elevated and set back from the street, the plaza will become a point of respite for the neighborhood while being the front door to the residential tower and the retail/F&B venues that will activate the space.

Landscape Design

The primary outdoor spaces on the ground floor are organized by the L-shaped church, and the L-shaped new tower and podium. The outdoor spaces flanked by the historic church are classic in nature, the planting pallet with Mediterranean flair supporting the Spanish Colonial Revival heritage with a contemporary connotation. The north plaza flanked by the church, new podium and tower, transitions to a modern language in organization, planting ensemble and geometry. The architecture of both buildings is in dialogue with the landscape and with each other, the landscape is unifying the historic and contemporary projects together.
The southern church plaza will primarily serve the food and beverage venues in the historic church, a bosque of olive trees and a book-ending water feature facing Shatto Place will be the character defining elements of this space. The central plaza is facing Shatto Place with a wide access stair, welcoming pedestrians to multiple outdoor spaces organized around a central pavilion. The southern elevated deck to the church offers outdoor seating for the food and beverage venues of the church, contributing in a constant flow of people in the plaza. Generous and continuous hardscape surfaces will allow for a multitude of programming options for seasonal events. A diagonal ramp system further organizes the planting areas and allows for access to the plaza and buildings. A central water-feature will add a soothing sound and attraction to welcome dwellers, residents and guests alike.
The porte-cochere under the tower edge facing Shatto Place is designed as multi-modal hardscape plaza integrated in the overall form of the groundscape. There is an intentionally blurred boundary between the plaza and porte-cochere to reinforce the pedestrian nature of the entire ground floor, with vehicular access pushed to its furthest northwest and southeast edges. Minimizing curb-cuts to maximize frontage and space to the pedestrians was an important driver in the design.

ARCHITECTURAL CONCEPT



ARCHITECTURAL LANGUAGE

TEXTURE

***Modernism**, it's definied as a design language with an emphasis on form rather than ornament: structure and materials rather than picturesque cosntructions: and rational and efficenit use of space. Our ambition is to rethink the use of texture on a facade and still be able to design a residential building where form follows function.*

ORNAMENT

***Art Deco**, which is usually associated with the 1920s and 30's, is recognizable by its use of geometric and zigzig patterns, bold colors, and clean lines. Our ambition is to rethink the use of ornament in a residential building without making it superficial.*

CHARACTER

***Spanish Colonial Revival**, is an architectural stylistic movement arising in the early 20th century based on the Spanish Colonial architecture, defined by the Panama-California Exposition of 1915 in San Diego. Our ambition is to inspire the colors and the geometrical motives of the proposed design.*

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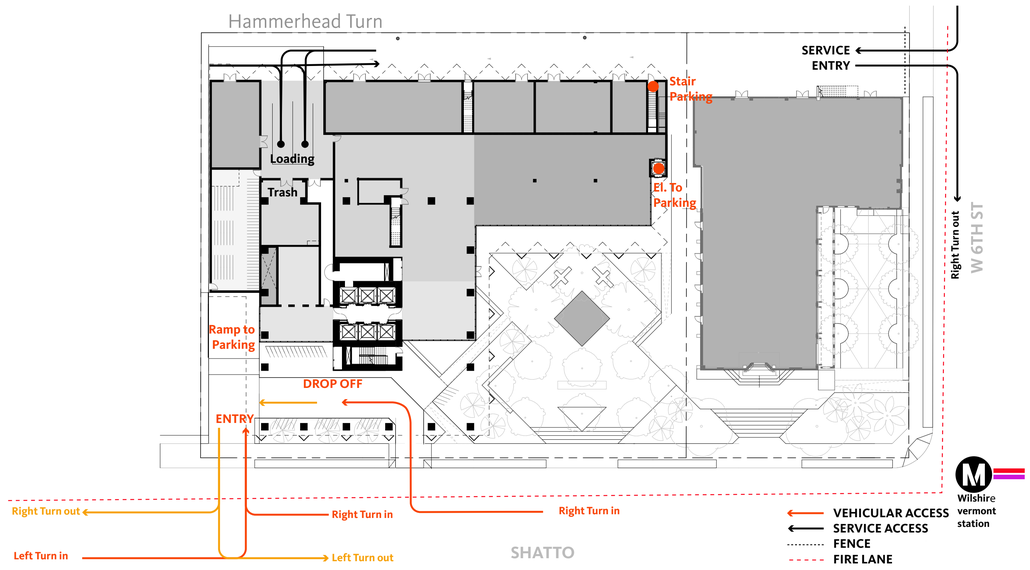
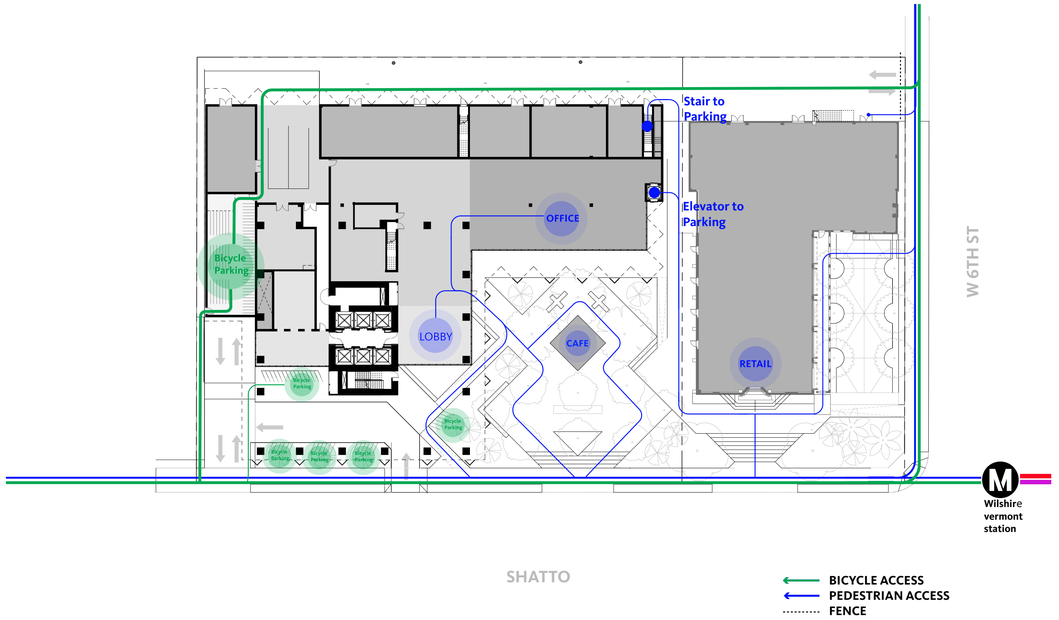


VEHICLE ACCESS



PEDESTRIAN ACCESS
BICYCLE ACCESS

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SITE ACCESS & CIRCULATION DIAGRAMS

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VIEW FROM NORTH EAST

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Description

RENDERING

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STREET VEIW ON SHATTO PL

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RENDERING

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STREET VIEW FROM 5TH ST & WESTMORELAND AVE

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Description
RENDERING

Scale

A0.09

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STREET VIEW FROM 6TH ST & WESTMORELAND AVE

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Description
RENDERING

Scale

A0.10

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STREET VIEW FROM 6TH ST & SHATTO PL

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Description
RENDERING

Scale

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VIEW FROM SHATTO PL OF PLAZA

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RENDERING

Scale

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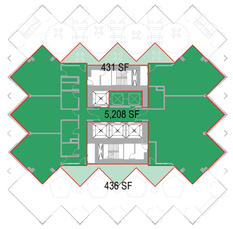
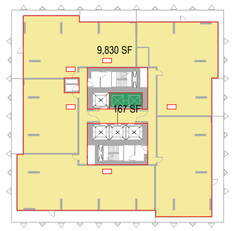


08 LEVEL 40
SCALE: 1" = 40'-0"



07 LEVEL 39
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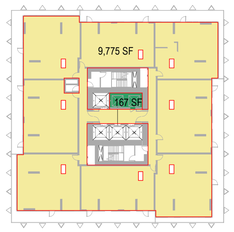
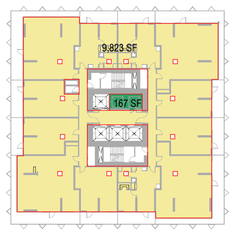
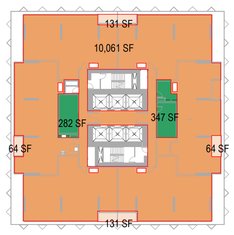


06 LEVEL 38
SCALE: 1" = 40'-0"



05 LEVELS 14-38_TYP RESIDENTIAL
SCALE: 1" = 40'-0"



04 LEVELS 5-13_TYP CO-LEVING
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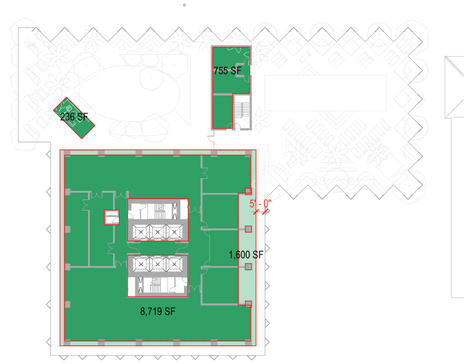

03 LEVEL 03
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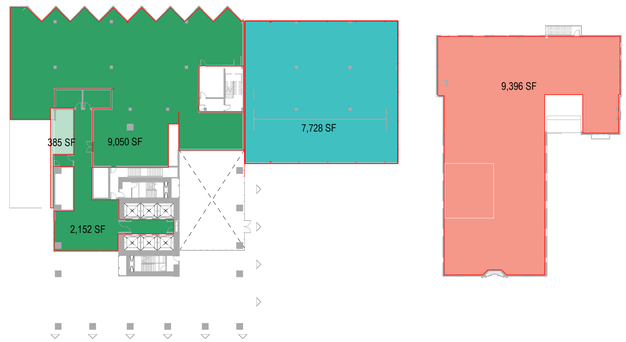

02 LEVEL 02
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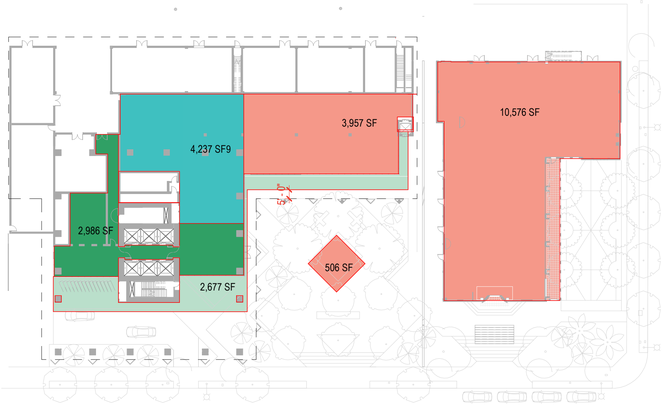

01 LEVEL 01
SCALE: 1" = 40'-0"

FLOOR AREA (FAR) BY LEVEL

LEVEL	TOT. AREA	RESIDENTIAL RENTAL	RESIDENTIAL COMMON	RESIDENTIAL CO-LIVING/TORS	COMMERCIAL
LEVEL 40	6,075 SF	0 SF	6,075 SF	0 SF	0 SF
LEVEL 39	9,997 SF	9,830 SF	167 SF	0 SF	0 SF
LEVEL 38	9,942 SF	9,775 SF	167 SF	0 SF	0 SF
LEVEL 37	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 36	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 35	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 34	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 33	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 32	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 31	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 30	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 29	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 28	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 27	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 26	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 25	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 24	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 23	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 22	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 21	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 20	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 19	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 18	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 17	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 16	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 15	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 14	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 13	9,990 SF	9,823 SF	167 SF	0 SF	0 SF
LEVEL 12	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 11	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 10	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 09	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 08	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 07	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 06	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 05	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 04	11,080 SF	0 SF	630 SF	10,450 SF	0 SF
LEVEL 03	11,311 SF	0 SF	11,311 SF	0 SF	0 SF
LEVEL 02	18,595 SF	0 SF	11,570 SF	0 SF	7,728 SF
LEVEL 01	14,363 SF	0 SF	5,663 SF	0 SF	8,700 SF
	420,470 SF	265,181 SF	44,807 SF	94,054 SF	16,428 SF

FLOOR AREA (FAR) PER PROGRAM

PROGRAM TYPE	TOTAL FAR	%
RESIDENTIAL- RENTAL	265,181 SF	60%
RESIDENTIAL - COMMON & AMENITY	44,807 SF	10%
RESIDENTIAL - CO-LIVING	94,054 SF	21%
	404,042 SF	92%
COMMERCIAL-RESTAURANT	4,463 SF	1%
COMMERCIAL - RESTAURANT @ CHURCH	19,972 SF	5%
COMMERCIAL - OFFICE	11,965 SF	3%
	36,400 SF	8%
TOTAL INCL. CHURCH	440,442 SF	100%

FLOOR AREA

FAR OF 6:1

LOT/BUILDABLE AREA = 73,407 SF
TOTAL PERMITTED FLOOR AREA = 440,442 SF
TOTAL PROPOSED FLOOR AREA (INCLUDING CHURCH) = 440,442 SF

FAR AREA CALCULATION STANDARDS - LOS ANGELES

INCLUDES

Areas within exterior walls
Areas under arch projections exceeding 5ft in width
Recessed balcony spaces with 3 walls

EXCLUDES

Exterior wall thickness & exterior columns
Stairways
Shafts
Rooms housing MEP, including heat pump closets
Garbage & recycling rooms
Parking, driveways & ramps
Basement storage areas
Areas under arch projections not intended for use or occupancy
Balconies under arch projections that qualify as private open space
Drop-off

RESIDENTIAL- RENTAL
RESIDENTIAL - COMMON & AMENITY
RESIDENTIAL - CO-LIVING
COMMERCIAL - OFFICE
COMMERCIAL - RESTAURANT @ CHURCH
COMMERCIAL-RESTAURANT

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Project Name
514-550 SHATTO

Project Number
05.2655.000

Description
FAR AREA DIAGRAMS

Scale
As indicated

A0.20

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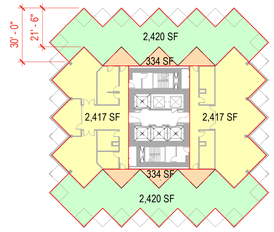
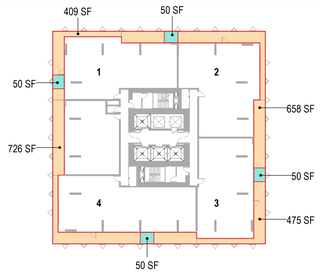
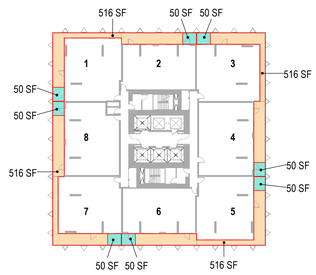


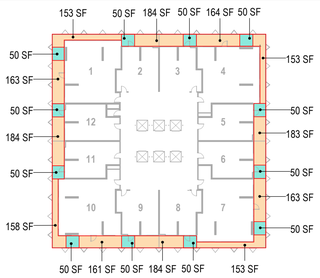
8 LEVEL 40
SCALE: 1" = 40'-0"



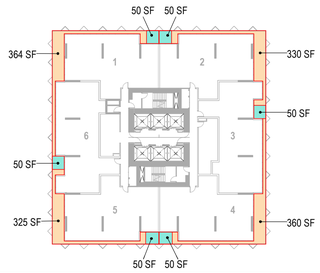
7 LEVEL 39 - PENTHOUSE
SCALE: 1" = 40'-0"



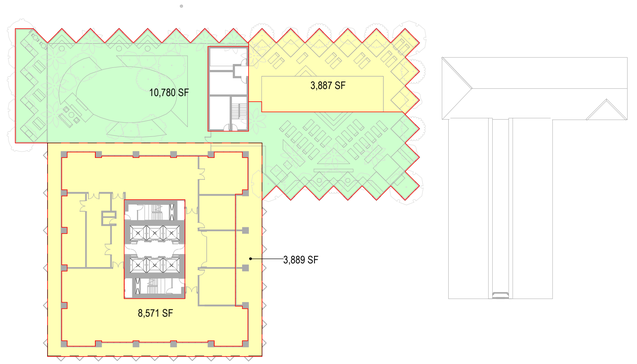
6 LEVEL 38 - SUB-PENTHOUSE
SCALE: 1" = 40'-0"



5 LEVELS 14-38 TYP RESI
SCALE: 1" = 40'-0"



4 LEVELS 04-13 CO-LIVE
SCALE: 1" = 40'-0"



3 LEVEL 03
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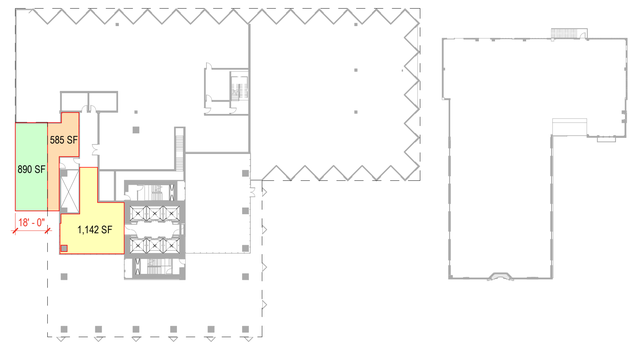
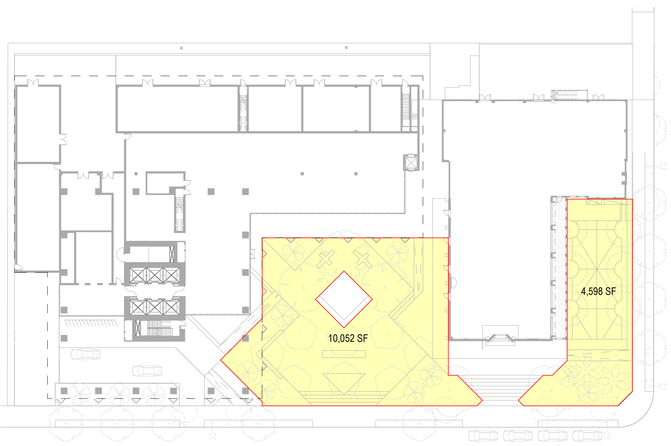


2 LEVEL 02
SCALE: 1" = 40'-0"



1 LEVEL 01
SCALE: 1" = 40'-0"

COMMON OPEN SPACE - INDOORS
COMMON OPEN SPACE - OUTDOORS
PRIVATE OPEN SPACE
REC & PARKS CREDIT
NON-CREDITED

OPEN SPACE PROVIDED

Associated Levels	Total Provided (SF)	Open Space Provided for LAMC Section 12.21 G Requirements				Potential Recs & Park Credit Areas (Open Space in Excess of LAMC Section 12.21G Requirements)	Non-Credited Outdoor Areas
		Common Outdoor Open Space	Common Indoor Open Space	Private Open Space	TOTAL PROVIDED		
Level 01	14,650	0	0	0	**0**	14,650	0
Level 02	2,617	890	0	0	**890**	1,142	585
Level 03	27,127	10,780	0	0	**10,780**	16,347	0
Level 40	10,342	4,840	0	0	**4,840**	4,834	668
Level 4 thru 39	91,367	-	0	16,509	**16,509**	0	74,858
TOTAL PROVIDED	**146,103**	16,510	0	**16,509**	**33,019**	**36,973**	**76,111**
		16,510					
		(16,509 SF min) *Condition Met*		(16,509 SF max) *Condition Met*	(33,019 sf min) *Condition Met*		

Required Common Open Space Outdoor to be Landscape 16,510
x 25%
Minimum Area of Landscaping (SF) 4,128
Landscaped Area Provided (SF) **4,128**
Condition Met

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07/31/20	ENTITLEMENT SUBMITTAL

Seal / Signature

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Project Name
514-550 SHATTO

Project Number
05.2655.000

Description
OPEN SPACE DIAGRAMS

Scale
1" = 40'-0"

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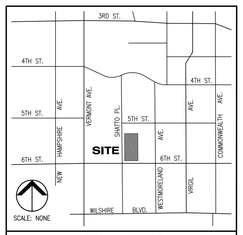
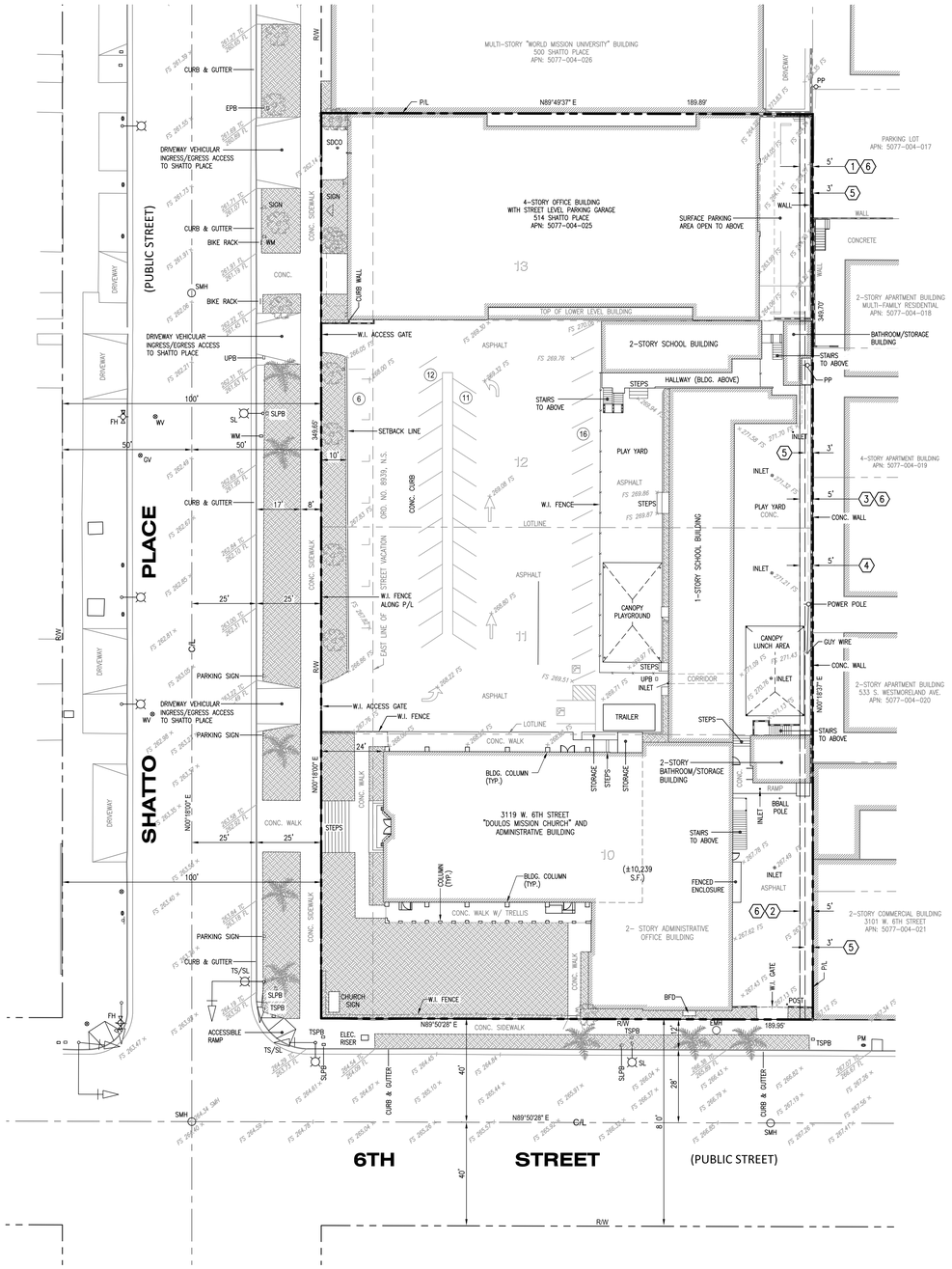


VICINITY MAP



REFERENCES

PRELIMINARY REPORTS FOR TITLE INSURANCE PREPARED BY:

CHICAGO TITLE COMPANY

ORDER NO. 111708505-JP
EFFECTIVE DATE: NOVEMBER 17, 2017

FIDELITY NATIONAL TITLE COMPANY

ORDER NO. 0021289B-994-VNO-RR1
EFFECTIVE DATE: DECEMBER 3, 2018

LEGAL DESCRIPTION

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

LOTS 10, 11, 12, AND 13 IN BLOCK 3, IN THE SHATTO PLACE TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6 PAGE 86 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

AREAS

TOTAL AREA CONSISTS OF:	66,411 S.F. (1.524 ACRES)
LOT 10:	20,875 S.F. (0.479 ACRES)
LOTS 11 AND 12:	30,361 S.F. (0.697 ACRES)
LOT 13:	15,175 S.F. (0.348 ACRES)

BENCHMARK

FOUND SPIKE ON WEST CURB OF VERMONT AVENUE; 3 FEET NORTH OF BCR NORTH OF 6TH STREET.

ELEVATION: 241.166 NAVD 1988

FLOOD ZONE

THE SUBJECT PROPERTY IS LOCATED WITHIN ZONE X (UNSHADED), CONSIDERED TO BE AN AREA OF MINIMAL FLOOD HAZARD AND AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON THE FLOOD INSURANCE RATE, AS SHOWN ON THE FLOOD INSURANCE RATE MAP NO. 06037C1610F, WITH AN EFFECTIVE DATE OF SEPTEMBER 26, 2008.

EASEMENTS

(#) INDICATES EASEMENT SHOWN HEREON.

(1) EASEMENT FOR PUBLIC UTILITIES PURPOSES RECORDED IN BOOK 4279 PAGE 90 OF DEEDS. AFFECTS EAST 5 FEET OF LOT 13.

(2) EASEMENT FOR POLE LINES AND CONDUITS PURPOSES AND RIGHTS INCIDENTAL THERETO, RECORDED IN BOOK 5335 PAGE 163, OF OFFICIAL RECORDS. AFFECTS EAST 5 FEET OF LOT 10.

(3) EASEMENT FOR POLE LINES AND CONDUITS PURPOSES AND RIGHTS INCIDENTAL THERETO, RECORDED IN BOOK 4584 PAGE 125, OF DEEDS. AFFECTS EAST 5 FEET OF LOT 12.

(4) EASEMENT FOR POLE LINES AND CONDUITS PURPOSES AND RIGHTS INCIDENTAL THERETO, RECORDED IN BOOK 4591 PAGE 25, OF DEEDS. AFFECTS EAST 5 FEET OF LOT 11.

(5) EASEMENT IN FAVOR OF THE CITY OF LOS ANGELES, SUCCESSOR TO LOS ANGELES, GAS & ELECTRIC CORP. FOR POLE LINES AND CONDUITS PURPOSES AND RIGHTS INCIDENTAL THERETO, RECORDED IN BOOK 15520 PAGE 252, OF OFFICIAL RECORDS.
AFFECTS REAR 3 FEET OF LOTS 10, 11, 12, AND 13.

(6) EASEMENT IN FAVOR OF THE CITY OF LOS ANGELES, SUCCESSOR TO LOS ANGELES GAS AND ELECTRIC CORP. FOR POLE LINES AND CONDUITS PURPOSES AND RIGHTS INCIDENTAL THERETO, RECORDED IN BOOK 15526 PAGE 209, OF OFFICIAL RECORDS.
AFFECTS REAR 5 FEET OF LOTS 10, 11, AND 12.

ABBREVIATIONS

APN	ASSESSOR'S PARCEL NUMBER
BBALL	BASKETBALL
BFD	BACKFLOW DEVICE
BLDG	BUILDING
C/L	CENTERLINE
CONC.	CONCRETE
ELEC	ELECTRICAL
EMH	ELECTRICAL MANHOLE
EPB	ELECTRICAL PULL BOX
FH	FIRE HYDRANT
FL	FLOW LINE
FS	FINISH SURFACE
GV	GAS VALVE
P/L	PROPERTY LINE
PM	PARKING METER
PP	POWER/UTILITY POLE
R/W	RIGHT OF WAY
S.F.	SQUARE FEET
SDCO	STORM DRAIN CLEANOUT
SL	STREET LIGHT
SLPB	STREET LIGHT PULL BOX
SMH	SEWER MANHOLE
TC	TOP OF CURB
TS	TRAFFIC SIGNAL
TSPB	TRAFFIC SIGNAL PULL BOX
TYP.	TYPICAL
UPB	UTILITY PULL BOX
W/	WITH
W.I.	WROUGHT IRON FENCE
WM	WATER METER
WV	WATER VALVE

LEGEND

- BOUNDARY
- RIGHT OF WAY
- CENTERLINE
- LOTLINE
- LANDSCAPE
- (#) PARKING STALLS

0 10 20 40 60

SCALE: DATE: 07/13/20

PREPARED BY:

KHR ASSOCIATES
CONSULTING ENGINEERS/SURVEYORS/PLANNERS
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United States

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Project Name
514-550 SHATTO

Project Number
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Description
SITE SURVEY

Scale

C1.00

514-550 SHATTO PLACE

FORME

TOPOGRAPHIC SURVEY

LOS ANGELES, CA

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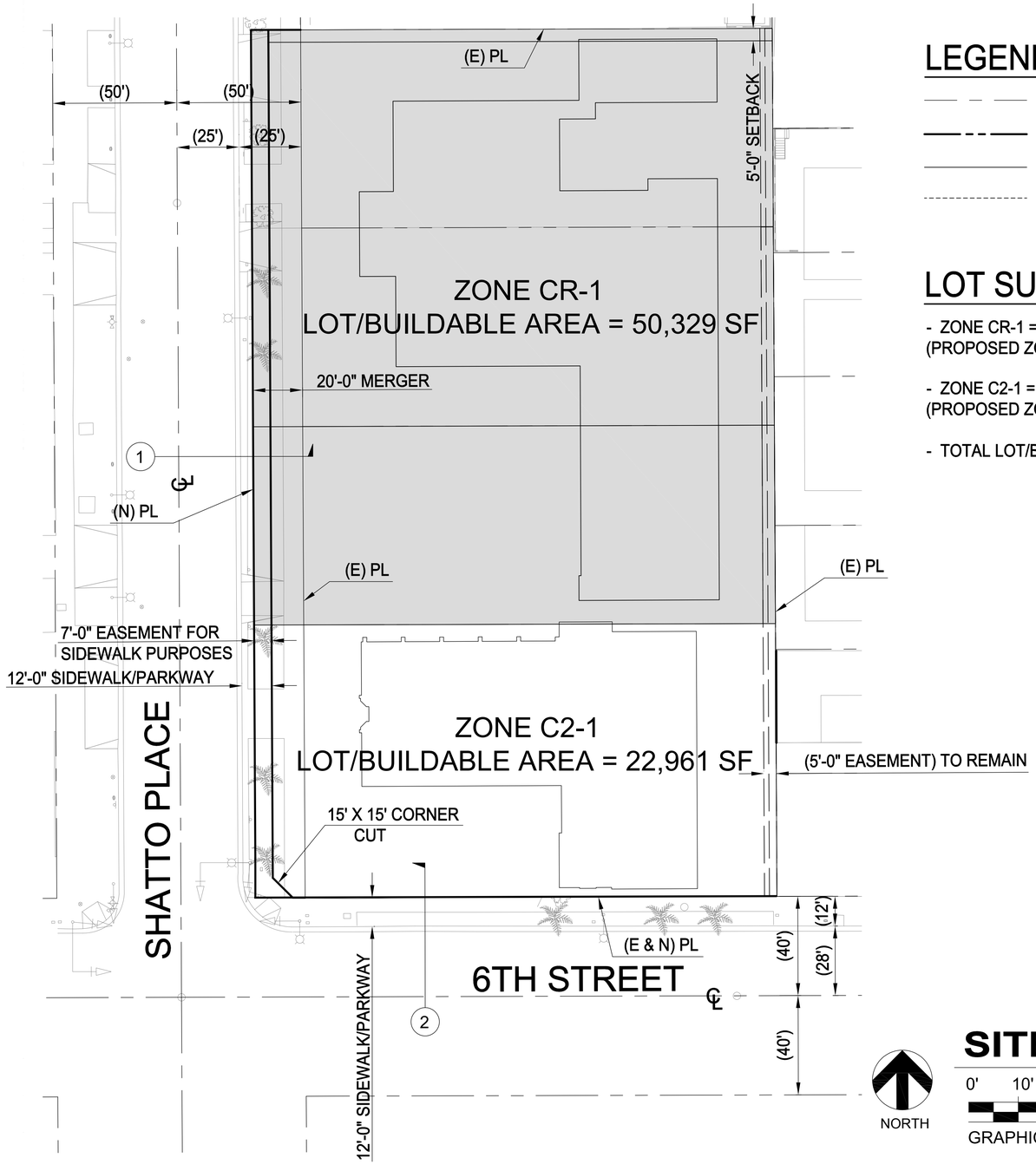


NORTH

SITE PLAN

0' 10' 20' 40'

GRAPHIC SCALE : 1"=20'

LEGEND

- ROAD CENTERLINE
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- EASEMENT

LOT SUMMARY:

- ZONE CR-1 = 50,329 SF
(PROPOSED ZONE CHANGE TO C2-2)

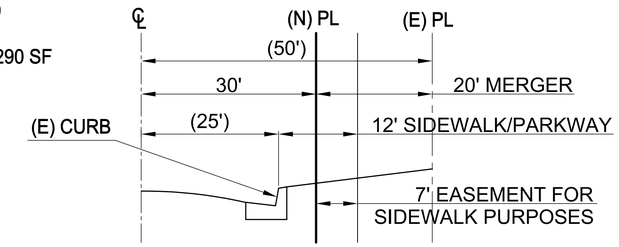
- ZONE C2-1 = 22,961 SF
(PROPOSED ZONE CHANGE TO C2-2)

- TOTAL LOT/BUILDABLE AREA = 73,290 SF

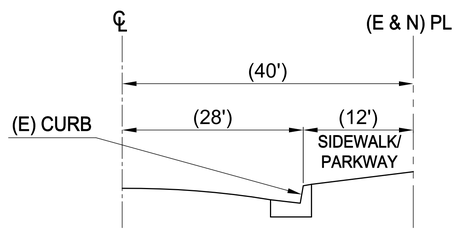
PUBLIC STREET SUMMARY:

SHATTO PLACE - LOCAL STREET STANDARD:
REQUIRED HALF RIGHT OF WAY WIDTH = 30 FEET
REQUIRED HALF ROADWAY WIDTH = 18 FEET
PROPOSED HALF RIGHT OF WAY WIDTH = 30 FEET
PROPOSED HALF ROADWAY WIDTH = 25 FEET

6TH ST. - AVENUE II :
REQUIRED HALF RIGHT OF WAY WIDTH = 43 FEET
REQUIRED HALF ROADWAY WIDTH = 28 FEET
PROPOSED HALF RIGHT OF WAY WIDTH = 40 FEET
PROPOSED HALF ROADWAY WIDTH = 28 FEET



1 **PROPOSED STREET SECTION AT SHATTO PLACE**
N.T.S.



2 **PROPOSED STREET SECTION AT 6TH STREET**
N.T.S.

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Description
SITE SECTION

Scale

C1.01

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REQUIRED PARKING					
	Dwelling Unit Type	Unit Quantity	Required Parking per Unit Type	Parking per Type	Total Residential
Residential per LAMC 12.21A.4.a	1 Bedroom (3 Habitable Spaces)	200	1.5	300	
	2-3 Bedrooms (>3 Habitable Spaces)	113	2	226	
	4+ Bedrooms (>3 Habitable Spaces)	54	2	108	634
	per LAMC 11.5.11(e) and TOC Guideline Section VI 2.a.ii.				0
Non-Residential per LAMC 12.21.A.4.x.6	Program Type	Area (sf)	Required Parking Ratio	Parking per Type	Total Non-Residential
	Office/Business Services	11,965	2/1000 sf	24	
	Small Restaurant (<1,000 sf)	506	2/1000 sf	2	
	Restaurant @ Podium	5,957	2/1000 sf	8	
	Restaurant @ Church	19,972	2/1000 sf	40	74
			Total Required Parking		74

Developer Incentive #1: Residential parking reduced to 0

PROVIDED PARKING	
Residential per LAMC 11.5.11(e)	396
Non-Residential per LAMC 12.21.A.4.x.6	74
Total Provided Parking	470

SUMMARY OF REQUIRED USABLE OPEN SPACE REGULATIONS - per LAMC 12.21 G

Residential Uses	
Residential (< 3 habitable rooms*)	100 sf / unit
Residential (= 3 habitable rooms*)	125 sf / unit
Residential (> 3 habitable rooms*)	175 sf / unit

**Citrinn N.I.C. in relation to Open Space (LAMC Ord. 171,753)*
***Common Space includes the entirety of all roof decks for R5 density*

REQUIRED USABLE OPEN SPACE

Unit Type	Unit Count	SF/Unit	Usable Open Space Area
1 Bedroom (< 3 habitable rooms*)	200	100	20,000
2 Bedroom (=3 habitable rooms*)	104	125	13,000
3-5 Bedroom+ (> 3 habitable rooms*)	63	175	11,025
TOTAL REQUIRED OPEN SPACE			44,025
25% REDUCTION			33,019

Developer Incentive #2: 25% reduction in required open space

Qualified Usable Open Space Areas based on Required Usable Open Space		
Min Common Open Space Required **(≥50%)**:	*16,509*	*sf*
Max Qualified Common Open Space (Indoor) - Recreation Rooms **(≤25%)**:	*8,255*	*sf*
Max Qualified Private Open Space - Balconies **(≤50sf/unit)**:	*16,509*	*sf*

REQUIRED PRIVATE OPEN SPACE (BALCONIES/PATIOS)

	Total Units	Area (Max per Unit)	Provided	Qualified
Private Open Space (Min Provided)	367	50 sf	18,350	**16,509**

OPEN SPACE PROVIDED

Associated Levels	Total Provided (SF)	Open Space Provided for LAMC Section 12.21 G Requirements				Potential Recs & Park Credit Areas (Open Space in Excess of LAMC Section 12.21G Requirements)	Non-Credited Outdoor Areas
		Common Outdoor Open Space	Common Indoor Open Space	Private Open Space	TOTAL PROVIDED		
Level 01	14,650	0	0	0	**0**	14,650	0
Level 02	2,617	890	0	0	**890**	1,142	585
Level 03	27,127	10,780	0	0	**10,780**	16,347	0
Level 40	10,342	4,840	0	0	**4,840**	4,834	668
Level 4 thru 39	91,367	-	0	16,509	**16,509**	0	74,858
TOTAL PROVIDED	**146,103**	16,510	0	**16,509**	**33,019**	**36,973**	**76,111**
		16,510 (16,509 SF min) *Condition Met*		(16,509 SF max) *Condition Met*	(33,019 sf min) *Condition Met*		

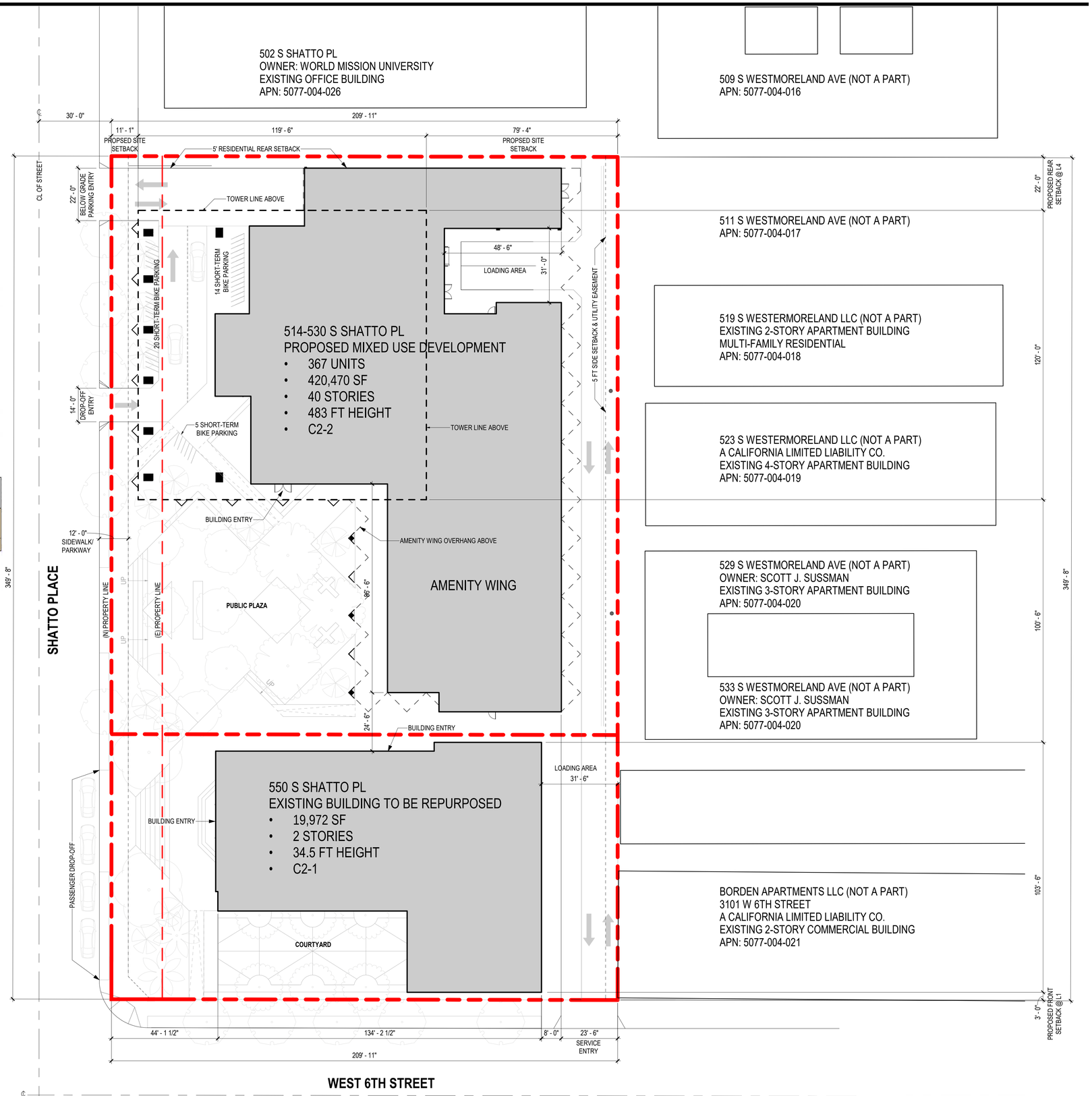
Required Common Open Space Outdoor to be Landscape	16,510
	x 25%
Minimum Area of Landscaping (SF)	4,128
Landscaped Area Provided (SF)	**4,128**
	Condition Met

TREES REQUIRED

One 24" box for every 4 units: (sidewalk trees excluded per code) — 367 units / 4 = **92** *Trees Required*

Level	Trees
Level 01 Public Plaza, Courtyard	33
Level 03 Amenity Roof Deck	41
Level 40 Roof	18
TOTAL TREES PROVIDED:	**92**

Condition Met



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LOS ANGELES, CA 90020

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514-550 SHATTO

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05.2655.000

Description
PLOT PLAN

Scale
1" = 20'-0"

A1.01

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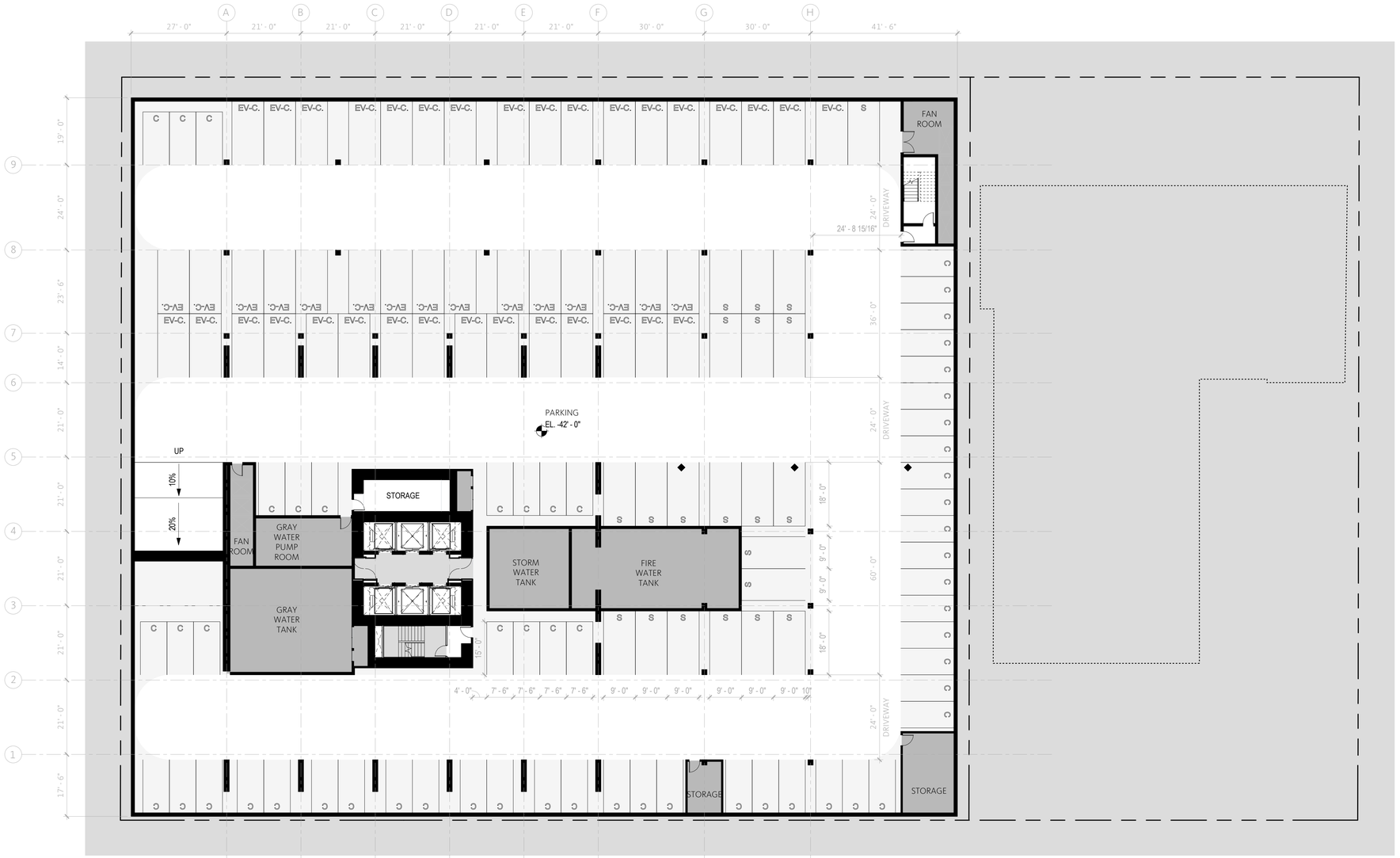

4
A1

PROVIDED PARKING									
			EV			TANDEM		ACCESSIBLE	
LEVEL	TOTAL	STANDARD	PROVIDED	CAPABLE	COMPACT	STANDARD	COMPACT	STANDARD	VAN
BASEMENT 01	68	43	3	0	10	0	3	7	2
BASEMENT 02	132	22	44	0	55	4	7	0	0
BASEMENT 03	145	23	0	47	58	2	15	0	0
BASEMENT 04	125	21	0	47	57	0	0	0	0
	470	109	47	94	180	6	25	7	2

1 FLOOR PLAN - BASEMENT 04
SCALE: 1/16" = 1'-0"

SHEET NOTES

GENERAL NOTES

KEY PLAN

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Description
FLOOR PLAN - BASEMENT 04

Scale
1/16" = 1'-0"

A2.01

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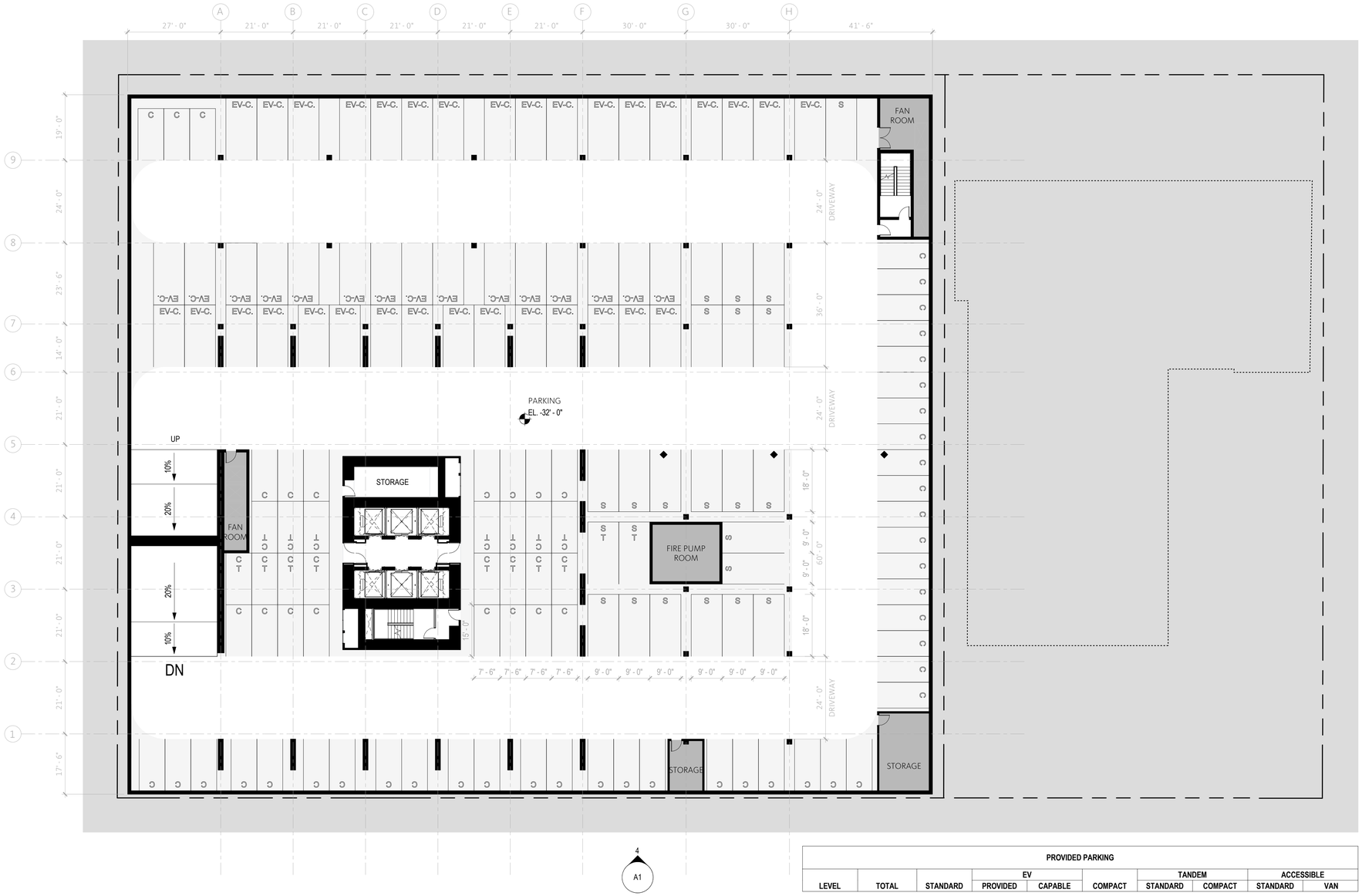

4
A1

PROVIDED PARKING									
			EV			TANDEM		ACCESSIBLE	
LEVEL	TOTAL	STANDARD	PROVIDED	CAPABLE	COMPACT	STANDARD	COMPACT	STANDARD	VAN
BASEMENT 01	68	43	3	0	10	0	3	7	2
BASEMENT 02	132	22	44	0	55	4	7	0	0
BASEMENT 03	145	23	0	47	58	2	15	0	0
BASEMENT 04	125	21	0	47	57	0	0	0	0
	470	109	47	94	180	6	25	7	2

1 FLOOR PLAN - BASEMENT 03
SCALE: 1/16" = 1'-0"

SHEET NOTES

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Description
FLOOR PLAN - BASEMENT 03

Scale
1/16" = 1'-0"

A2.02

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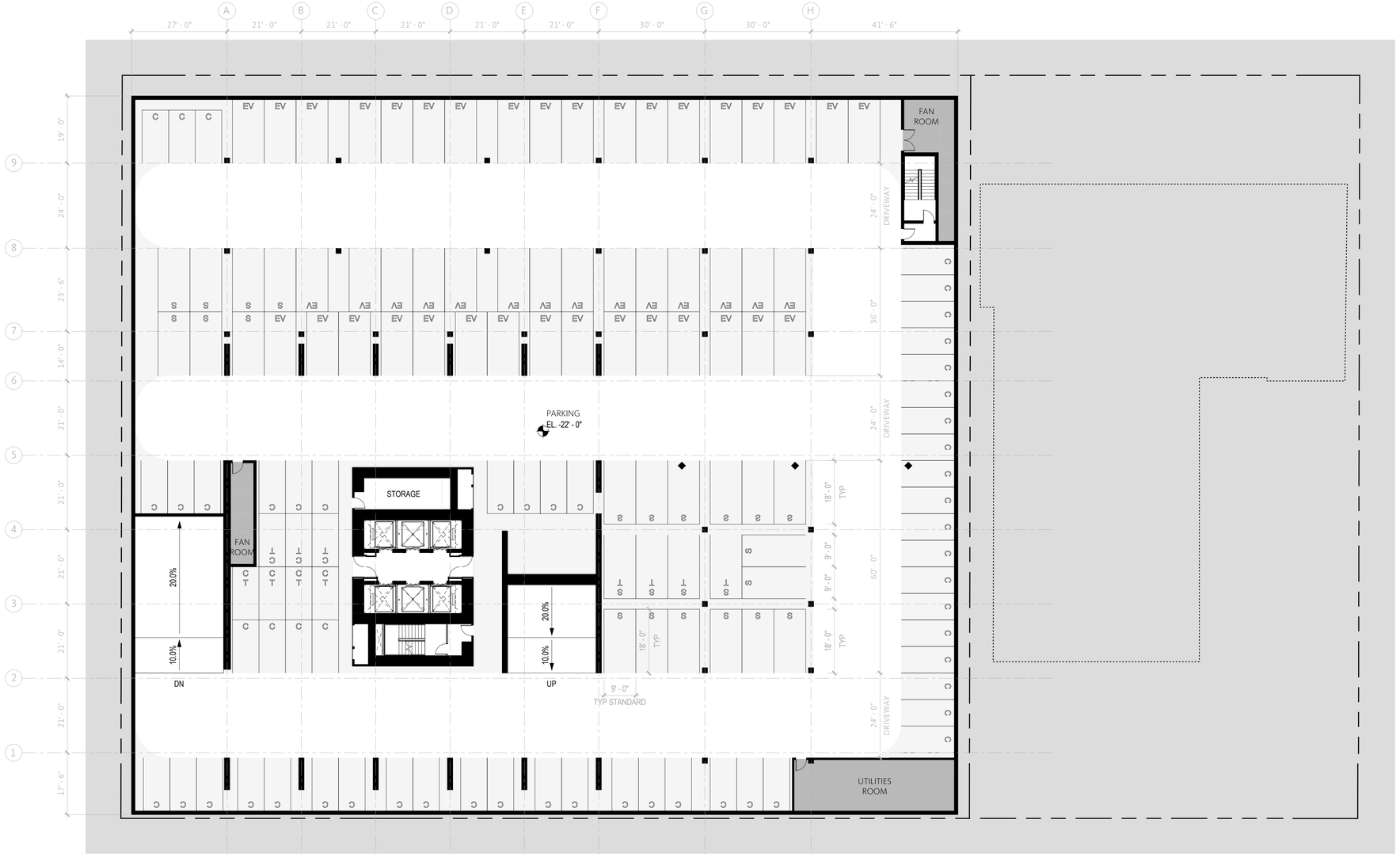

4
A1

PROVIDED PARKING									
			EV			TANDEM		ACCESSIBLE	
LEVEL	TOTAL	STANDARD	PROVIDED	CAPABLE	COMPACT	STANDARD	COMPACT	STANDARD	VAN
BASEMENT 01	68	43	3	0	10	0	3	7	2
BASEMENT 02	132	22	44	0	55	4	7	0	0
BASEMENT 03	145	23	0	47	58	2	15	0	0
BASEMENT 04	125	21	0	47	57	0	0	0	0
	470	109	47	94	180	6	25	7	2

1 FLOOR PLAN - BASEMENT 02
SCALE: 1/16" = 1'-0"

SHEET NOTES

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Description
FLOOR PLAN - BASEMENT 02

Scale
1/16" = 1'-0"

A2.03

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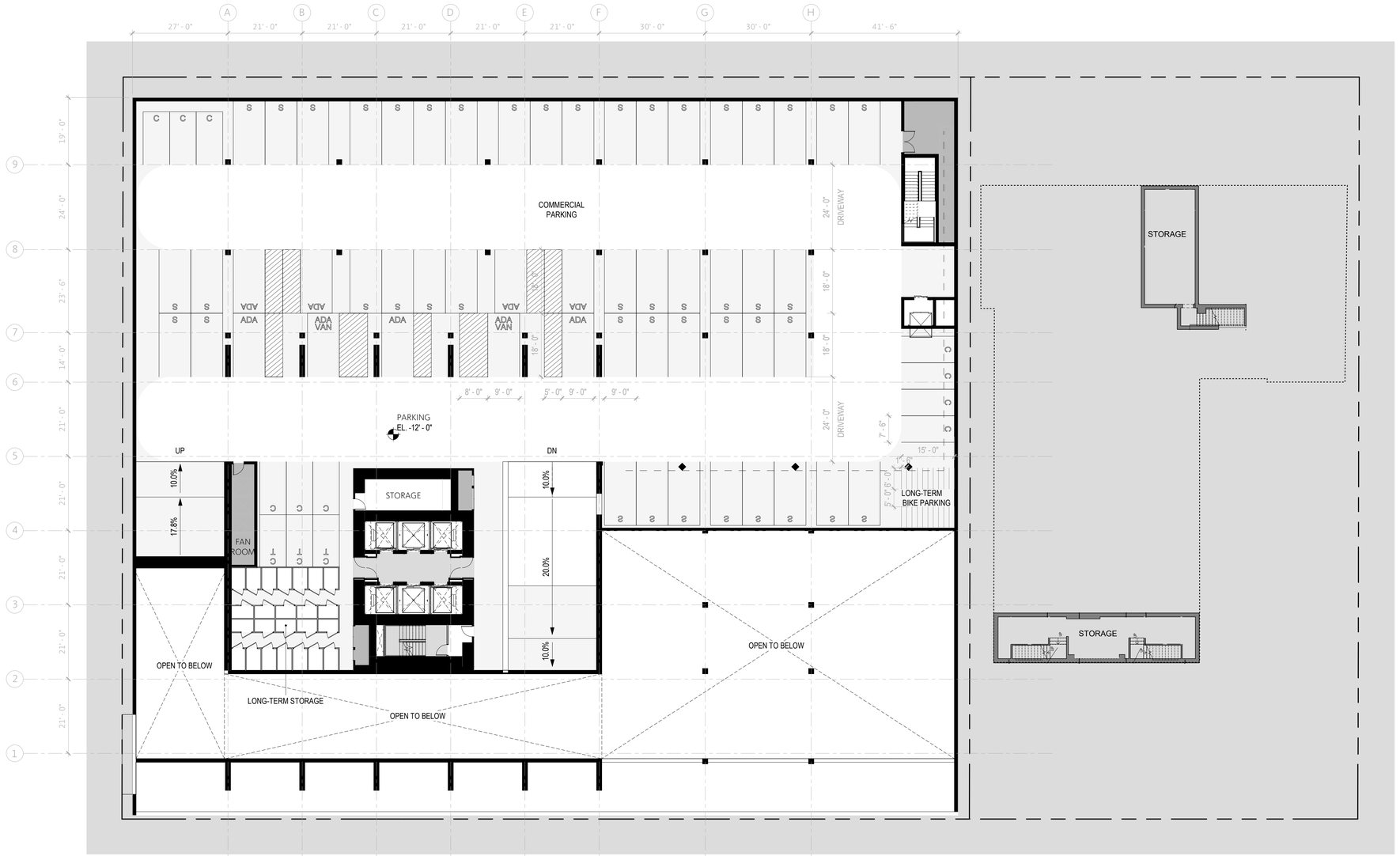

4
A1

PROVIDED PARKING									
			EV			TANDEM		ACCESSIBLE	
LEVEL	TOTAL	STANDARD	PROVIDED	CAPABLE	COMPACT	STANDARD	COMPACT	STANDARD	VAN
BASEMENT 01	68	43	3	0	10	0	3	7	2
BASEMENT 02	132	22	44	0	55	4	7	0	0
BASEMENT 03	145	23	0	47	58	2	15	0	0
BASEMENT 04	125	21	0	47	57	0	0	0	0
	470	109	47	94	180	6	25	7	2

1 FLOOR PLAN - BASEMENT 01
SCALE: 1/16" = 1'-0"

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Description
FLOOR PLAN - BASEMENT 01

Scale
1/16" = 1'-0"

A2.04

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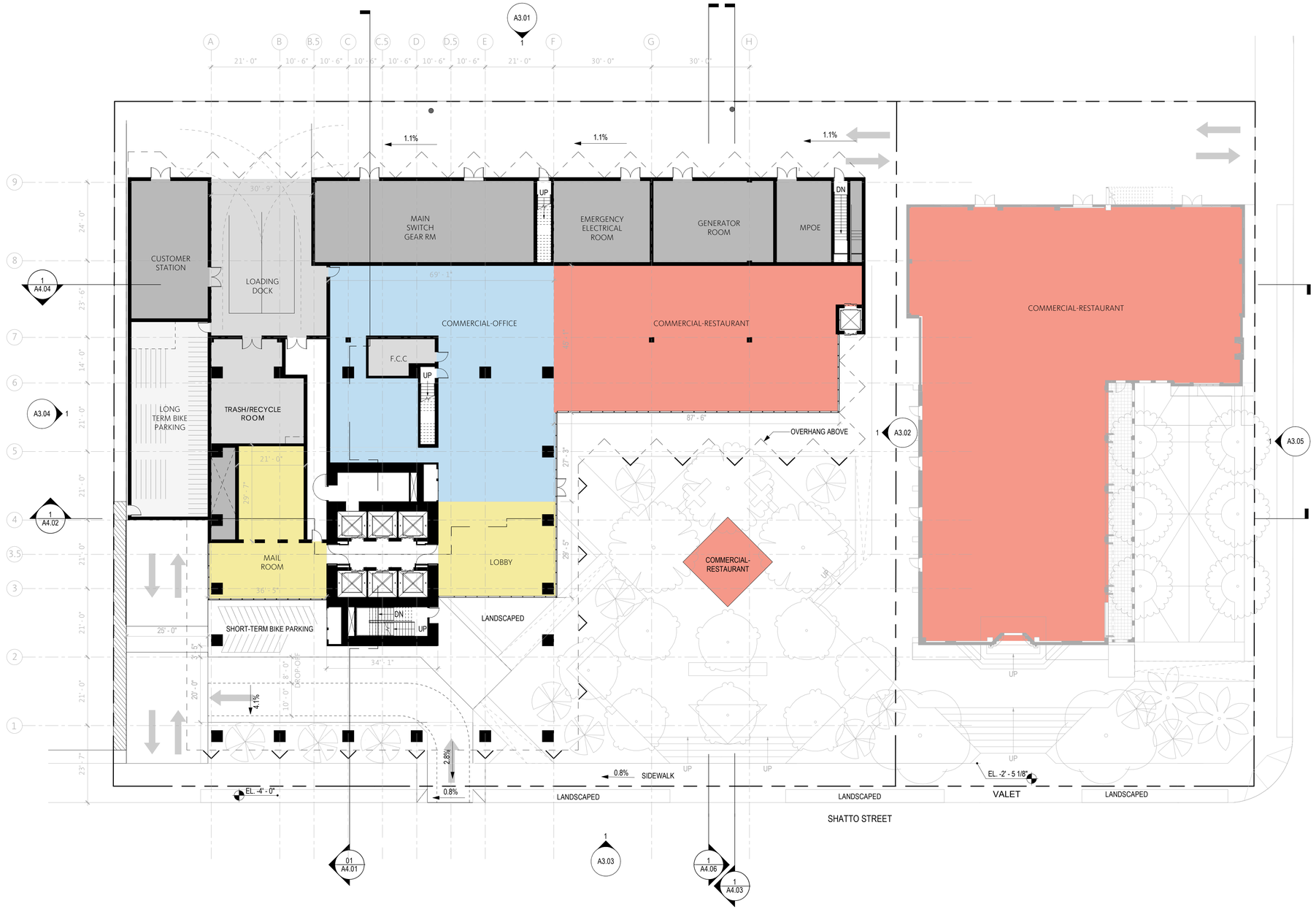

1 FLOOR PLAN - LEVEL 01

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

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Description
FLOOR PLAN - LEVEL 01 - GROUND FLOOR

Scale
1/16" = 1'-0"

A2.05

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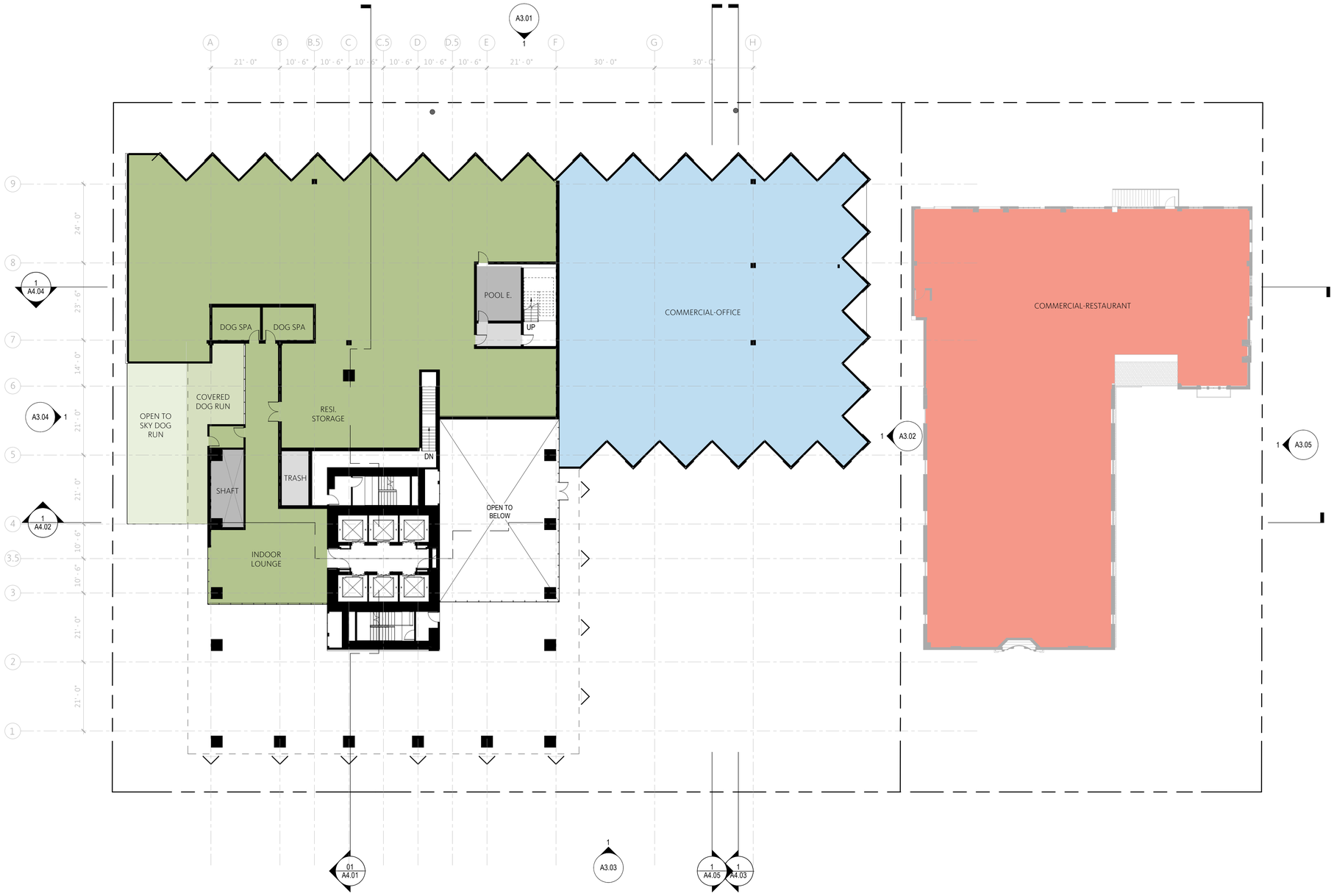

1 FLOOR PLAN - LEVEL 2 - MEZZANINE

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

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Description
FLOOR PLAN - LEVEL 02 - MEZZANINE

Scale
1/16" = 1'-0"

A2.06

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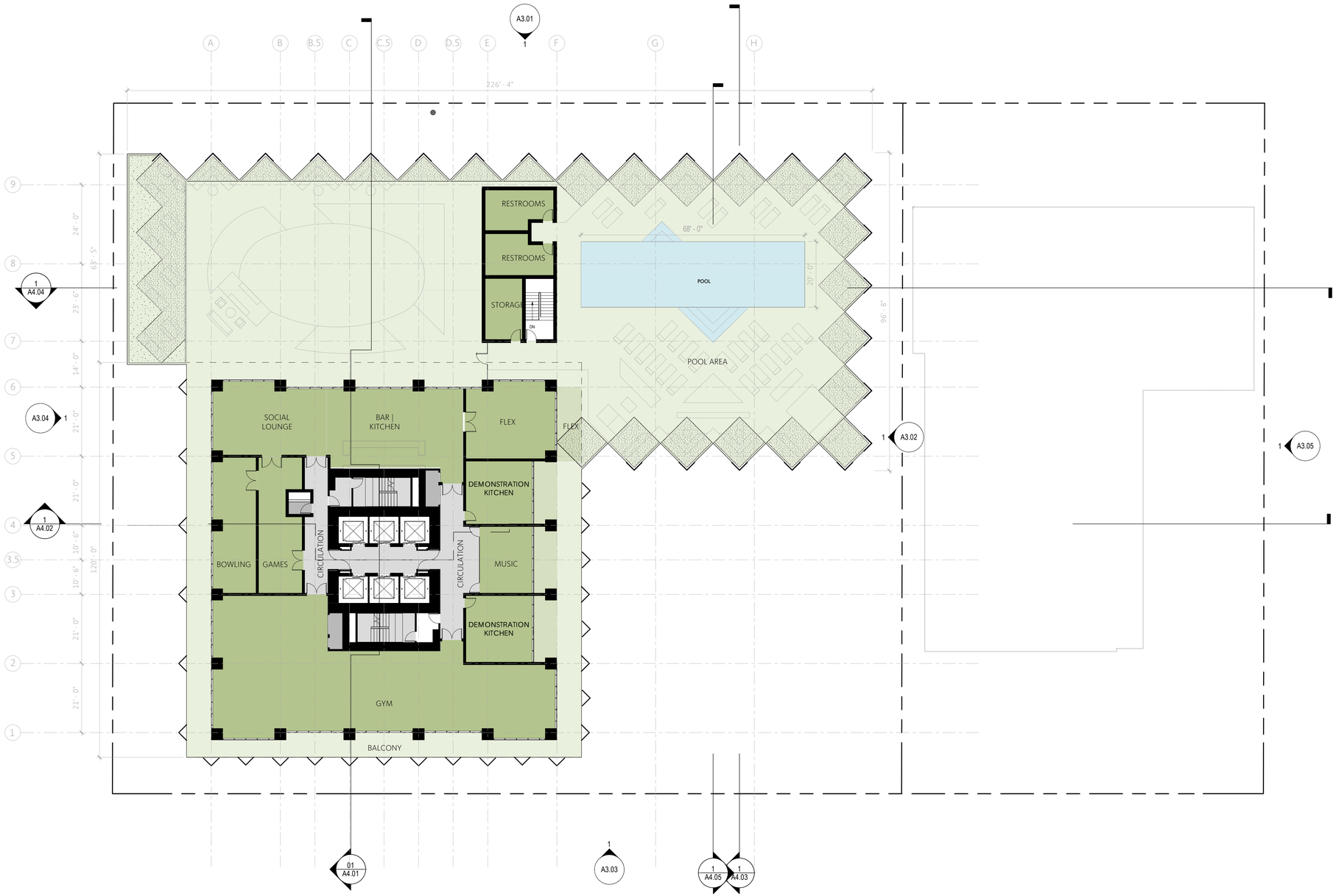

1 FLOOR PLAN - LEVEL 03

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

SHEET NOTES

GENERAL NOTES

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Description
FLOOR PLAN - LEVEL 03 - AMENITY

Scale
1/16" = 1'-0"

A2.07

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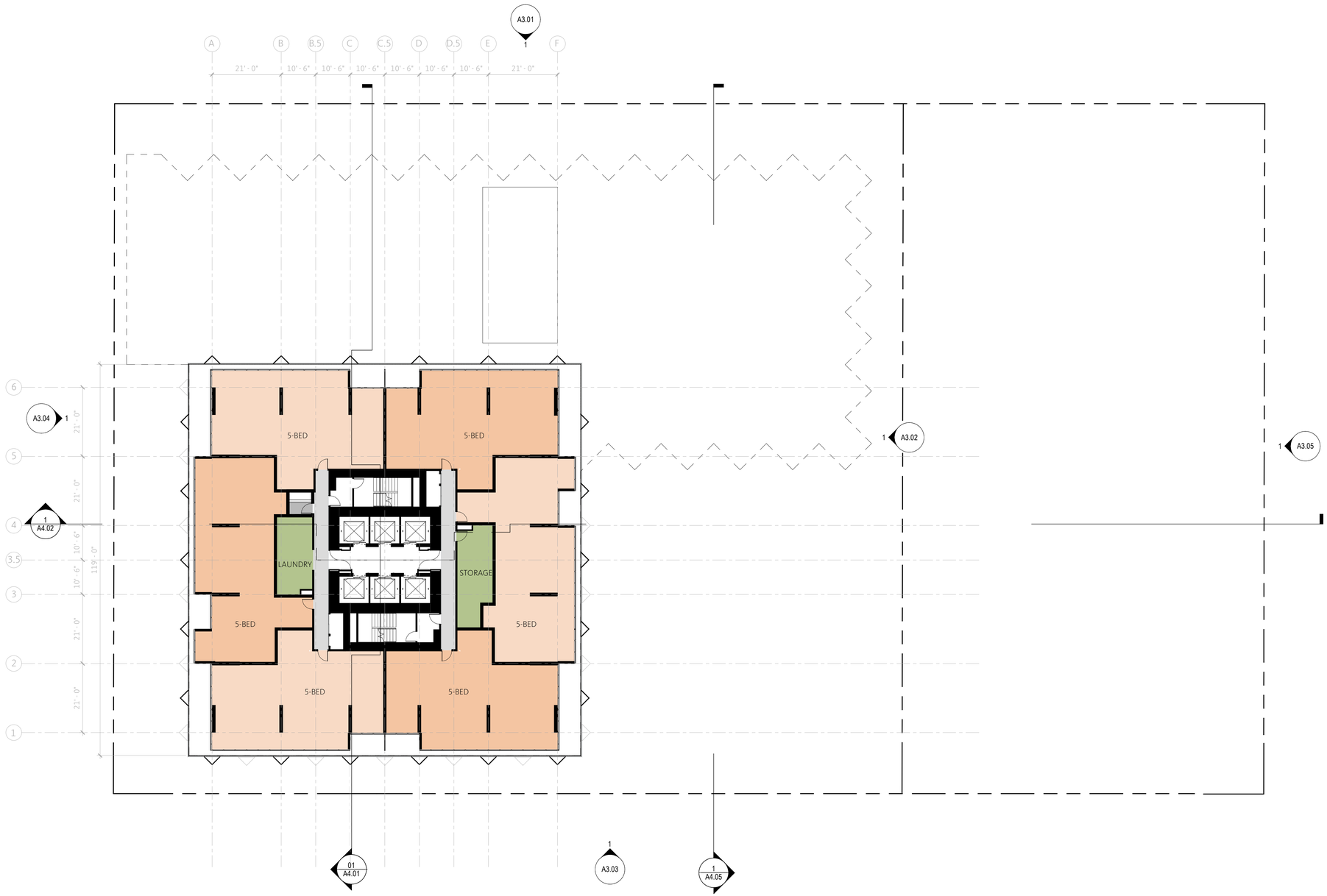

1 FLOOR PLAN - LEVEL 04-12 - TYP TORS/CO-LIVE
SCALE: 1/16" = 1'-0"

SHEET NOTES

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KEY PLAN

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Description
FLOOR PLAN - LEVEL 04-12 - TYP TORS/CO-LIVE

Scale
1/16" = 1'-0"

A2.08

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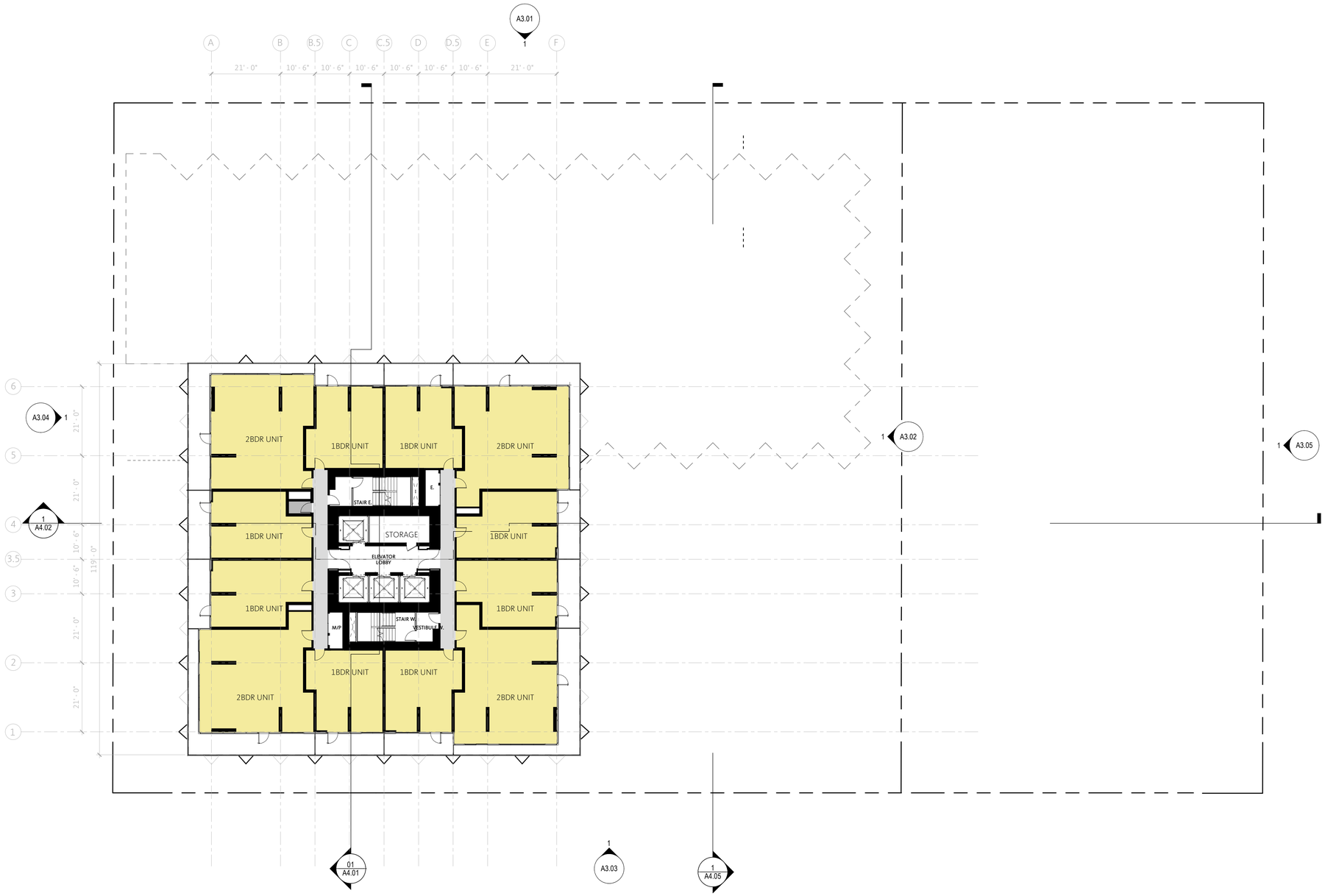

1 FLOOR PLAN - LEVEL 13-37 - TYP RESI

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

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Description
FLOOR PLAN - LEVEL 13-37 - TYP RESI

Scale
1/16" = 1'-0"

A2.09

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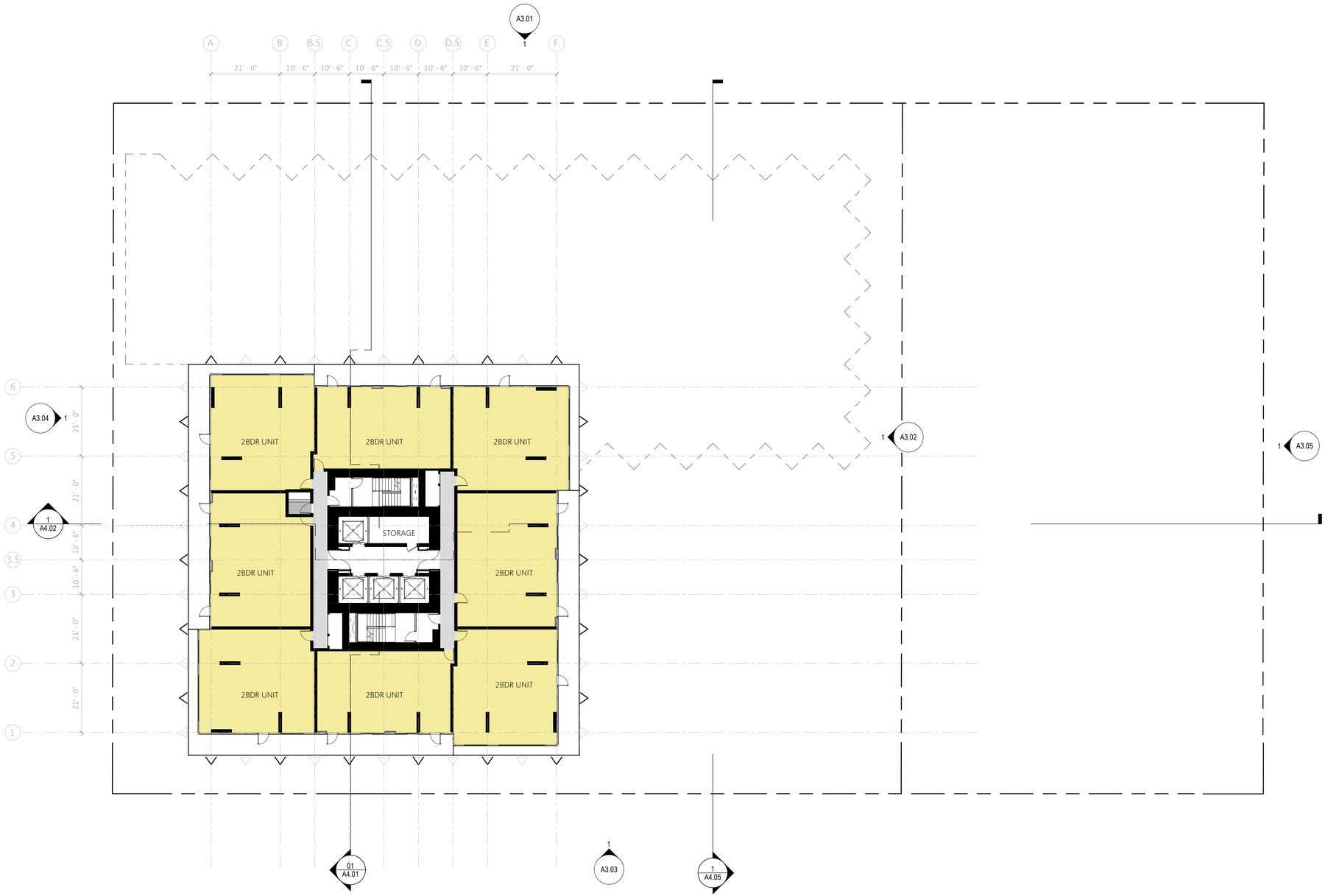

1 FLOOR PLAN - LEVEL 38 - SUB-PENTHOUSE

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

SHEET NOTES

GENERAL NOTES

KEY PLAN

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Description
FLOOR PLAN - LEVEL 38 - RESI SUB-PENTHOUSE

Scale
1/16" = 1'-0"

A2.10

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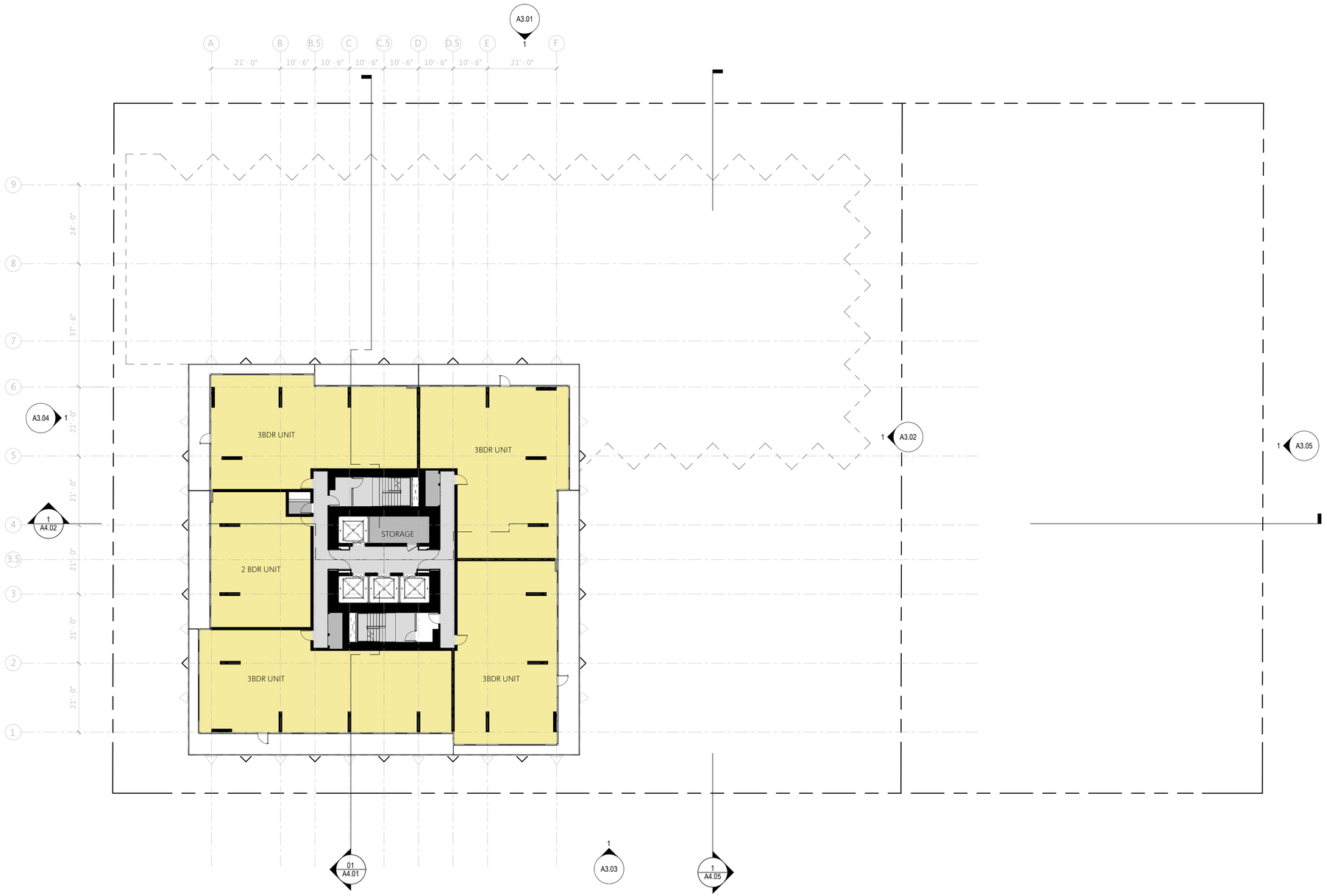

1 FLOOR PLAN - LEVEL 39 - PENTHOUSE
SCALE: 1/16" = 1'-0"

SHEET NOTES

GENERAL NOTES

KEY PLAN

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Description
FLOOR PLAN - LEVEL 39 - RESI PENTHOUSE

Scale
1/16" = 1'-0"

A2.11

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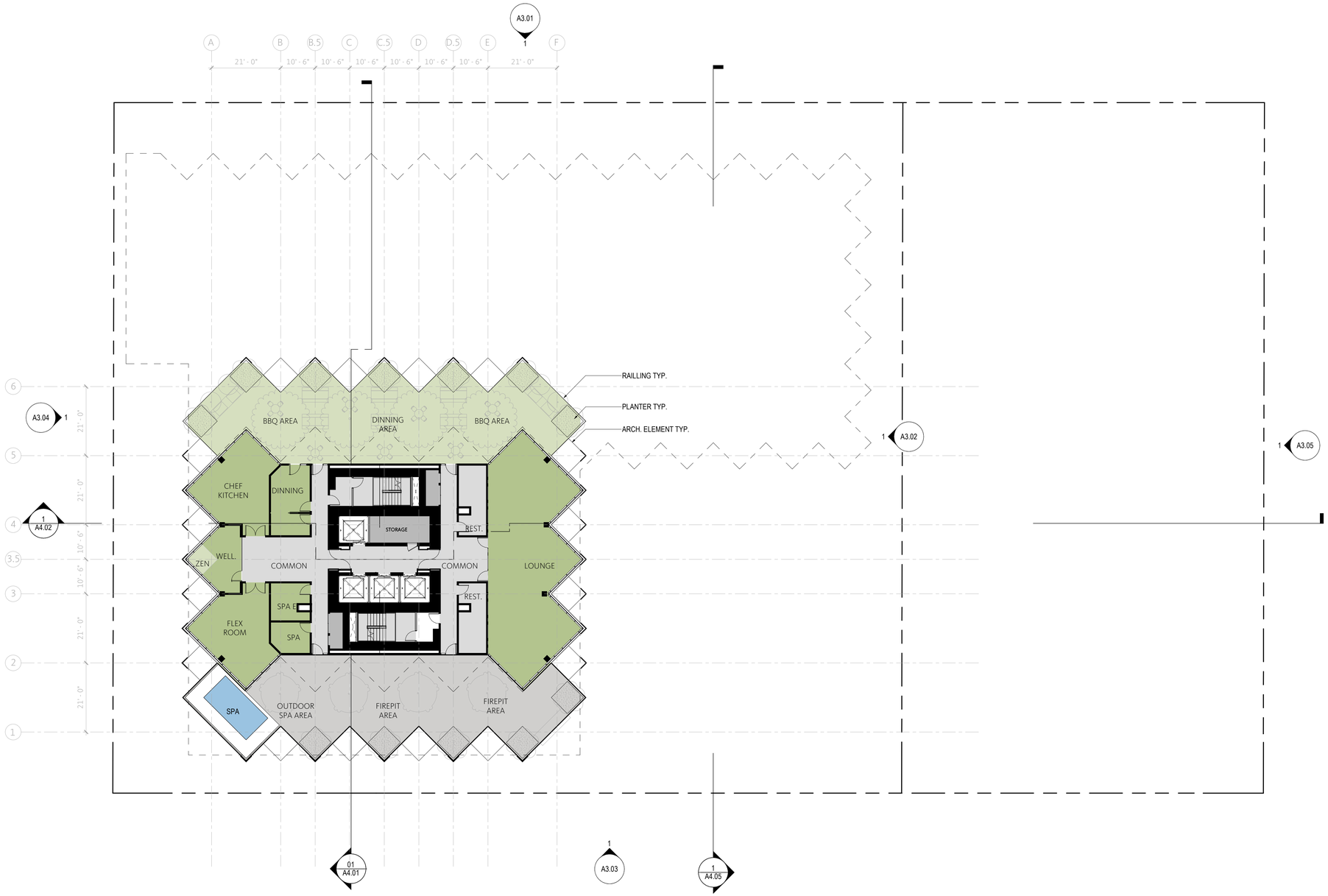

1 FLOOR PLAN - LEVEL 41 - AMENITY

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

SHEET NOTES

GENERAL NOTES

KEY PLAN

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Description
FLOOR PLAN - LEVEL 40 - AMENITY

Scale
1/16" = 1'-0"

A2.12

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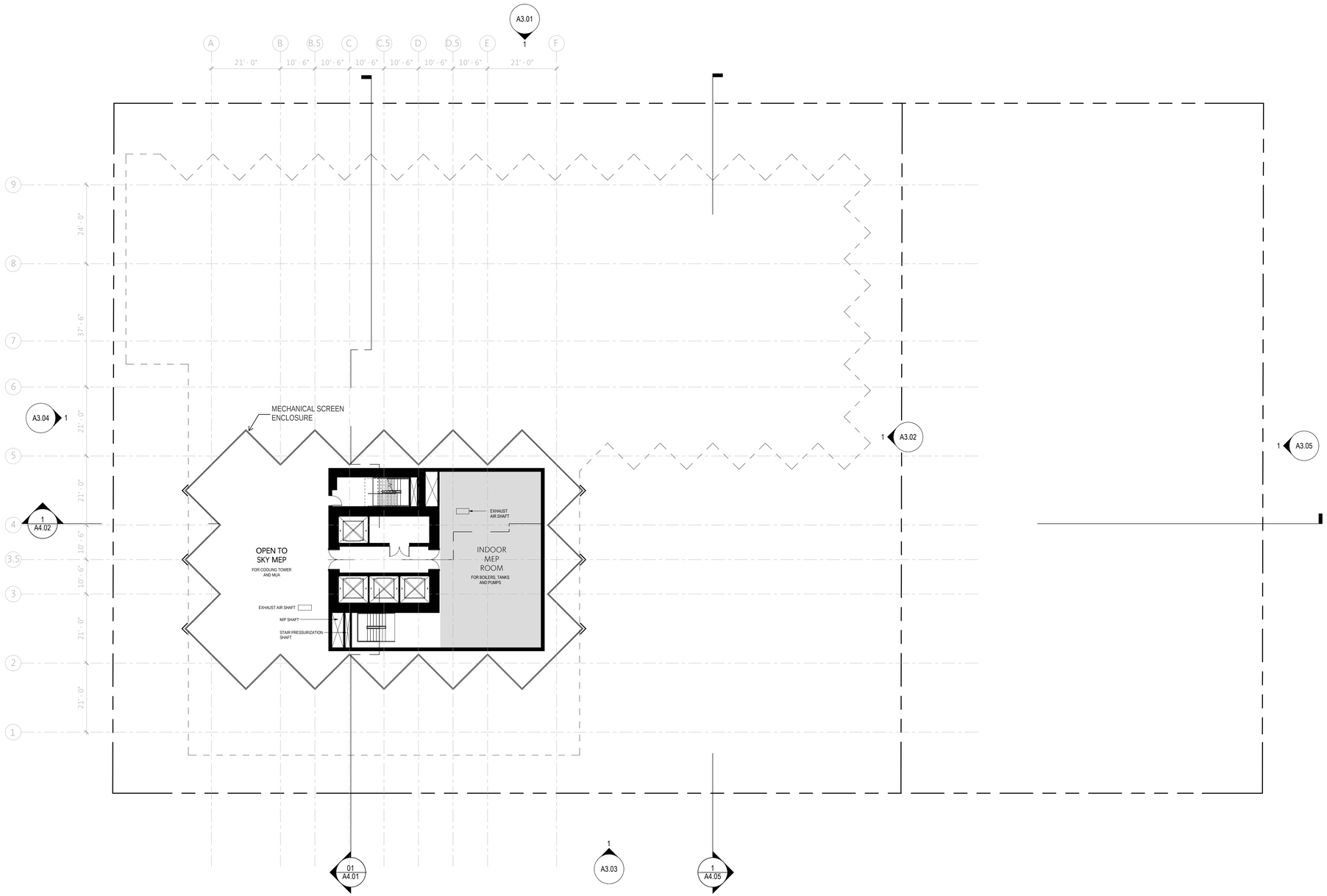

1 FLOOR PLAN - LEVEL 41 - MECHANICAL
SCALE: 1/16" = 1'-0"

SHEET NOTES

GENERAL NOTES

KEY PLAN

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Description
FLOOR PLAN - LEVEL 41 - MECHANICAL

Scale
1/16" = 1'-0"

A2.13

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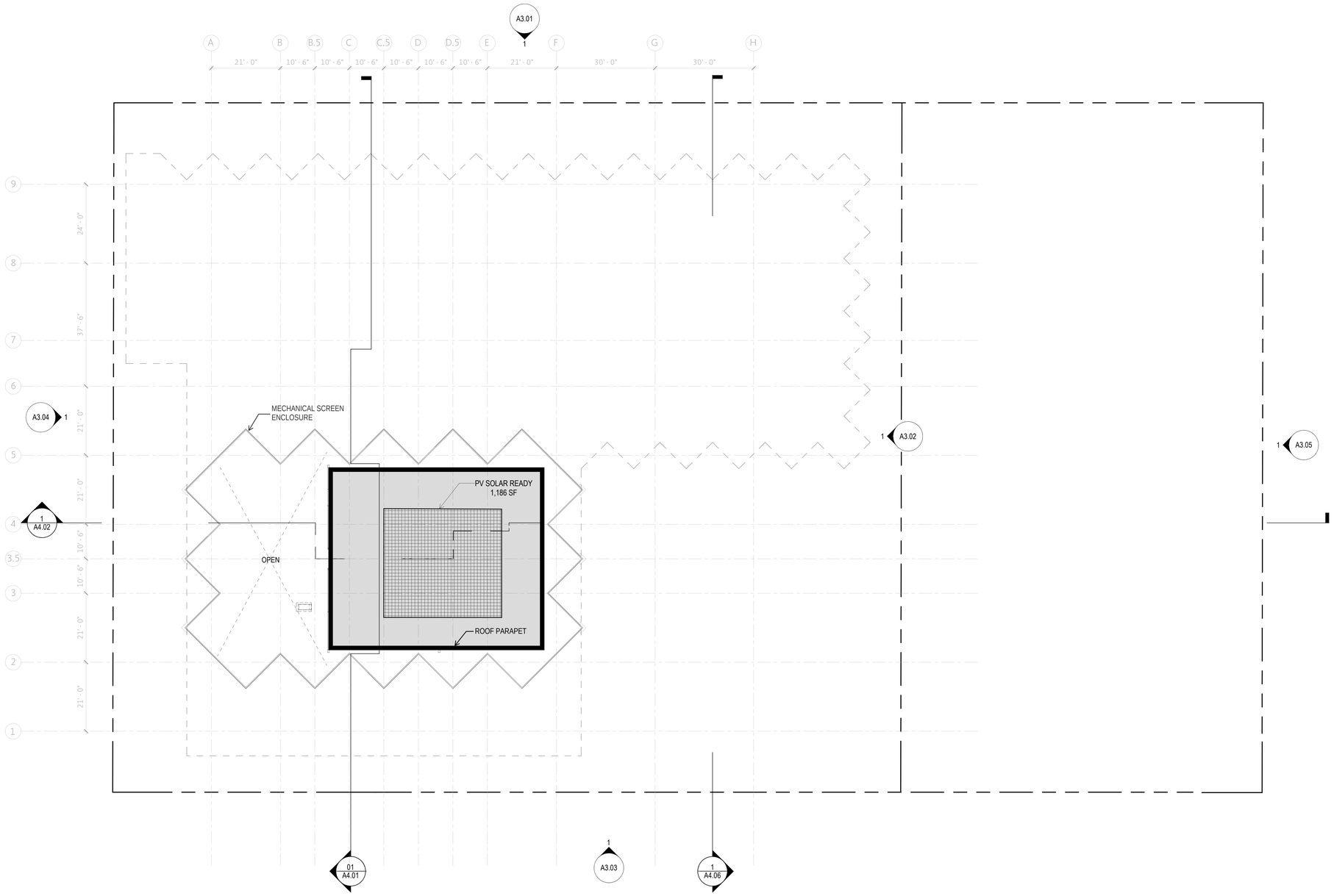

1 FLOOR PLAN - MECHANICAL ROOF

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

SHEET NOTES

GENERAL NOTES

KEY PLAN

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Description
FLOOR PLAN - MECHANICAL ROOF

Scale
1/16" = 1'-0"

A2.14

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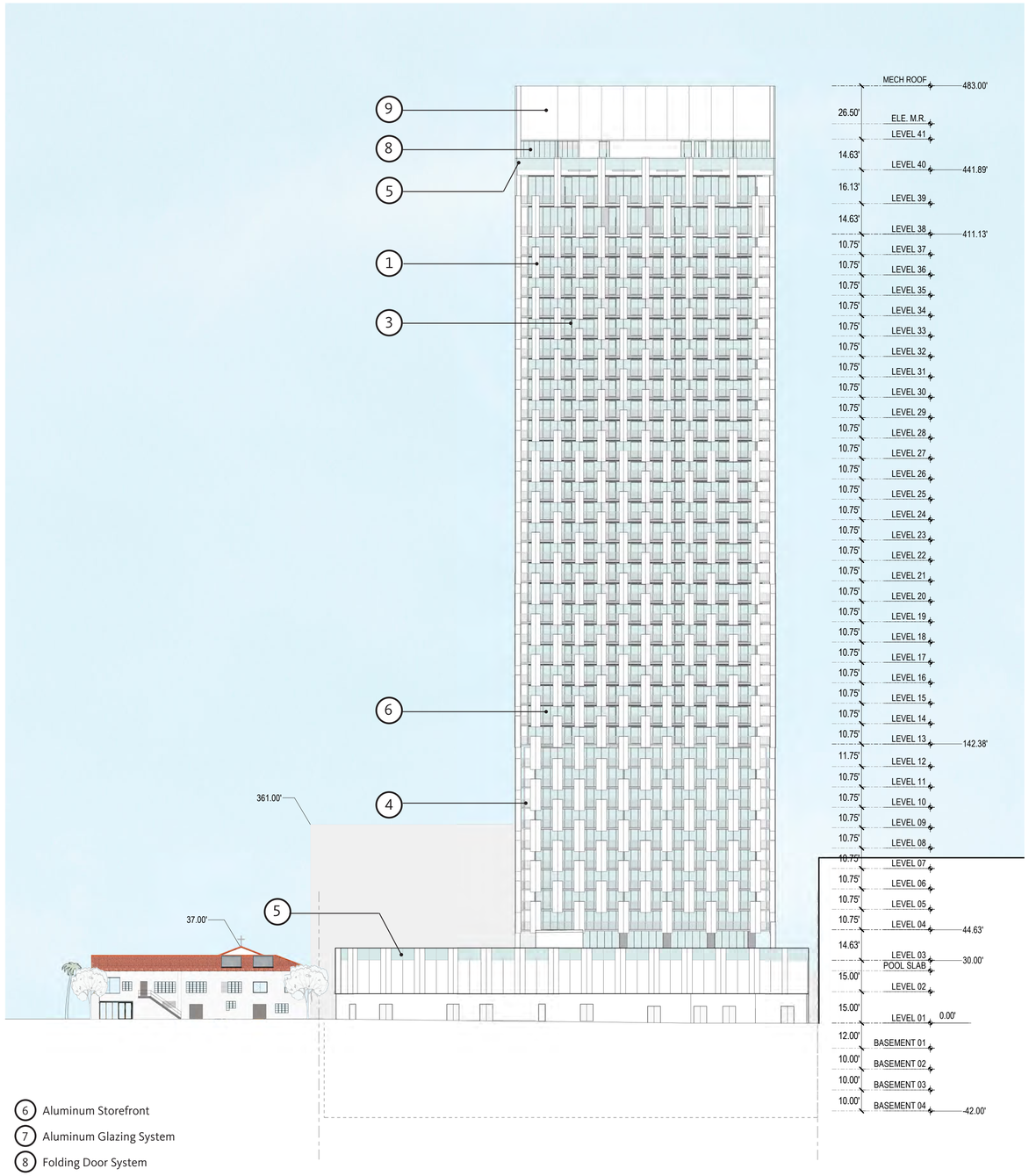

MATERIALS LEGEND

1. Expanded Metal Panels
2. Exposed Concrete
3. Frosted Glass
4. Metal Guardrails
5. Glass Guardrails
6. Aluminum Storefront
7. Aluminum Glazing System
8. Folding Door System
9. Preforated Screen
10. Colored Tile

1 BUILDING ELEVATION - EAST
SCALE: 1" = 30'-0"

SHEET NOTES

GENERAL NOTES

KEY PLAN

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Description
BUILDING ELEVATION - EAST

Scale
1" = 30'-0"

A3.01

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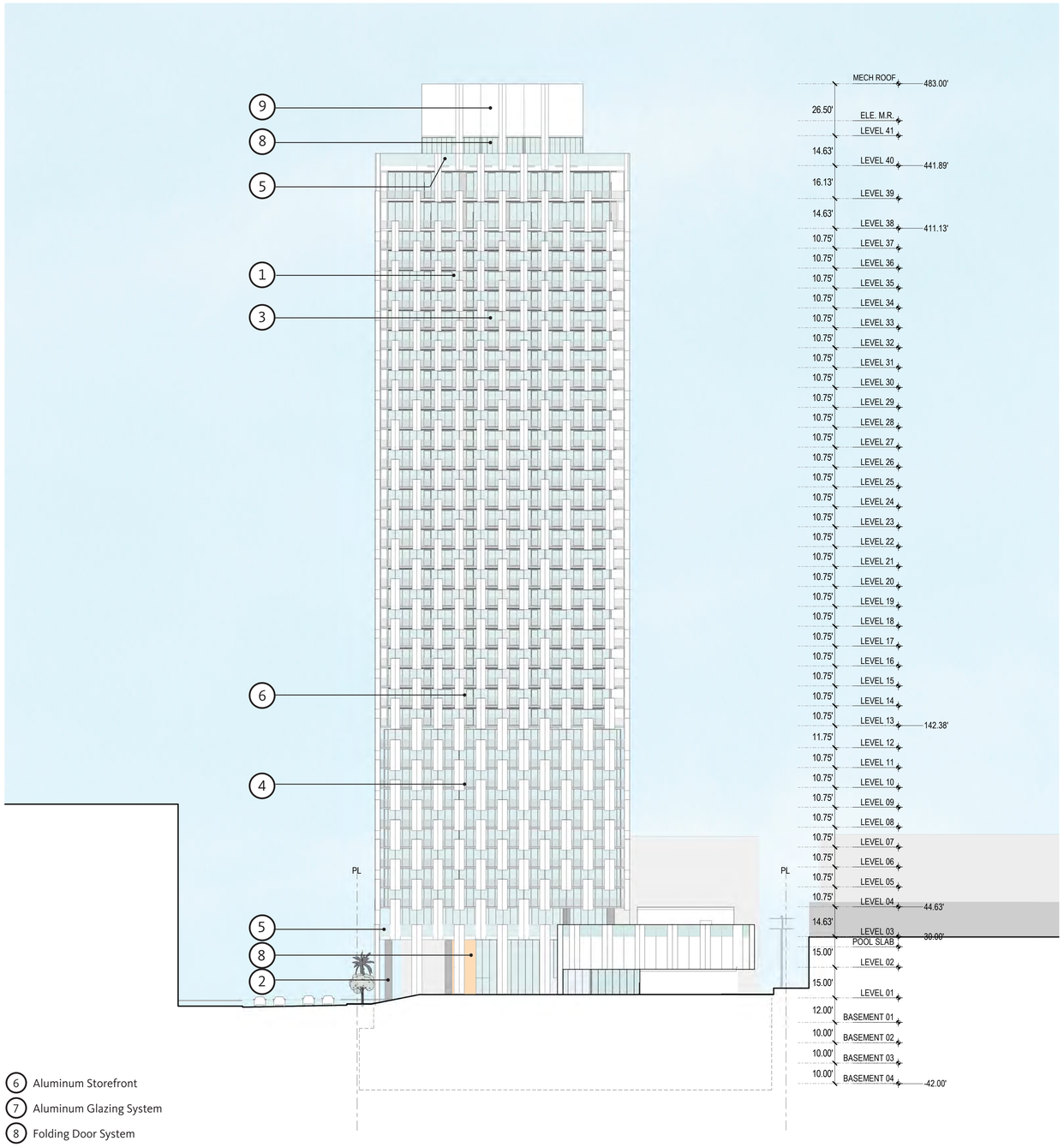

MATERIALS LEGEND

1. Expanded Metal Panels
2. Exposed Concrete
3. Frosted Glass
4. Metal Guardrails
5. Glass Guardrails
6. Aluminum Storefront
7. Aluminum Glazing System
8. Folding Door System
9. Preforated Screen
10. Colored Tile

1 BUILDING ELEVATION - SOUTH
SCALE: 1" = 30'-0"

SHEET NOTES

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05.2655.000

Description
BUILDING ELEVATION - SOUTH

Scale
1" = 30'-0"

A3.02

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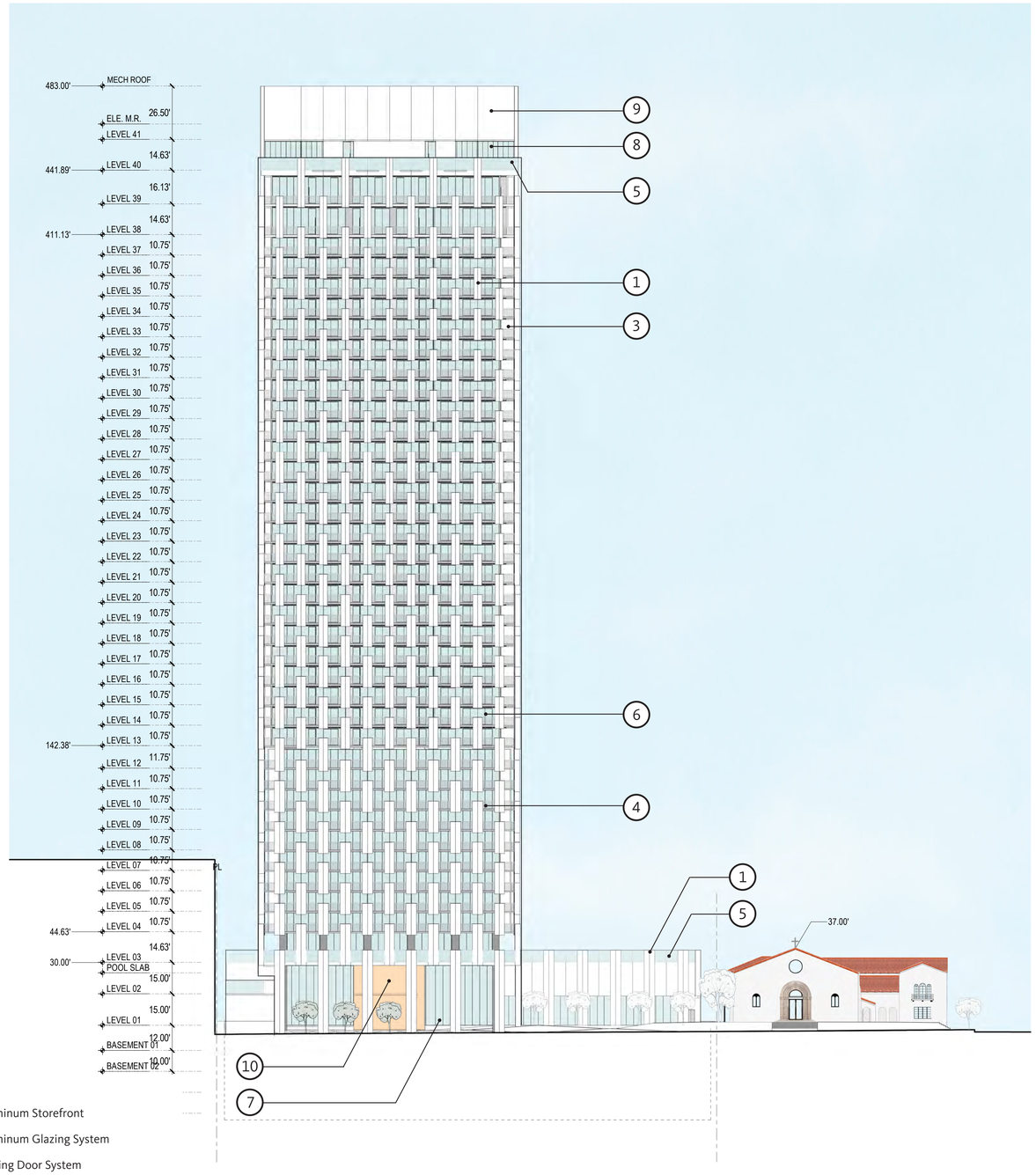
5/29/2020 1:31:52 PM BIM 360://005.2655.000 - 514-550 Shatto Place Concept/05.2655.000_550 Shatto Place.rvt



MATERIALS LEGEND

1. Expanded Metal Panels
2. Exposed Concrete
3. Frosted Glass
4. Metal Guardrails
5. Glass Guardrails
6. Aluminum Storefront
7. Aluminum Glazing System
8. Folding Door System
9. Preforated Screen
10. Colored Tile

1 BUILDING ELEVATION - WEST
SCALE: 1" = 30'-0"

SHEET NOTES

GENERAL NOTES

KEY PLAN

TF SHATTO LP

514-550 SHATTO PLACE
LOS ANGELES, CA 90020

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel 213.327.3600
Fax 213.327.3601

△	Date	Description
	07/31/20	ENTITLEMENT SUBMITTAL

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
514-550 SHATTO

Project Number
05.2655.000

Description
BUILDING ELEVATION - WEST

Scale
1" = 30'-0"

A3.03

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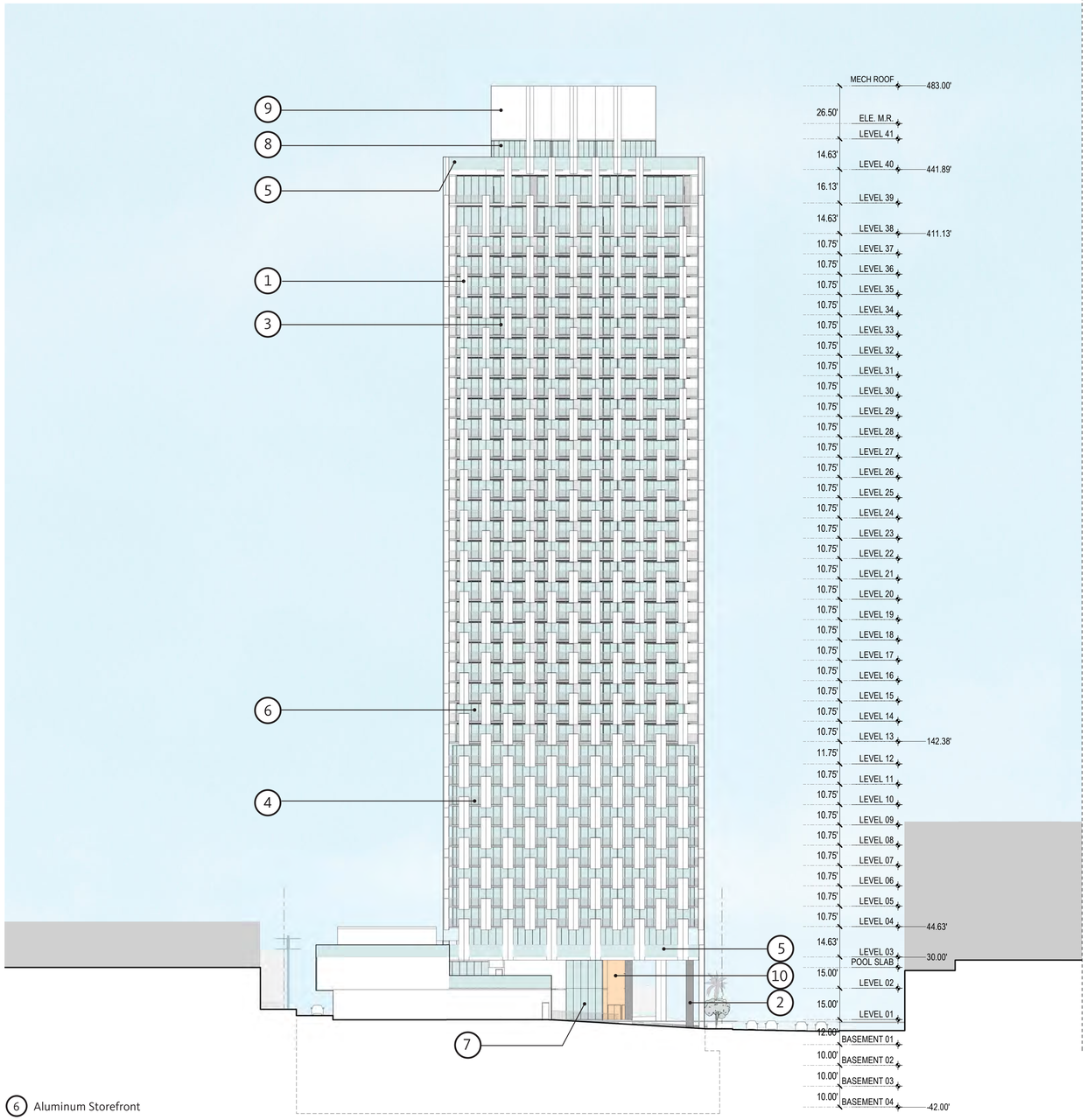

MATERIALS LEGEND

1. Expanded Metal Panels
2. Exposed Concrete
3. Frosted Glass
4. Metal Guardrails
5. Glass Guardrails
6. Aluminum Storefront
7. Aluminum Glazing System
8. Folding Door System
9. Preforated Screen
10. Colored Tile

1 BUILDING ELEVATION - NORTH
SCALE: 1" = 30'-0"

5/29/2020 1:47:09 PM BIM 360://005.2655.000 - 514-550 Shatto Place Concept/05.2655.000_550 Shatto Place.rvt

SHEET NOTES

GENERAL NOTES

KEY PLAN

TF SHATTO LP
514-550 SHATTO PLACE
LOS ANGELES, CA 90020

Gensler
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Los Angeles, California 90071
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Project Name
514-550 SHATTO

Project Number
05.2655.000

Description
BUILDING ELEVATION - NORTH

Scale
1" = 30'-0"

A3.04

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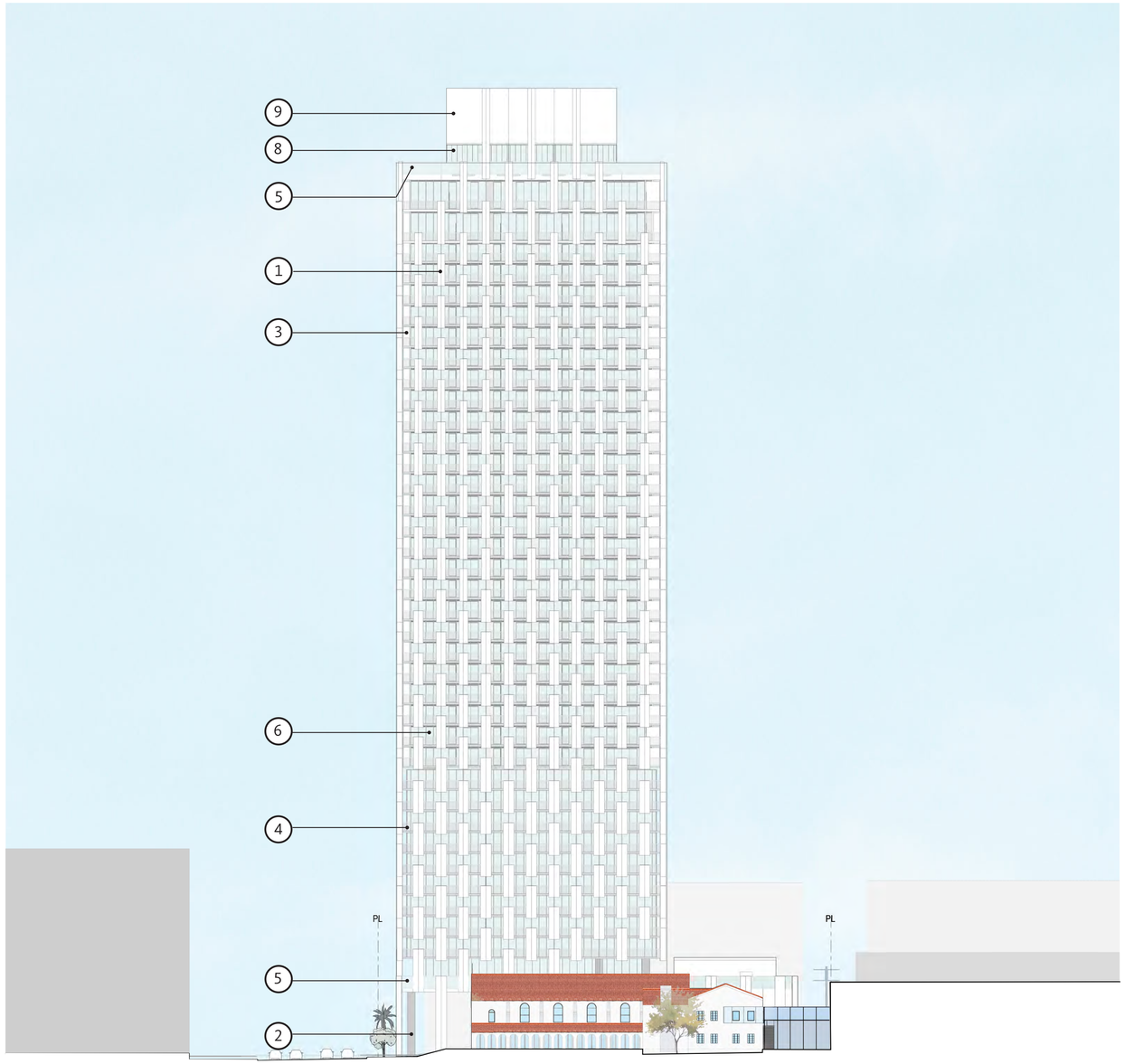

MATERIALS LEGEND

1 Expanded Metal Panels	6 Aluminum Storefront
2 Exposed Concrete	7 Aluminum Glazing System
3 Frosted Glass	8 Folding Door System
4 Metal Guardrails	9 Preforated Screen
5 Glass Guardrails	10 Colored Tile

1 BUILDING ELEVATION - SOUTH 1
SCALE: 1" = 30'-0"

SHEET NOTES

GENERAL NOTES

KEY PLAN

TF SHATTO LP

514-550 SHATTO PLACE
LOS ANGELES, CA 90020

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United States

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514-550 SHATTO

Project Number
05.2655.000

Description
BUILDING ELEVATION - SOUTH

Scale
1" = 30'-0"

A3.05

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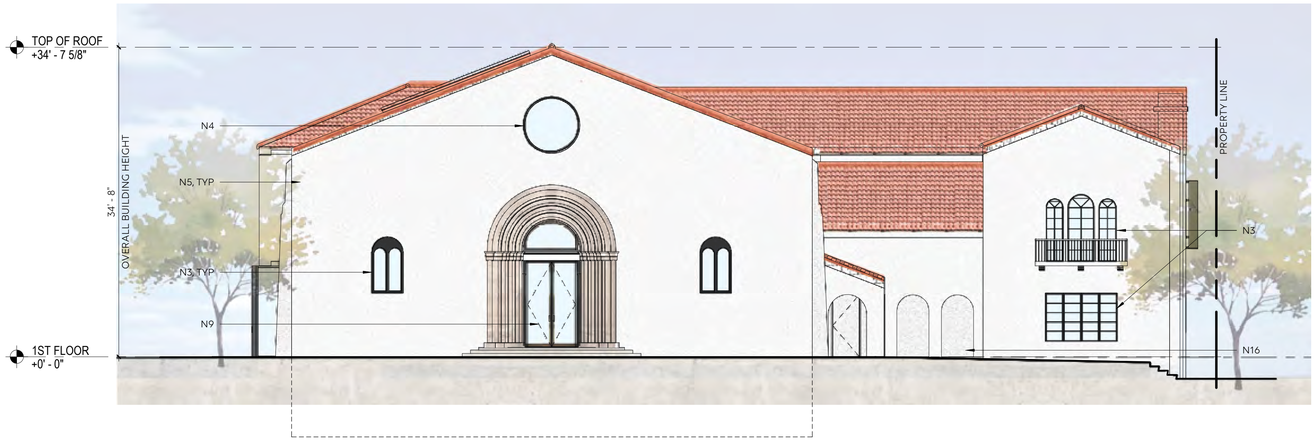
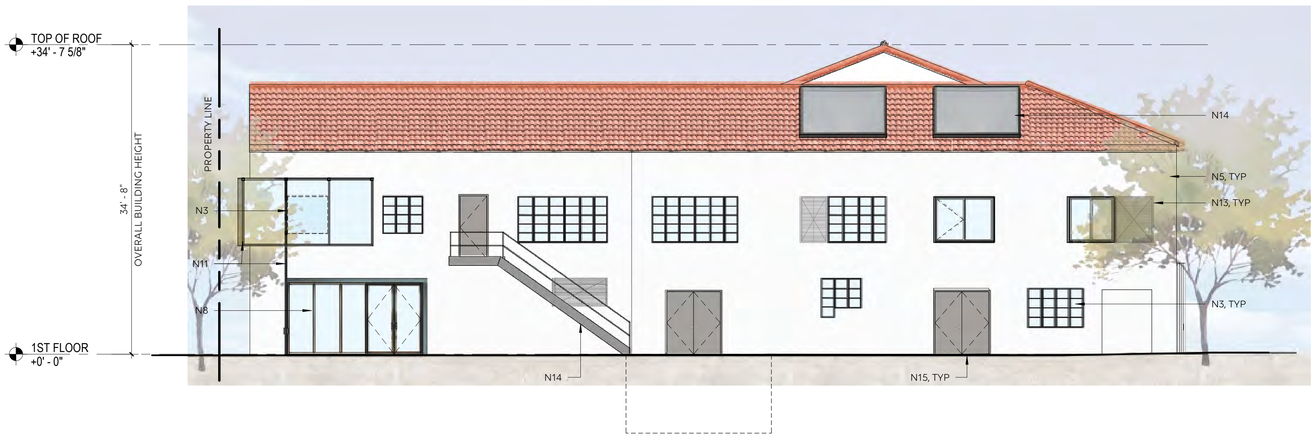
PHOTOGRAPHS OF EXISTING BUILDING



EAST ELEVATION



WEST ELEVATION

NOTES

N1. (N) 12' WIDE OPENING & STOREFRONT

N2. RETAIN (E) WINDOW OUTER FRAME, REPLACE (E) STAINED GLASS W/ REPATTERNED STAINED GLASS

N3. (E) WINDOW TO REMAIN

N4. ROSE WINDOW LOCATION CURRENTLY, SCOPE BOARDED UP. EXISTENCE AND CONDITION TBD

N5. (E) PLASTER TO BE REPAIRED AS NEEDED, PAINT TO MATCH EXISTING

N6. (N) WINDOW AT EXISITNG LOCATION

N7. (N) WINDOW OPENINGS BEYOND AT INTERIOR WALL OF ARCADE

N8. (N) WALL OPENING & STOREFRONT

N9. (N) GLASS PANELED DOOR, ORIGINAL WOOD DOOR TO BE STORED

N10. (N) SKYLIGHT

N11. (N) GATE / GLASS FACADE SCREEN SYSTEM, OPERABLE TO MIN 14' CLR FOR LOADING

N12. (N) GLASS FACADE SCREEN SYSTEM, ORIGINAL WINDOW OPENING BEHIND TO REMAIN

N13. (N) MECH LOUVER

N14. (N) EXTERIOR EXIT STAIR

N15. (N) UTILITY DOORS

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

ENTITLEMENT ELEVATIONS

7.13.20

A3.11

SHATTO CHURCH

3119 West 6th Street, Los Angeles, CA 90020

OMGIVNING
architecture / interiors
724 S. SPRING ST #501, LOS ANGELES, CA 90014

PHOTOGRAPHS OF EXISTING BUILDING

NORTH ELEVATION

SOUTH ELEVATION

NOTES

N1. (N) 12' WIDE OPENING & STOREFRONT

N2. RETAIN (E) WINDOW OUTER FRAME, REPLACE (E) STAINED GLASS W/ REPATTERNED STAINED GLASS

N3. (E) WINDOW TO REMAIN

N4. ROSE WINDOW LOCATION CURRENTLY, SCOPE BOARDED UP. EXISTENCE AND CONDITION TBD

N5. (E) PLASTER TO BE REPAIRED AS NEEDED, PAINT TO MATCH EXISTING

N6. (N) WINDOW AT EXISITNG LOCATION

N7. (N) WINDOW OPENINGS BEYOND AT INTERIOR WALL OF ARCADE

N8. (N) WALL OPENING & STOREFRONT

N9. (N) GLASS PANELED DOOR, ORIGINAL WOOD DOOR TO BE STORED

N10. (N) SKYLIGHT

N11. (N) GATE / GLASS FACADE SCREEN SYSTEM, OPERABLE TO MIN 14' CLR FOR LOADING

N12. (N) GLASS FACADE SCREEN SYSTEM, ORIGINAL WINDOW OPENING BEHIND TO REMAIN

N13. (N) MECH LOUVER

N14. (N) EXTERIOR EXIT STAIR

N15. (N) UTILITY DOORS

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

ENTITLEMENT ELEVATIONS 2

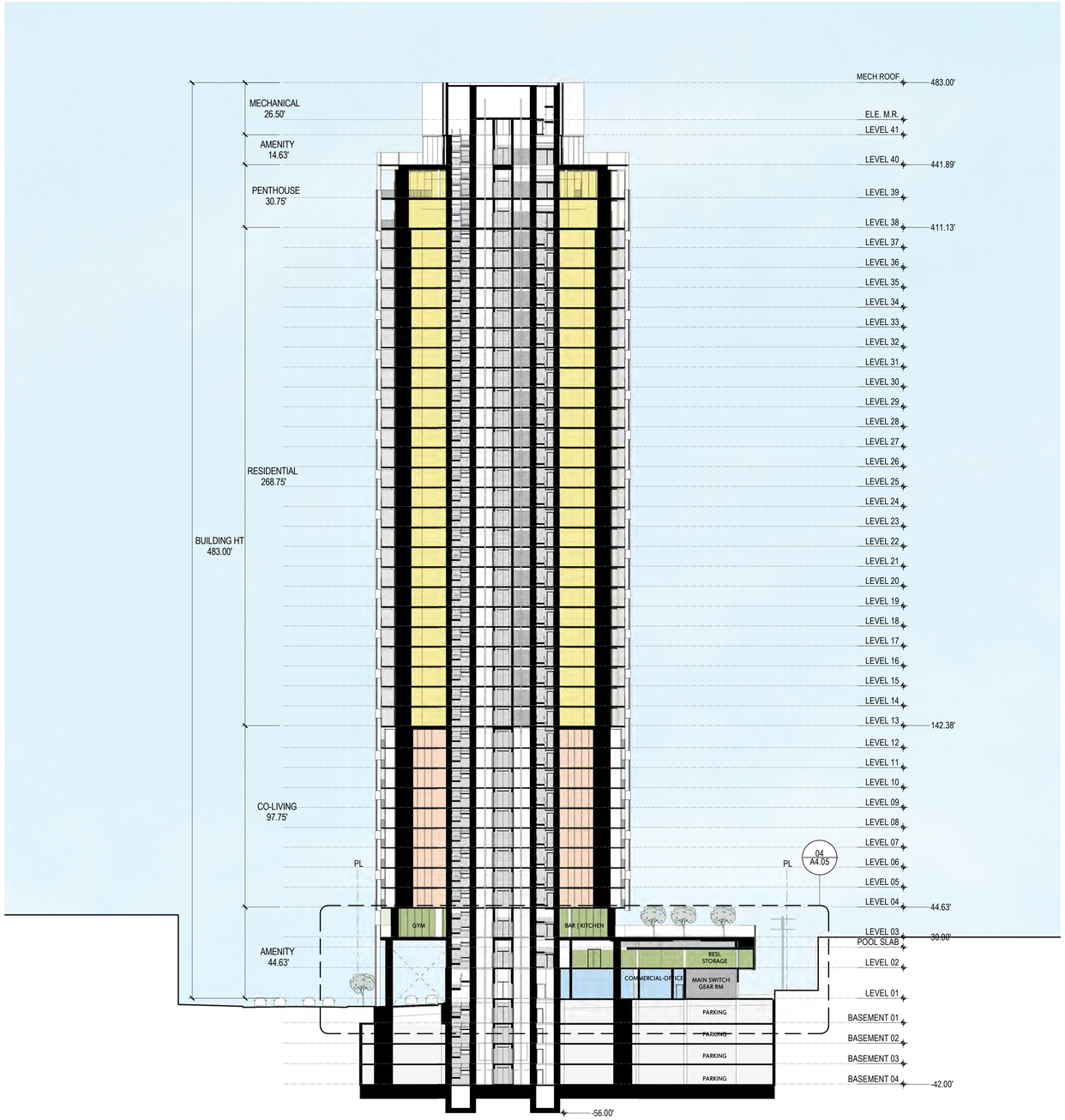
7.13.20

A3.12

SHATTO CHURCH

3119 West 6th Street Los Angeles, CA 90020

OMGIVNING
architecture / interiors
724 S. SPRING ST #501, LOS ANGELES, CA 90014



01 BUILDING SECTION - EAST WEST
SCALE: 1" = 30'-0"

5/29/2020 2:03:42 PM BIM 360://05.2655.000 - 514-550 Shatto Place Concept/05.2655.000_550 Shatto Place.rvt

SHEET NOTES

GENERAL NOTES

KEY PLAN

TF SHATTO LP

514-550 SHATTO PLACE
LOS ANGELES, CA 90020

Gensler

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United States

Tel 213.327.3600
Fax 213.327.3601

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	07/31/20	ENTITLEMENT SUBMITTAL

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Project Name
514-550 SHATTO

Project Number
05.2655.000

Description
BUILDING SECTIONS

Scale
1" = 30'-0"

A4.01

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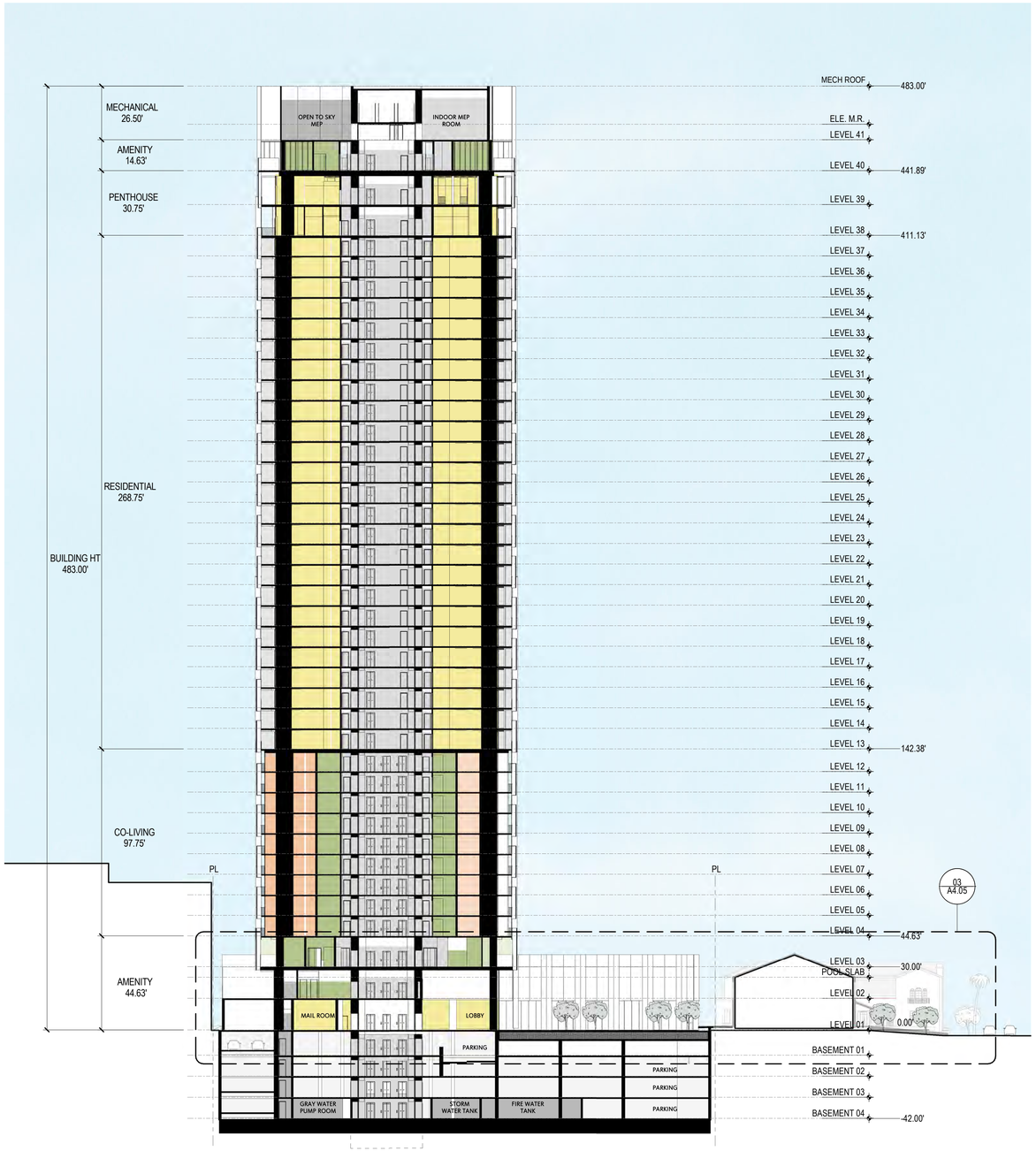

1 BUILDING SECTION - NORTH SOUTH
SCALE: 1" = 30'-0"

5/29/2020 2:23:23 PM BIM 360://05.2655.000 - 514-550 Shatto Place Concept/05.2655.000_550 Shatto Place.rvt

SHEET NOTES

GENERAL NOTES

KEY PLAN

TF SHATTO LP

514-550 SHATTO PLACE
LOS ANGELES, CA 90020

Gensler

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United States

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△ Date	Description
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Project Name
514-550 SHATTO

Project Number
05.2655.000

Description
BUILDING SECTIONS

Scale
1" = 30'-0"

A4.02

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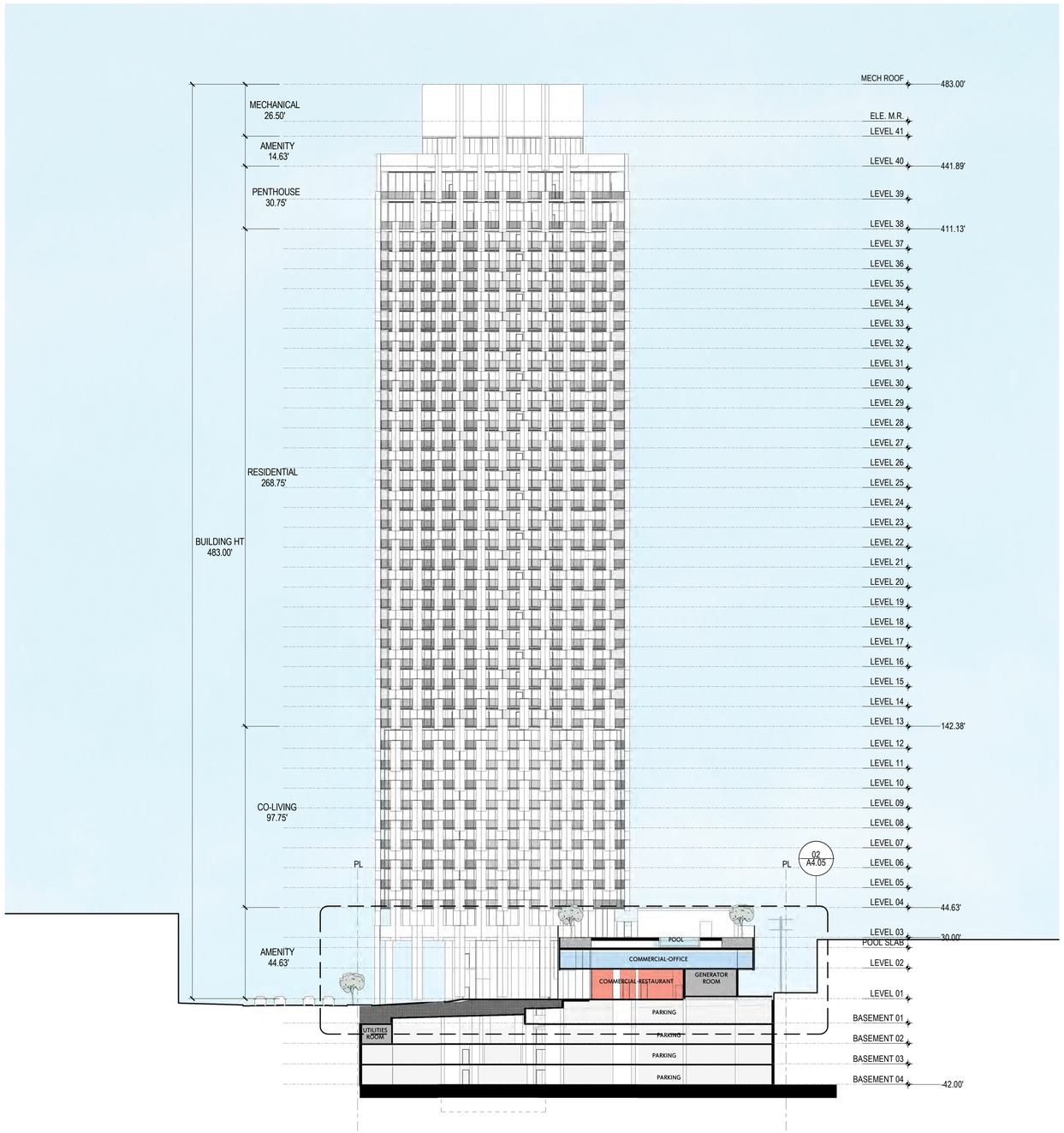

1 BUILDING SECTION - PLAZA
SCALE: 1" = 30'-0"

5/29/2020 2:35:19 PM BIM 360://05.2655.000 - 514-550 Shatto Place Concept/05.2655.000_550 Shatto Place.rvt

SHEET NOTES

GENERAL NOTES

KEY PLAN

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Project Number
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Description
BUILDING SECTIONS

Scale
1" = 30'-0"

A4.03

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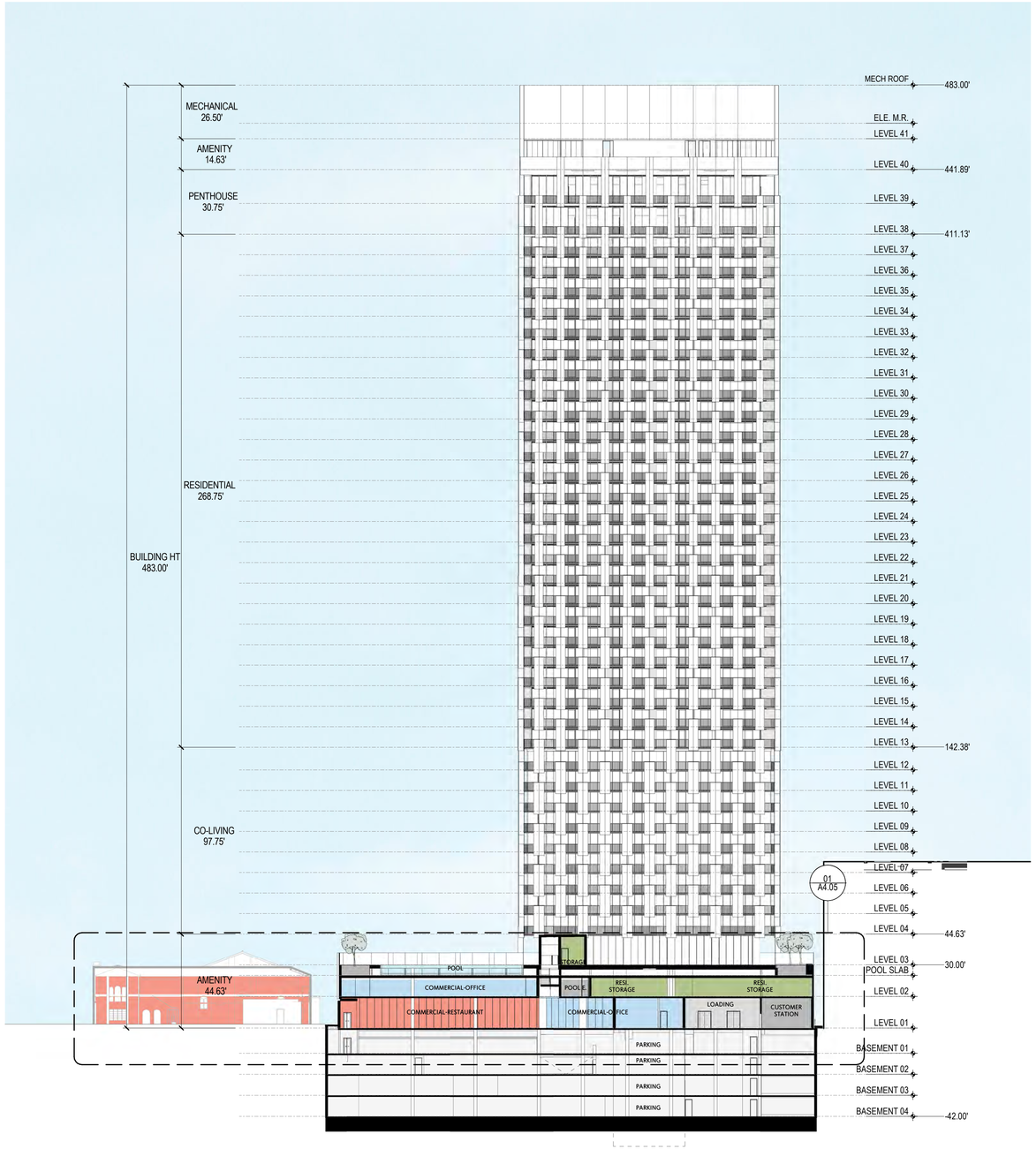

1 BUILDING SECTION - POOL

SCALE: 1" = 30'-0"

5/29/2020 2:39:50 PM BIM 360://05.2655.000 - 514-550 Shatto Place Concept/05.2655.000_550 Shatto Place.rvt

SHEET NOTES

GENERAL NOTES

KEY PLAN

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514-550 SHATTO PLACE
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Los Angeles, California 90071
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Project Name
514-550 SHATTO

Project Number
05.2655.000

Description
BUILDING SECTIONS

Scale
1" = 30'-0"

A4.04

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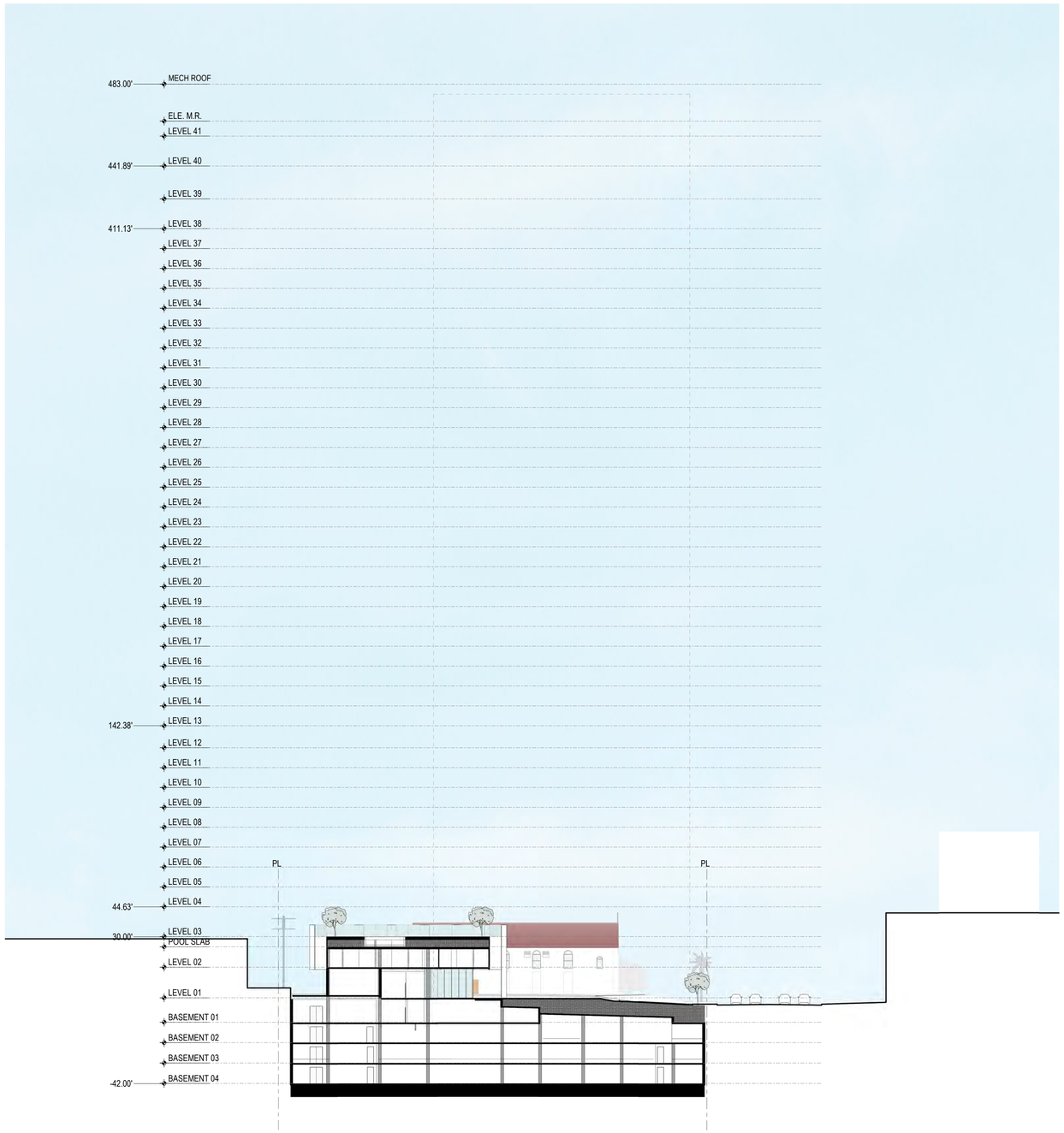

1 BUILDING SECTION - PLAZA 1
SCALE: 1" = 30'-0"

SHEET NOTES

GENERAL NOTES

KEY PLAN

TF SHATTO LP
514-550 SHATTO PLACE
LOS ANGELES, CA 90020

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
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Fax 213.327.3601

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07/31/20	ENTITLEMENT SUBMITTAL

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
514-550 SHATTO

Project Number
05.2655.000

Description
BUILDING SECTIONS

Scale
1" = 30'-0"

A4.05

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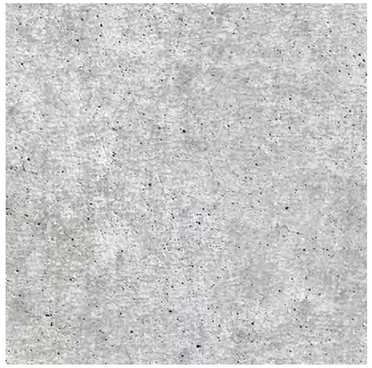
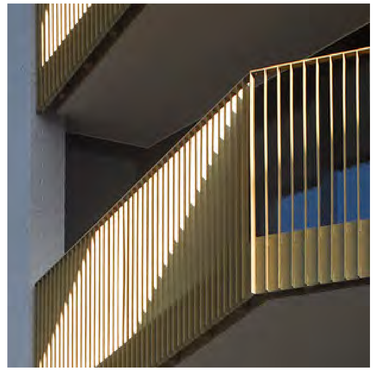
01. EXPANDED METAL PANELS



02. EXPOSED CONCRETE

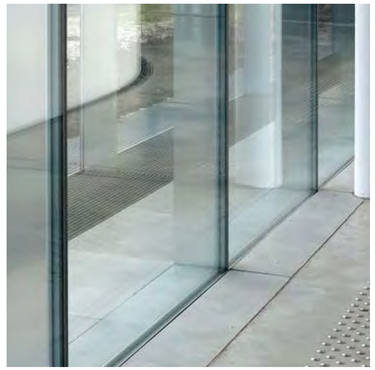
03. FROSTED GLASS



04. METAL GUARDRAILS

05. GLASS GUARDRAILS

06. ALUMINUM STOREFRONT

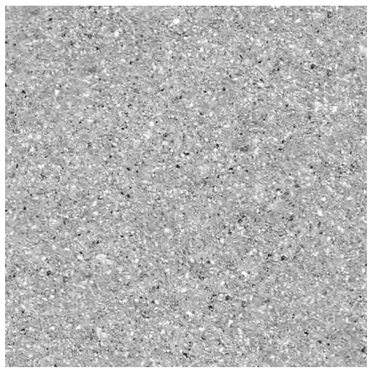


07. ALUMINUM GLAZING SYSTEM

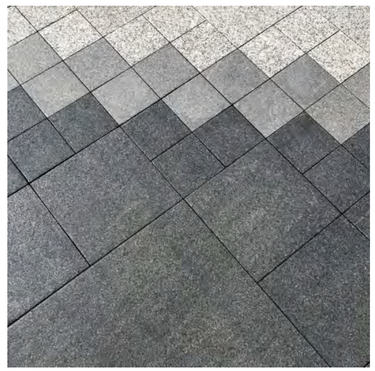
08. FOLDING DOOR SYSYTEM

09. PREFORATED SCREEN

10. COLORED TILE



11. DECORATIVE CONCRETE



12. HARDSCAPE PAVERS

TF SHATTO LP
514-550 SHATTO PLACE
LOS ANGELES, CA 90020

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
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Project Name
514-550 SHATTO

Project Number
05.2655.000

Description
EXTERIOR MATERIALS

Scale

A5.00

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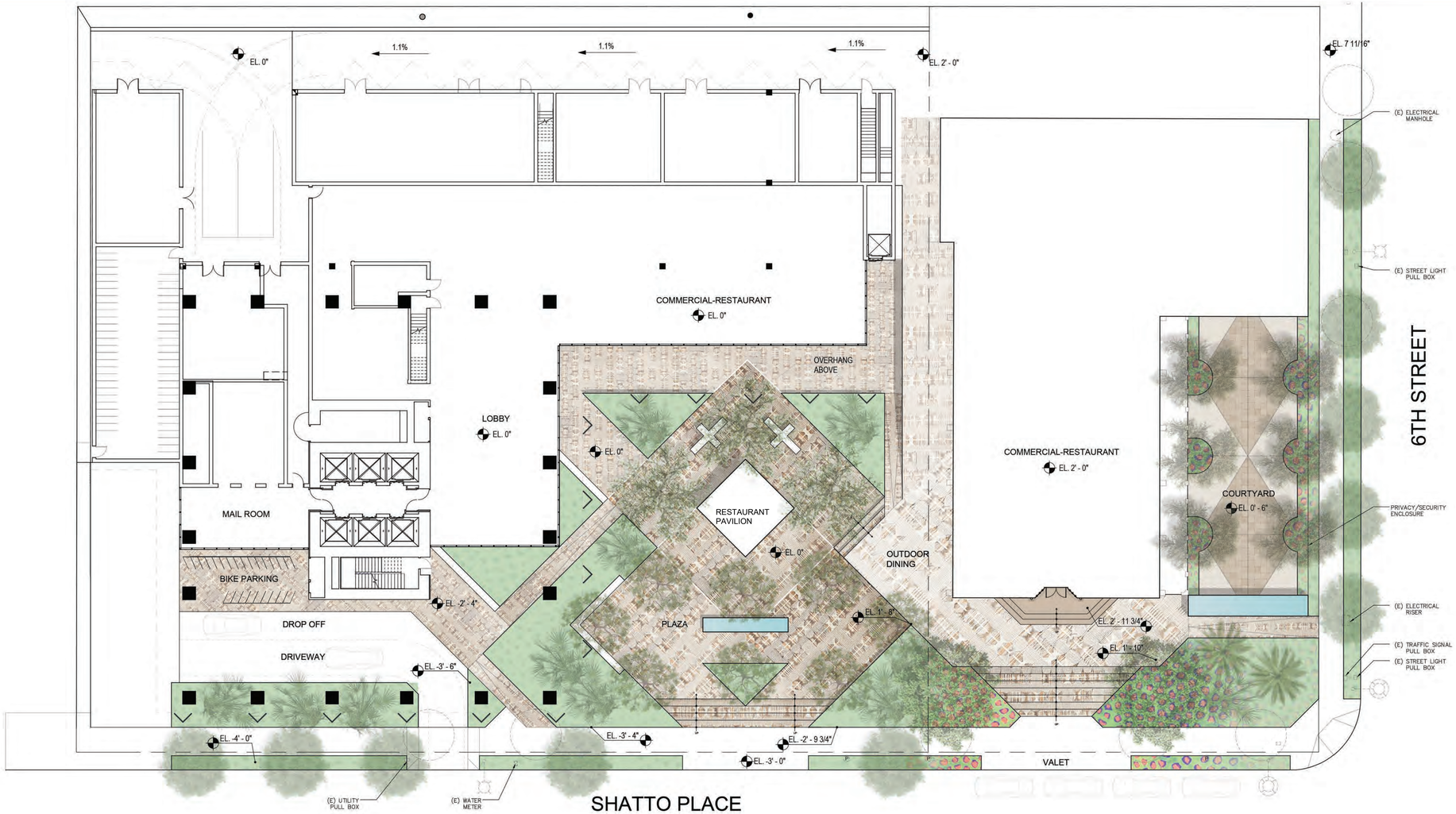

TREE SCHEDULE (TOTALS COUNTABLE TOWARDS OPEN SPACE)

TREE	BOTANICAL NAME	COMMON NAME	MATURE SIZE	QTY
	TRISTANIA CONFERTA	BRISBANE BOX	30-50' H X 10-30' W	10
	MELALEUCA QUINQUENERVIA	CAJEPUT TREE	25-40' H X 15-20' W	8
	FICUS RUBIGINOSA	RUSTY-LEAF FIG	35-50' H X 35-60' W	3
	ARBUTUS 'MARINA'	MARINA MADRONE	40-50' H X 25-40' W	2
	OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE TREE	15-20' H X 15-20' W	6
	PHOENIX DACTYLIFERA 'ZAHIDI'	ZAHIDI DATE PALM	30-50'H X 25-30' W	2
	CHAMAEROPS HUMILIS 'ARGENTEA'	ATLAS MOUNTAIN PALM	8-12' H X 10-15' W	12

LEGEND

- EXISTING STREET TREES TO BE REMOVED (8)
- EXISTING STREET LIGHT
- EXISTING STREET LIGHT/TRAFFIC LIGHT
- P EXISTING PARKING SIGN
- PLANTING
- WATER FEATURE

GROUND FLOOR TOTALS (TOTALS COUNTABLE TOWARDS OPEN SPACE)

STREET TREES: 10
TOTAL TREE COUNT: 43

TREE PALETTE

Lophostemon confertus | Melaleuca quinquenerevia | Ficus rubiginosa | Arbutus 'Marina' | Olea europaea 'Swan Hill' | Phoenix dactylifera 'Zahidi' | Chamaerops humilis 'Argentea'

FORME - TOWNLINE

514 SHATTO PLACE LOS ANGELES, CA 90020

Gensler

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Los Angeles, CA 90071
Telephone 213.327.3600
Facsimile 213.327.3601

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2340 WEST THIRD STREET
LOS ANGELES, CA 90057
Tel: (213) 380-3185 Fax: (213) 380-9087
Email: INFO@ELYSIANLANDSCAPES.COM
WWW.ELYSIANLANDSCAPES.COM

Issue	Date & Issue Description	By	Check
	08/28/2020 Entitlement Set		

Seal/Signature

Project Name
TP Shatto LP

Project Number
05.2655.000

CAD File Name

Description
LANDSCAPE PLAN: GROUND FLOOR

Scale
1/16" = 1'-0"

NORTH

L1.00

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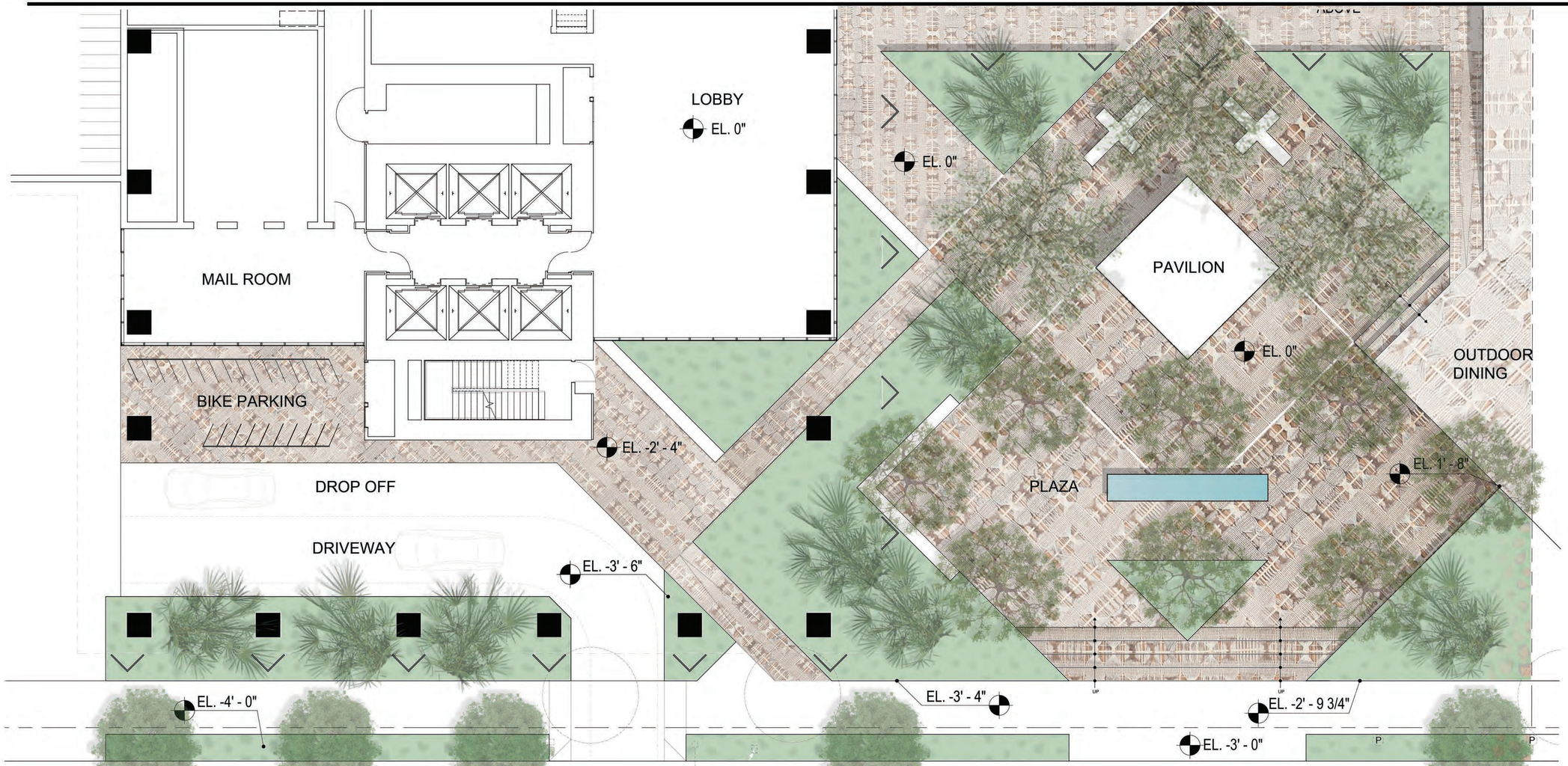

TREE SCHEDULE

TREE	BOTANICAL NAME	COMMON NAME	MATURE SIZE	QTY
	MELALEUCA QUINQUNEREVIA	CAJEPUT TREE	25-40' H X 15-20' W	8
	FICUS RUBIGINOSA	RUSTY-LEAF FIG	35-50' H X 35-60' W	3
	CHAMAEROPS HUMILIS 'ARGENTEA'	ATLAS MOUNTAIN PALM	8-12' H X 10-15' W	10
	TRISTANIA CONFERTA	BRISBANE BOX	30-50' H X 10-30' W	10

LEGEND

PLANTING

WATER FEATURE

TREE PALETTE

Melaleuca quinquenervia

Ficus rubiginosa

Chamaerops humilis 'Argentea'

PLANT PALETTE

Acacia 'Cousin Itt'

Agave 'Blue Flame'

Crassula 'Blue Waves'

Dianella 'Blutopia'

Lomandra 'Lime Tuff'

Pittosporum 'Wheeler's Dwarf'

Senecio decaryi

Yucca recurvifolia

FORME - TOWNLINE

514 SHATTO PLACE LOS ANGELES, CA 90020

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Los Angeles, CA 90071
Telephone 213.327.3600
Facsimile 213.327.3601

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Email: INFO@ELYSIANLANDSCAPES.COM

WWW.ELYSIANLANDSCAPES.COM

Issue	Date & Issue Description	By	Check
	08/28/2020 Entitlement Set		

Seal/Signature

Project Name
TP Shatto LP

Project Number
05.2655.000

CAD File Name

Description
LANDSCAPE PLAN: PLAZA ENLARGEMENT

Scale
1/8" = 1'-0"

0 8' 16' 32'

NORTH

L1.10

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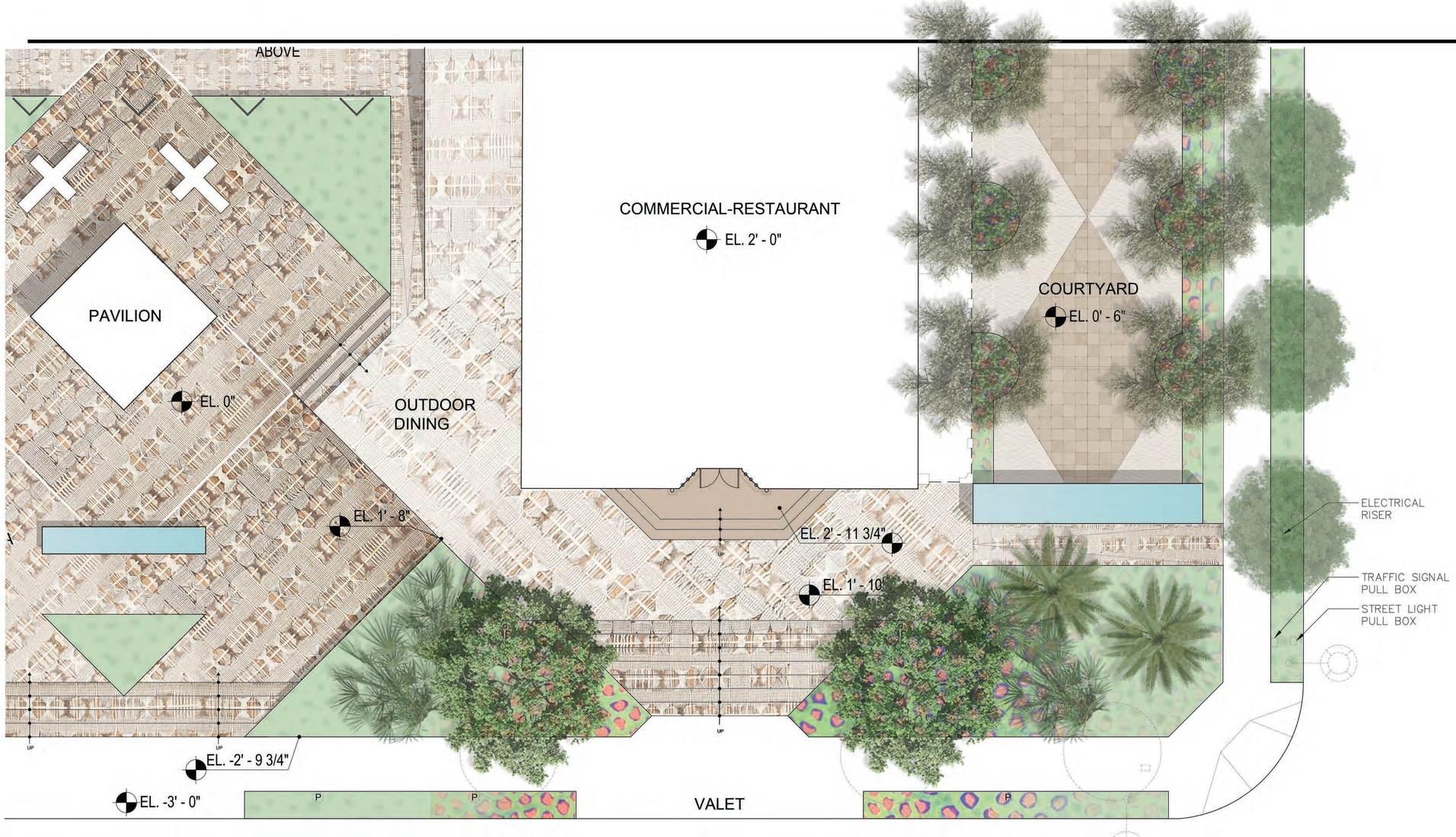

TREE SCHEDULE

TREE	BOTANICAL NAME	COMMON NAME	MATURE SIZE	QTY
	ARBUTUS 'MARINA'	MARINA MADRONE	40-50' H X 25-40' W	2
	OLEA EUROPA 'SWAN HILL'	SWAN HILL OLIVE TREE	15-20' H X 15-20' W	6
	PHOENIX DACTLYIFERA 'ZAHIDI'	ZAHIDI DATE PALM	30-50'H X 25-30' W	2
	CHAMAEROPS HUMILIS 'ARGENTEA'	ATLAS MOUNTAIN PALM	8-12' H X 10-15' W	4
	TRISTANIA CONFERTA	BRISBANE BOX	30-50' H X 10-30' W	10

LEGEND

PLANTING

WATER FEATURE

TREE PALETTE

Arbutus 'Marina'

Olea europa 'Swan Hill'

Phoenix dactlyifera 'Zahidi'

Chamaerops humilis 'Argentea'

PLANT PALETTE

Aloe cameronii

Cistanthe 'Jazz Time'

Crassula 'Sunset'

Leucadendron 'Hawaii Magic'

Miscanthus transmorrisonensis

Phormium 'Wildwood'

Solandra maxima

Westringia 'Blue Gem'

FORME - TOWNLINE

514 SHATTO PLACE LOS ANGELES, CA 90020

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Issue	Date & Issue Description	By	Check
	08/28/2020 Entitlement Set		

Seal/Signature

Project Name
TP Shatto LP

Project Number
05.2655.000

CAD File Name

Description
LANDSCAPE PLAN: CHURCH ENLARGEMENT

Scale
1/8" = 1'-0"

NORTH

L1.20

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TREE SCHEDULE

TREE	BOTANICAL NAME	COMMON NAME	MATURE SIZE	QTY
	AGONIS 'BURGUNDY'	BURGUNDY PEPPERMINT WILLOW	15-25' H X 10-15' W	11
	CERCIDIUM 'DESERT MUSEUM'	DESERT MUSEUM PALO VERDE	15-20' H X 20-25' W	4
	LAURUS NOBILIS 'SARATOGA'	SARATOGA LAUREL	15-30' H X 15-30' W	7
	OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE TREE	15-20' H X 15-20' W	7
	PHOENIX DACTYLIFERA 'ZAHIDI'	ZAHIDI DATE PALM	30-50'H X 25-30' W	12

LEVEL 3 TOTALS

TOTAL TREE COUNT: 41

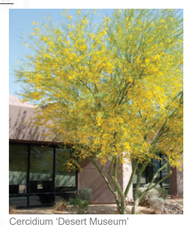
LEGEND

PLANTING

POOL/SPA

TREE PALETTE

Agonis 'Burgundy'

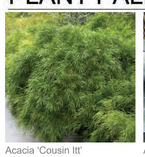

Cercidium 'Desert Museum'

Laurus noblis 'Saratoga'

Olea europaea 'Swan Hill'

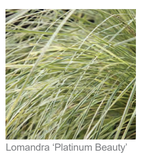
Phoenix dactlyifera 'Zahidi'

PLANT PALETTE


Acacia 'Cousin Itt'

Agave 'Blue Flame'

Ligustrum sinense 'Sunshine'


Lomandra 'Platinum Beauty'

Loropetalum 'Shang-Red'

Pittosporum 'Oliver Twist'

Senecio decaryi

Senecio 'Mount Everest'

FORME – TOWNLINE

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Issue	Date & Issue Description	By	Check
	08/28/2020 Entitlement Set		

Seal/Signature

Project Name
TP Shatto LP

Project Number
05.2655.000
CAD File Name

Description
LANDSCAPE PLAN: LEVEL 3 POOL

Scale
1/16" = 1'-0"

NORTH

L2.00

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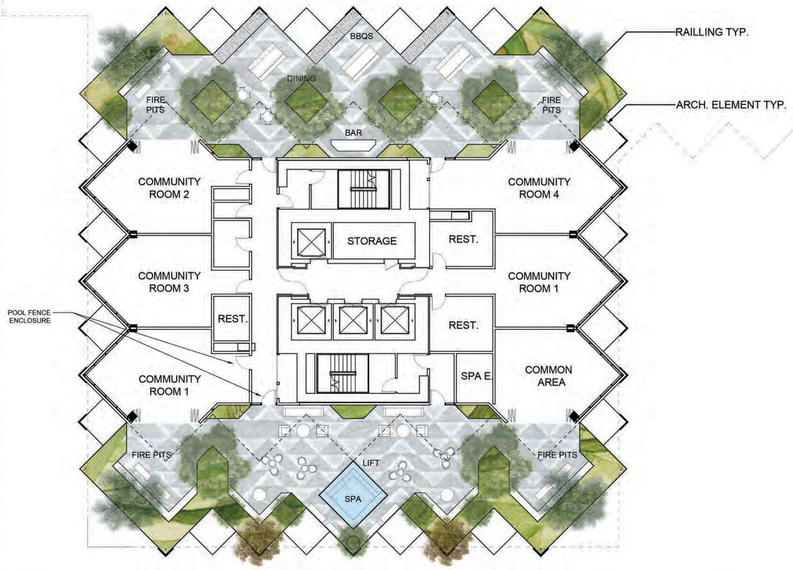


TREE SCHEDULE

TREE	BOTANICAL NAME	COMMON NAME	MATURE SIZE	QTY
	PODOCARPUS GRACILIOR	AFRICAN FERN PINE	40-50' H X 25-35' W	6
	ERIOBOTRYA DEFLEXA	BRONZE LOQUAT	15-20' H X 10-20' W	2
	OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE TREE	15-20' H X 15-20' W	4
	FORTUNELLA MARGARITA 'NAGAMI'	NAGAMI KUMQUAT	8' H X 6' W	7

LEVEL 40 TOTALS

TOTAL TREE COUNT: 19

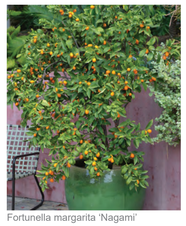
LEGEND

PLANTING

SPA

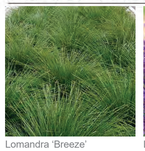
TREE PALETTE

Podocarpus gracilior


Fortunella margarita 'Nagami'

Olea europaea 'Swan Hill'

PLANT PALETTE


Lomandra 'Breeze'

Lavandula 'Hidcote'

Phormium 'Platt's Black'

Westringia fruticosa 'Smokey'

Leucadendron 'Hawaii Magic'

Crassula undulatifolia

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Issue	Date & Issue Description	By	Check
	08/28/2020 Entitlement Set		

Seal/Signature

Project Name
TP Shatto LP

Project Number
05.2655.000
CAD File Name

Description
LANDSCAPE PLAN: LEVEL 40 - ROOF

Scale
1/16" = 1'-0"

NORTH

L3.00

©2018 Gensler

WEST ELEVATION

EAST ELEVATION

NORTH ELEVVATION

SOUTH ELEVATION

NORTH ELEVATION

SOUTH ELEVATION

NOTES

N1. (N) 12' WIDE OPENING & STOREFRONT.

N2. RETAIN (E) WINDOW OUTER FRAME, REPLACE (E) STAINED GLASS W/ REPATTERNED STAINED GLASS

N3. (E) WINDOW TO REMAIN

N4. ROSE WINDOW LOCATION CURRENTLY, SCOPE BOARDED UP. EXISTANCE AND CONDITION TBD

N5. (E) PLASTER TO BE REPAIRED AS NEEDED. PAINT TO MATCH EXISTING

N6. (N) WINDOW AT EXISITNG LOCATION

N7. (N) WINDOW OPENINGS BEYOND AT INTERIOR WALL OF ARCADE

N8. (N) WALL OPENING & STOREFRONT

N9. (N) GLASS PANELED DOOR. ORIGINAL WOOD DOOR TO BE STORED

N10. (N) SKYLIGHT

N11. (N) GATE / GLASS FACADE SCREEN SYSTEM. OPERABLE TO MIN 14' CLR FOR LOADING.

N12. (N) GLASS FACADE SCREEN SYSTEM, ORIGINAL WINDOW OPENING BEHIND TO REMAIN.

N13. (N) MECH LOUVER

N14. (N) EXTERIOR EXIT STAIR

N15. (N) UTILITY DOORS

N16. OPEN ARCHWAY TO OPEN AIR LOBBY LOBBY, (N) METAL GATE

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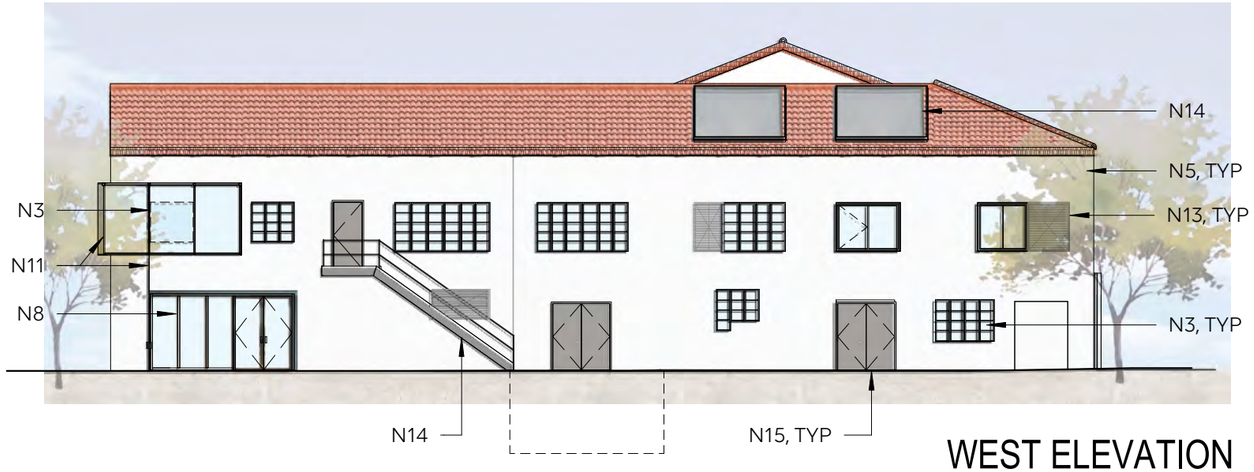
724 S Spring St, Suite 501 Los Angeles California, 90014 Office 213.596.5602

7.09.20

ENTITLEMENT
ELEVATIONS

SHATTO CHURCH
3119 West 6th Street, Los Angeles, CA 90020

EAST ELEVATION



WEST ELEVATION

Photographs of Existing Building

NOTES

N1. (N) 12' WIDE OPENING & STOREFRONT.

N2. RETAIN (E) WINDOW OUTER FRAME, REPLACE (E) STAINED GLASS W/ REPATTERNED STAINED GLASS

N3. (E) WINDOW TO REMAIN

N4. ROSE WINDOW LOCATION CURRENTLY, SCOPE BOARDED UP. EXISTANCE AND CONDITION TBD

N5. (E) PLASTER TO BE REPAIRED AS NEEDED. PAINT TO MATCH EXISTING

N6. (N) WINDOW AT EXISITNG LOCATION

N7. (N) WINDOW OPENINGS BEYOND AT INTERIOR WALL OF ARCADE

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N9. (N) GLASS PANELED DOOR. ORIGINAL WOOD DOOR TO BE STORED

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N12. (N) GLASS FACADE SCREEN SYSTEM, ORIGINAL WINDOW OPENING BEHIND TO REMAIN.

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7.09.20

ENTITLEMENT
ELEVATIONS 2

SHATTO CHURCH
3119 West 6th Street, Los Angeles, CA 90020

APPENDIX E – RESUMES OF AUTHORS/CONTRIBUTOR

HISTORICAL RESOURCES TECHNICAL REPORT – ADDENDUM

514-550 S. Shatto Place, Los Angeles

HISTORIC RESOURCES GROUP

HISTORIC RESOURCES GROUP

Years of Experience: 17

Education

Master of Heritage Conservation, University of Southern California, Los Angeles

Bachelor of Arts Degree with High Distinction, Art History, The Pennsylvania State University, State College, PA, Phi Beta Kappa

Honors and Awards

Los Angeles Conservancy Preservation Award

- SurveyLA

Speaking Engagements

California Preservation Foundation

- Topics: CEQA, Historic Resource Surveys, Context Statements

University of Southern California

- Lecturer, Heritage Conservation Summer Course

Professional Affiliations

California Preservation Foundation

- Board of Trustees, 2016-Present, Current President
- Education Committee Co-Chair, 2015-Present

DOCOMOMO Southern California

- Founding & Current Vice-President

Los Angeles Conservancy

National Trust for Historic Preservation

Society of Architectural Historians

CHRISTINE LAZZARETTO
MANAGING PRINCIPAL

Experience Profile

Christine Lazzaretto is an Architectural Historian who has been working in historic preservation in Southern California since 2003 and at Historic Resources Group since 2008. At HRG, Christine works on environmental review, policy development, historic resources surveys, historic context statements, and federal tax credit projects. She has worked on numerous large-scale historic resources surveys, authored a wide range of historic context statements and successful National Register nominations. Her deep understanding of CEQA principles, significance, context and environmental impacts make her a leading expert in cultural resources analysis for environmental review and she is a frequent guest speaker at USC on CEQA. Christine also manages teams of professional colleagues on large-scale planning and mitigation efforts.

Prior to joining HRG, Christine worked at Pasadena Heritage as Preservation Director and Program Director, where her responsibilities included administering the Preservation Easement Program; assisting with advocacy efforts; attending local hearings and advising neighborhood groups on preservation issues; conceiving, organizing and implementing all of the organization's highly successful educational tours and programs; conducting historic research; producing written architectural descriptions and detailed histories.

Christine Lazzaretto meets the *Secretary of the Interior's Professional Qualifications Standards* in History and Architectural History.

Selected Projects

Archer School for Girls Master Plan, Los Angeles
CBS Columbia Square Adaptive Reuse
City of Goleta Comprehensive Preservation Planning
City of Long Beach Historic Preservation Element
Forum Rehabilitation and Historic Tax Credit Project, Los Angeles
Fulton Corridor & Downtown Neighborhoods Specific Plans, Fresno
Herald-Examiner Technical Report, Los Angeles
Hill & Fifth Technical Report, Los Angeles
Hotel Cecil Historic Tax Credit Project, Los Angeles
Modernism in Riverside Survey
Paramount Pictures Master Plan, Los Angeles
SurveyLA, Los Angeles
University of Southern California Master Plan and Additional Services
Venice High School Modernization, Los Angeles

HISTORIC RESOURCES GROUP

JOHN LOCASCIO, AIA
PRINCIPAL

Years of Experience: 18

Professional License

California Architect C24223

Education

Master's Degree, Historic Preservation, University of Southern California

Bachelor of Architecture, University of Southern California

Honors and Awards

Los Angeles Conservancy Preservation Award

- Glendale Central Air Terminal, 2017
- CBS Columbia Square, 2016
- 28th Street YMCA, 2013

California Preservation Foundation Preservation Design Award

- CBS Columbia Square, 2017
- Glendale Central Air Terminal, 2016
- 28th Street YMCA, 2013

City of Pasadena Historic Preservation Award, Constance Hotel, 2015

AIA Institute Honor Award, 28th Street YMCA, 2015

Professional Affiliations

American Institute of Architects

Glendale Historical Society

- President, 2008-2011

Experience Profile

A licensed, practicing architect since 1991, John has been involved with historic preservation since 2002 and working at HRG since 2011.

John's areas of focus at HRG include historic architecture and technology, building conservation, historic structure reports and federal historic rehabilitation tax credit projects. He provides technical assistance for construction documents, advises on compliance with the Secretary of the Interior's Standards and the use of the State Historic Building Code, provides construction monitoring, and paint and materials sampling and analysis services.

John has worked on a wide variety of projects involving historic buildings and structures in Southern California, including CBS Columbia Square, Grand Central Air Terminal in Glendale, the Academy of Motion Pictures Museum, Los Angeles International Airport, Hotel Constance, Los Angeles Forum, University of Southern California, numerous LAUSD campus modernization projects, and the 28th Street YMCA.

Prior to joining HRG, John served as Executive Director of Claremont Heritage, including reviewing environmental documents and advising the City of Claremont on planning and design issues. John also worked for 14 years as a project architect in private practice, specializing in custom residential projects.

John LoCascio meets the *Secretary of the Interior's Professional Qualifications Standards* in Architecture and Historic Architecture.

Selected Projects

28th Street YMCA, Los Angeles
Academy Museum of Motion Pictures, Hollywood
CBS Columbia Square, Hollywood
Constance Hotel, Pasadena
Grand Central Air Terminal, Glendale
Forum, Inglewood
Los Angeles International Airport
Painted Desert Visitors' Center, Arizona
University of Southern California
Venice High School Modernization, Los Angeles

HISTORIC RESOURCES GROUP

Years of Experience: 6

Education

Master of Arts, Historic Preservation,
University of Delaware

Bachelor of Arts, History
Bachelor of Music, Instrumental Performance,
Chapman University, Orange, CA

Certificate, Photography,
Glendale Community College

Professional Affiliations

Los Angeles Conservancy

National Trust for Historic Preservation

Preserve Orange County

Vernacular Architecture Forum

U.S. Green Building Council

California Preservation Foundation, Guest Speaker

MOLLY IKER-JOHNSON
ARCHITECTURAL HISTORIAN/ STAFF PHOTOGRAPHER

Experience Profile

Molly Iker-Johnson joined Historic Resources Group in 2014. She holds a Master of Arts in Historic Preservation from the University of Delaware, a Bachelor of Arts in History and a Bachelor of Music in Instrumental Performance from Chapman University, and a Certificate in Photography from Glendale Community College.

At Historic Resources Group, Molly works on historic resources surveys, historic context statements, historic resource assessments, historic resources technical reports, National Register nominations, Historic American Building Survey documentation, and landmark photography.

Prior to joining HRG, Molly worked at the Center for Historic Architecture and Design, a historic preservation organization located at the University of Delaware, as a Graduate Research Assistant. Her responsibilities included assisting with large format re-photography of early 20th century glass plate photographs taken by Delaware seed analyst Roydon Hammond, aiding in the compilation of inventories of historically significant sites along Delaware's Byways, and creating photographic databases of historic sites along Delaware's Byways and Newark, Delaware's Main Street.

Molly Iker-Johnson meets the *Secretary of the Interior's Professional Qualifications Standards* in History and Architectural History.

Selected Projects

City of Goleta Historic Preservation Program
City of Santa Monica Citywide Survey Update
City of South Pasadena Citywide Survey Update
Chapman University VPOA Packing House Adaptive Reuse
Peter Drucker House National Register Nomination
Lydia D. Killefer School National Register Nomination
Frank Thomas House National Register Nomination
Hulett C. Merritt Mansion Pasadena Landmark Nomination
W. Parker Lyon House Pasadena Landmark Nomination

Appendix E
Energy Calculation Worksheets

Energy – Construction Energy Calculation Worksheets (Without Project Design Features)

ESA

550 Shatto Place
Construction Energy Analysis - No PDF

Fuel Consumption Summary

Category	Value
Diesel fuel for heavy-duty construction equipment (gal)	134,663
Diesel fuel for Haul Trucks (gal)	128,509
Diesel fuel for Vendor Trucks (gal)	46,972
Gasoline fuel for workers (gal)	157,797
Electricity for heavy-duty construction equipment (MWh)	0
Water Conveyance for Dust Control (MWh)	25
Natural Gas for heavy-duty construction equipment (cubic feet)	0
Total Diesel Consumption	310,144
Total Gasoline Consumption	157,797
Total Electricity Consumption	25
Total Natural Gas Consumption	0
Construction Phase Duration (years)	3.1
Annual Average Gallons Diesel	**100,535**
Annual Average Gallons Gasoline	**51,151**
Annual Average Electricity	**8**
Annual Average Natural Gas	**-**

Source	Diesel (gal)	Gas (gal)	Electricity (MWh)
Off-Road Equipment	134,663	-	-
Haul/Vendor	175,481	-	-
Worker	-	157,797	-
Water Conveyance for Dust Control	-	-	25.2
Total Project Energy Consumption	**310,144**	**157,797**	**25**
Annual Average Gallons Diesel	**100,535**	**-**	
Annual Average Gallons Gasoline	**-**	**51,151**	
Annual Average Electricity	**-**	**-**	**8**
Annual Average Net Gallons Diesel	**97,401**		
Annual Average Net Gallons Gasoline		**22,605**	
Annual Average Net Electricity			**-632**
Annual Average Natural Gas			**-0.521**

Los Angeles County Fuel Consumption		State Fuel Consumption	
Diesel	**Gas**	**Diesel**	**Gas**
475,000,000	3,169,000,000	3,337,500,000	13,475,000,000
0.021%	0.0016%	0.0030%	0.0004%

1. California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2018
https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/2010-2018_A15_Results.xlsx
Diesel is adjusted to account for retail (48%) and non-retail (52%) diesel sales.

2 California Gas and Electric Utilities, 2018. 2018 California Gas Report.
https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf

550 Shatto Place
Construction Energy Analysis - No PDF

Off-Road Equipment

Equipment ≤ 100 HP

Parameter	Value
pounds diesel fuel/hp-hr (lb/hp-hr):[1]	0.41
diesel fuel density (lb/gal):[1]	7.11
diesel gallons/hp-hr (gal/hp-hr):	0.06
Total hp-hr :	1,681,468
Total diesel consumption (gal):	96,504

Equipment > 100 HP

Parameter	Value
pounds diesel fuel/hp-hr (lb/hp-hr):[1]	0.37
diesel fuel density (lb/gal):[1]	7.11
diesel gallons/hp-hr (gal/hp-hr):	0.05
Total hp-hr:	739,147
Total diesel gallons:	38,159

Total diesel gallons (off-road equipment): **134,663**

1. 2017 Off-road Diesel Emission Factors, cells B30 and B31

Subphase	Equipment	# of Equipment	Hours/ Day	HP	Load Factor	Days	Total hp-hr
Demolition	Concrete/Industrial Saws	1	8	81	0.73	79	37,370
Demolition	Rubber Tired Dozers	1	8	247	0.40	79	62,442
Demolition	Tractors/Loaders/Backhoes	3	8	97	0.37	79	68,047
Grading/Excavation	Bore/Drill Rigs	1	8	221	0.50	105	92,820
Grading/Excavation	Excavators	2	8	158	0.38	105	100,867
Grading/Excavation	Rubber Tired Dozers	1	8	247	0.40	105	82,992
Grading/Excavation	Sweepers/Scrubbers	1	8	64	0.46	105	24,730
Grading/Excavation	Tractors/Loaders/Backhoes	2	8	97	0.37	105	60,295
Utilities/ Trenching	Sweepers/Scrubbers	1	8	64	0.46	26	6,124
Utilities/ Trenching	Tractors/Loaders/Backhoes	1	8	97	0.37	26	7,465
Foundations - Intermittent Pour	Cranes	1	8	231	0.29	103	55,200
Foundations - Intermittent Pour	Forklifts	1	8	89	0.20	103	14,667
Foundations - Intermittent Pour	Pumps	3	8	84	0.74	103	153,660
Foundations - Intermittent Pour	Sweepers/Scrubbers	1	8	64	0.46	103	24,259
Foundations - Intermittent Pour	Tractors/Loaders/Backhoes	1	8	97	0.37	103	29,573
Building Construction - Intermittent Pour	Cranes	1	8	231	0.29	523	280,286
Building Construction - Intermittent Pour	Forklifts	1	8	89	0.20	523	74,475
Building Construction - Intermittent Pour	Generator Sets	1	8	84	0.74	523	260,077
Building Construction - Intermittent Pour	Tractors/Loaders/Backhoes	1	8	97	0.37	523	150,164
Building Construction - Intermittent Pour	Welders	3	8	46	0.45	523	259,826
Architectural Coating/Finishing	Air Compressors	1	8	78	0.48	495	148,262
Renovation of Existing Use	Aerial Lifts	1	8	63	0.31	314	49,059
Renovation of Existing Use	Forklifts	1	8	89	0.20	314	44,714
Renovation of Existing Use	Generator Sets	1	8	84	0.74	314	156,146
Renovation of Existing Use	Tractors/Loaders/Backhoes	1	8	97	0.37	314	90,156
Paving	Cement and Mortar Mixers	1	8	9	0.56	79	3,185
Paving	Pavers	1	8	130	0.42	79	34,507
Paving	Paving Equipment	1	8	132	0.36	79	30,033
Paving	Rollers	1	8	80	0.38	79	19,213
						Total ≤ 100	1,681,468
						Total >100	739,147

550 Shatto Place
Construction Energy Analysis - No PDF
Off-Road Equipment - Electric and Natural Gas

- **Total MWh**
3.08 **years**
- **average annual MWh**

Phase Name	Equipment	Number	Hours/Day	HP	KW	Load	Days	Total kWh	Fuel Type	kW/hp
Foundations - Intermittent Pour	Cranes	0	8	231	172	0.29	103	0	Electric	0.7457
Building Construction - Intermittent Pour	Cranes	0	8	231	172	0.29	523	0	Electric	
Building Construction - Intermittent Pour	Welders	0	8	46	34	0.45	523	0	Electric	
							Total kWh	**0**		
							Total MWh	**0**		

Natural Gas Equipment	Number	Hours/Day	Horsepower	Load Factor	Number Days	Total hp-hr	Cubic Feet	Cubic Feet/yr	BTU/hp-hr	cf/hp-hr
Forklifts	0	8	89	0.2	103	-	-	-	2,545	2.457
Forklifts	0	8	89	0.2	523	-	-	-		
Forklifts	0	8	89	0.2	314	-	-	-		
						Total cubic feet	-	-		

Notes:

1. Cranes horsepower and load factors taken from CalEEMod

2. Conversion factor taken from University of North Carolina Unit Conversion Dictionary; Source: http://www.unc.edu/~rowlett/units/dictH.html

550 Shatto Place
Construction Energy Analysis - No PDF
Construction Water Energy Estimates

Source	Construction Water Use per Day (Mgal)	Days of Water Use	Total Construction Water Use (Mgal)	Total Electricity Demand from Water Demand (MWh)
Project Site	0.002	966	1.932	25.2
CalEEMod Water Electricity Factors	**Electricity Intensity Factor To Supply (kWh/Mgal)**	**Electricity Intensity Factor To Treat (kWh/Mgal)**	**Electricity Intensity Factor To Distribute (kWh/Mgal)**	**Electricity Intensity Factor For Wastewater Treatment (kWh/Mgal)**
	9727	111	1272	1911

Sources and Assumptions:

-Electricity Intensity Factors - California Emissions Estimator Model (CalEEMod).

-Estimated construction water use assumed to use 2,000 gallons per day for everyday of construction.

550 Shatto Place

Total On-Road Fuel Consumption

		gal/mile	gal/min
2021Hauling	Hauling	0.15232824	1.07997E-05
2021Vendor	Vendor	0.12438394	6.90924E-06
2021Worker	Worker	0.03682664	1.72823E-06
2022Hauling	Hauling	0.14824643	1.06364E-05
2022Vendor	Vendor	0.12074449	6.77741E-06
2022Worker	Worker	0.03579328	1.67816E-06
2023Hauling	Hauling	0.14005928	1.01678E-05
2023Vendor	Vendor	0.11465488	6.48052E-06
2023Worker	Worker	0.03476366	1.62836E-06
2024Hauling	Hauling	0.13812354	1.02647E-05
2024Vendor	Vendor	0.11312776	6.50073E-06
2024Worker	Worker	0.03387589	1.66391E-06

550 Shatto Place

Total On-Road Fuel Consumption

Source	Fuel Type	Total Fuel Use (gal)
Hauling	Diesel	128,509
Vendor	Diesel	46,972
Worker	Gasoline	157,797

Fuel Type	Total Fuel Use	Annual Fuel Use
Diesel	175,481	56,883
Gasoline	157,797	51,151

Duration of Construction	
3.1	years

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Idling per Day (minutes)	Regional Emissions (gallons) gal/mile	gal/min	gal/day	Total Gallons/yr
Demolition	2021								
Total Haul Trips	1060								
Hauling	18	66	8	20	15	0.15	1.08E-05	55	3,619
Vendor	0	66	8	6.9	15	0.12	6.91E-06	0	0
Worker	14	66	8	14.7	0	0.04	1.73E-06	8	500
Grading/Excavation	2021								
Total Haul Trips	14000								
Hauling	162	87	8	20	15	0.15	1.08E-05	494	42,939
Vendor	0	87	8	6.9	15	0.12	6.91E-06	0	0
Worker	18	87	8	14.7	0	0.04	1.73E-06	10	848
Utilities/Trenching	2022								
Total Haul Trips	0								
Hauling	0	21	8	20	15	0.15	1.06E-05	0	0
Vendor	0	21	8	6.9	15	0.12	6.78E-06	0	0
Worker	6	21	8	14.7	0	0.04	1.68E-06	3	66
Foundations - Intermittent Pour	2022								
Total Haul Trips	5339								
Hauling	52	86	8	20	15	0.15	1.06E-05	154	13,260
Vendor	108	86	8	6.9	15	0.12	6.78E-06	90	7,739
Worker	488	86	8	14.7	0	0.04	1.68E-06	257	22,082
Building Construction - Intermitt	2022								
Total Haul Trips	n/a								
Hauling	52	436	8	20	15	0.15	1.06E-05	154	67,223
Vendor	108	436	8	6.9	15	0.12	6.78E-06	90	39,233
Worker	488	436	8	14.7	0	0.04	1.68E-06	257	111,950
Architectural Coating/Finishing	2023								
Total Haul Trips	0								
Hauling	0	413	8	20	15	0.14	1.02E-05	0	0
Vendor	0	413	8	6.9	15	0.11	6.48E-06	0	0
Worker	98	413	8	14.7	0	0.03	1.63E-06	50	20,683
Paving	2024								
Total Haul Trips	0								
Hauling	0	66	8	20	15	0.14	1.03E-05	0	0
Vendor	0	66	8	6.9	15	0.11	6.50E-06	0	0
Worker	10	66	8	14.7	0	0.03	1.66E-06	5	329
Core & Shell Renovation of Chur	2023								
Total Haul Trips	220								
Hauling	2	262	8	20	15	0.14	1.02E-05	6	1,468
Vendor	0	262	8	6.9	15	0.11	6.48E-06	0	0
Worker	10	262	8	14.7	0	0.03	1.63E-06	5	1,339

Energy –
Construction Energy Calculation Worksheets (With Project Design Features)

ESA

550 Shatto Place
Construction Energy Analysis - With PDF

Fuel Consumption Summary

Category	Value
Diesel fuel for heavy-duty construction equipment (gal)	94,749
Diesel fuel for Haul Trucks (gal)	128,509
Diesel fuel for Vendor Trucks (gal)	46,972
Gasoline fuel for workers (gal)	157,797
Electricity for heavy-duty construction equipment (MWh)	444
Water Conveyance for Dust Control (MWh)	25
Natural Gas for heavy-duty construction equipment (cubic feet)	328,826
Total Diesel Consumption	270,229
Total Gasoline Consumption	157,797
Total Electricity Consumption	469
Total Natural Gas Consumption	328,826
Construction Phase Duration (years)	3.1
Annual Average Gallons Diesel	**87,597**
Annual Average Gallons Gasoline	**51,151**
Annual Average Electricity	**152**
Annual Average Natural Gas	**106,591**

Source	Diesel (gal)	Gas (gal)	Electricity (MWh)
Off-Road Equipment	94,749	-	444
Haul/Vendor	175,481	-	-
Worker	-	157,797	-
Water Conveyance for Dust Control	-	-	25.2
Total Project Energy Consumption	**270,229**	**157,797**	**469**
Annual Average Gallons Diesel	**87,597**	**-**	
Annual Average Gallons Gasoline		**51,151**	
Annual Average Electricity	**-**	**-**	**152**
Annual Average Net Gallons Diesel	**84,462**		
Annual Average Net Gallons Gasoline		**22,605**	
Annual Average Net Electricity			**-488**
Annual Average Natural Gas			**-0.415**

Los Angeles County Fuel Consumption		State Fuel Consumption	
Diesel	**Gas**	**Diesel**	**Gas**
475,000,000	3,169,000,000	3,337,500,000	13,475,000,000
0.018%	0.0016%	0.0026%	0.0004%

1. California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2018
https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/2010-2018_A15_Results.xlsx
Diesel is adjusted to account for retail (48%) and non-retail (52%) diesel sales.
2 California Gas and Electric Utilities, 2018. 2018 California Gas Report.
https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf

550 Shatto Place
Construction Energy Analysis - With PDF

Off-Road Equipment

Equipment ≤ 100 HP

Parameter	Value
pounds diesel fuel/hp-hr (lb/hp-hr):[1]	0.41
diesel fuel density (lb/gal):[1]	7.11
diesel gallons/hp-hr (gal/hp-hr):	0.06
Total hp-hr :	1,287,785
Total diesel consumption (gal):	73,910

Equipment > 100 HP

Parameter	Value
pounds diesel fuel/hp-hr (lb/hp-hr):[1]	0.37
diesel fuel density (lb/gal):[1]	7.11
diesel gallons/hp-hr (gal/hp-hr):	0.05
Total hp-hr:	403,661
Total diesel gallons:	20,839

Total diesel gallons (off-road equipment): **94,749**

1. 2017 Off-road Diesel Emission Factors, cells B30 and B31

Subphase	Equipment	# of Equipment	Hours/ Day	HP	Load Factor	Days	Total hp-hr
Demolition	Concrete/Industrial Saws	1	8	81	0.73	79	37,370
Demolition	Rubber Tired Dozers	1	8	247	0.40	79	62,442
Demolition	Tractors/Loaders/Backhoes	3	8	97	0.37	79	68,047
Grading/Excavation	Bore/Drill Rigs	1	8	221	0.50	105	92,820
Grading/Excavation	Excavators	2	8	158	0.38	105	100,867
Grading/Excavation	Rubber Tired Dozers	1	8	247	0.40	105	82,992
Grading/Excavation	Sweepers/Scrubbers	1	8	64	0.46	105	24,730
Grading/Excavation	Tractors/Loaders/Backhoes	2	8	97	0.37	105	60,295
Utilities/ Trenching	Sweepers/Scrubbers	1	8	64	0.46	26	6,124
Utilities/ Trenching	Tractors/Loaders/Backhoes	1	8	97	0.37	26	7,465
Foundations - Intermittent Pour	Pumps	3	8	84	0.74	103	153,660
Foundations - Intermittent Pour	Sweepers/Scrubbers	1	8	64	0.46	103	24,259
Foundations - Intermittent Pour	Tractors/Loaders/Backhoes	1	8	97	0.37	103	29,573
Building Construction - Intermittent Pour	Generator Sets	1	8	84	0.74	523	260,077
Building Construction - Intermittent Pour	Tractors/Loaders/Backhoes	1	8	97	0.37	523	150,164
Architectural Coating/Finishing	Air Compressors	1	8	78	0.48	495	148,262
Renovation of Existing Use	Aerial Lifts	1	8	63	0.31	314	49,059
Renovation of Existing Use	Generator Sets	1	8	84	0.74	314	156,146
Renovation of Existing Use	Tractors/Loaders/Backhoes	1	8	97	0.37	314	90,156
Paving	Cement and Mortar Mixers	1	8	9	0.56	79	3,185
Paving	Pavers	1	8	130	0.42	79	34,507
Paving	Paving Equipment	1	8	132	0.36	79	30,033
Paving	Rollers	1	8	80	0.38	79	19,213
						Total ≤ 100	1,287,785
						Total >100	403,661

550 Shatto Place
Construction Energy Analysis - With PDF
Off-Road Equipment - Electric and Natural Gas

443.92 **Total MWh**
3.08 **years**
144 **average annual MWh**

Phase Name	Equipment	Number	Hours/Day	HP	KW	Load	Days	Total kWh	Fuel Type	kW/hp
Foundations - Intermittent Pour	Cranes	1	8	231	172	0.29	103	41,162	Electric	0.7457
Building Construction - Intermittent Pour	Cranes	1	8	231	172	0.29	523	209,009	Electric	
Building Construction - Intermittent Pour	Welders	3	8	46	34	0.45	523	193,753	Electric	
							Total kWh	**443,924**		
							Total MWh	**444**		

Natural Gas Equipment	Number	Hours/Day	Horsepower	Load Factor	Number Days	Total hp-hr	Cubic Feet	Cubic Feet/yr	BTU/hp-hr	cf/hp-hr
Forklifts	1	8	89	0.2	103	14,667	36,031	11,679.65	2,545	2.457
Forklifts	1	8	89	0.2	523	74,475	182,953	59,305.39		
Forklifts	1	8	89	0.2	314	44,714	109,842	35,605.91		
						Total cubic feet	328,826	106,590.95		

Notes:

1. Cranes horsepower and load factors taken from CalEEMod

2. Conversion factor taken from University of North Carolina Unit Conversion Dictionary; Source: http://www.unc.edu/~rowlett/units/dictH.html

550 Shatto Place
Construction Energy Analysis - With PDF
Construction Water Energy Estimates

Source	Construction Water Use per Day (Mgal)	Days of Water Use	Total Construction Water Use (Mgal)	Total Electricity Demand from Water Demand (MWh)
Project Site	0.002	966	1.932	25.2
CalEEMod Water Electricity Factors	**Electricity Intensity Factor To Supply (kWh/Mgal)**	**Electricity Intensity Factor To Treat (kWh/Mgal)**	**Electricity Intensity Factor To Distribute (kWh/Mgal)**	**Electricity Intensity Factor For Wastewater Treatment (kWh/Mgal)**
	9727	111	1272	1911

Sources and Assumptions:

-Electricity Intensity Factors - California Emissions Estimator Model (CalEEMod).

-Estimated construction water use assumed to use 2,000 gallons per day for everyday of construction.

550 Shatto Place

Total On-Road Fuel Consumption

		gal/mile	gal/min
2021Hauling	Hauling	0.15232824	1.07997E-05
2021Vendor	Vendor	0.12438394	6.90924E-06
2021Worker	Worker	0.03682664	1.72823E-06
2022Hauling	Hauling	0.14824643	1.06364E-05
2022Vendor	Vendor	0.12074449	6.77741E-06
2022Worker	Worker	0.03579328	1.67816E-06
2023Hauling	Hauling	0.14005928	1.01678E-05
2023Vendor	Vendor	0.11465488	6.48052E-06
2023Worker	Worker	0.03476366	1.62836E-06
2024Hauling	Hauling	0.13812354	1.02647E-05
2024Vendor	Vendor	0.11312776	6.50073E-06
2024Worker	Worker	0.03387589	1.66391E-06

550 Shatto Place

Total On-Road Fuel Consumption

Source	Fuel Type	Total Fuel Use (gal)
Hauling	Diesel	128,509
Vendor	Diesel	46,972
Worker	Gasoline	157,797

Fuel Type	Total Fuel Use	Annual Fuel Use
Diesel	175,481	56,883
Gasoline	157,797	51,151

Duration of Construction	
3.1	years

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Idling per Day (minutes)	Regional Emissions (gallons) gal/mile	gal/min	gal/day	Total Gallons/yr
Demolition	2021								
Total Haul Trips	1060								
Hauling	18	66	8	20	15	0.15	1.08E-05	55	3,619
Vendor	0	66	8	6.9	15	0.12	6.91E-06	0	0
Worker	14	66	8	14.7	0	0.04	1.73E-06	8	500
Grading/Excavation	2021								
Total Haul Trips	14000								
Hauling	162	87	8	20	15	0.15	1.08E-05	494	42,939
Vendor	0	87	8	6.9	15	0.12	6.91E-06	0	0
Worker	18	87	8	14.7	0	0.04	1.73E-06	10	848
Utilities/Trenching	2022								
Total Haul Trips	0								
Hauling	0	21	8	20	15	0.15	1.06E-05	0	0
Vendor	0	21	8	6.9	15	0.12	6.78E-06	0	0
Worker	6	21	8	14.7	0	0.04	1.68E-06	3	66
Foundations - Intermittent Pour	2022								
Total Haul Trips	5339								
Hauling	52	86	8	20	15	0.15	1.06E-05	154	13,260
Vendor	108	86	8	6.9	15	0.12	6.78E-06	90	7,739
Worker	488	86	8	14.7	0	0.04	1.68E-06	257	22,082
Building Construction - Intermitt	2022								
Total Haul Trips	n/a								
Hauling	52	436	8	20	15	0.15	1.06E-05	154	67,223
Vendor	108	436	8	6.9	15	0.12	6.78E-06	90	39,233
Worker	488	436	8	14.7	0	0.04	1.68E-06	257	111,950
Architectural Coating/Finishing	2023								
Total Haul Trips	0								
Hauling	0	413	8	20	15	0.14	1.02E-05	0	0
Vendor	0	413	8	6.9	15	0.11	6.48E-06	0	0
Worker	98	413	8	14.7	0	0.03	1.63E-06	50	20,683
Paving	2024								
Total Haul Trips	0								
Hauling	0	66	8	20	15	0.14	1.03E-05	0	0
Vendor	0	66	8	6.9	15	0.11	6.50E-06	0	0
Worker	10	66	8	14.7	0	0.03	1.66E-06	5	329
Core & Shell Renovation of Chur	2023								
Total Haul Trips	220								
Hauling	2	262	8	20	15	0.14	1.02E-05	6	1,468
Vendor	0	262	8	6.9	15	0.11	6.48E-06	0	0
Worker	10	262	8	14.7	0	0.03	1.63E-06	5	1,339

Energy –
Operational Energy Calculation Worksheets

ESA

550 Shatto Place
Operational Energy Use Summary

Source	Total Electricity Demand (MWh/yr)	Total Natural Gas Demand (MMcf/yr)	Total Gasoline Demand (gallons/yr)	Total Diesel Demand (gallons/yr)
Existing Uses	640	0.5	28,546	3,134
Project				
Apartments High Rise	1,626	3.67	-	-
City Park	0	0.00	-	-
Enclosed Parking with Elevator	1,023	0.00		
General Office Building	410	0.33		
Health Club	56	0.09		
High Turnover (Sit Down Restaurant)	1,057	5.43		
Other Non-Asphalt Surfaces	34	0.00		
Recreational Swimming Pool	0	0.00		
Total Building Energy - Buildout	**4,206**	**9.51**	**-**	**-**
Water	453	-	-	-
EV Charging	226	-	-	-
Emergency Generators	-	-	-	3,871
Mobile Sources	-	0.24	223,432	26,662
Project Total	**4,885**	**9.8**	**223,432**	**30,533**
Net Total (Project Buildout - Existing)	**4,245**	**9.2**	**194,886**	**27,398**
Electricity Use (LADWP)/Natural Gas Use(SoCalGas)/County Gasoline Use/County Diesel Use	26,245,000	1,377,875	3,169,000,000	475,000,000
% of LADWP/SoCalGas/County Total	0.02%	0.001%	0.0061%	0.0058%

Los Angeles Department of Water and Power, 2017 Final Power Strategic Long-Term Resource Plan, 2017.
https://www.ladwp.com/cs/idcplg?IdcService=GET_FILE&dDocName=OPLADWPCCB655007&RevisionSelectionMethod=LatestReleased
California Gas and Electric Utilities, 2018. 2018 California Gas Report.
https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf
Conversion factor of 1,036 Btu per cubic foot based on United States Energy Information Administration data
https://www.eia.gov/tools/faqs/faq.php?id=45&t=8
California Air Resources Board, CalEEMod, Version 2016.3.2.
CEC, Gas Consumption by Entity
http://www.ecdms.energy.ca.gov/gasbyutil.aspx

550 Shatto Place
Operational Energy Analysis
Energy and VMT Estimates

Source	Natural Gas demand (MMBTU/yr)	Natural Gas demand (MMcf/yr)	Electricity demand (MWh/yr)	Electricity demand from water demand (MWh/yr)	Total Electricity Demand (MWh)
Existing Uses					
Elementary School	168	0.2	101	17	118
General Office Building	346	0.3	424	98	522
Existing Uses - Total	**540**	**0.5**	**525**	**115**	**640**
Project Uses					
Apartments High Rise	3,797	3.7	1,626	302	1,929
City Park	0	0.0	0	0	0
Enclosed Parking with Elevator	0	0.0	1,023	0	1,023
General Office Building	338	0.3	410	6	416
Health Club	93	0.1	56	0	56
High Turnover (Sit Down Restaura	5,628	5.4	1,057	144	1,201
Other Non-Asphalt Surfaces	0	0	34	0	34
Recreational Swimming Pool	0	0	0	2.15E-02	0
Project Uses - Total	**9,856**	**9.5**	**4,206**	**453**	**4,659**
Net Total	**9,316**	**9.02**	**3,681**	**338**	**4,019**

	CalEEMod		Total Water Use	Electricity Demand from water Demand
Source	**Indoor Water Use (Mgal/yr)**	**Outdoor Water Use (Mgal/yr)**	**(Mgal/yr)**	**(MWh)**
Existing Uses				
Elementary School	0.4	1.1	1.5	17
General Office Building	4.9	3.0	8.0	98
Existing Uses - Total	**5.4**	**4.1**	**9.5**	**115**
Project Uses				
Apartments High Rise	15.1	9.5	24.6	302.4
City Park	0.0	0.0	0.0	0.0
Enclosed Parking with Elevator	0.0	0.0	0.0	0.0
General Office Building	0.3	0.2	0.5	6.5
Health Club	0.0	0.0	0.0	0.0
High Turnover (Sit Down Restaura	10.5	0.7	11.2	144.2
Other Non-Asphalt Surfaces	0.0	0.0	0.0	0.0
Recreational Swimming Pool	1.09E-03	6.66E-04	1.75E-03	0.0
Project Uses - Total	25.9	10.4	**36.3**	**453.0**

CalEEMod Water Electricity Facto	Electricity Intensity Factor To Supply (kWh/Mgal)	Electricity Intensity Factor To Treat (kWh/Mgal)	Electricity Intensity Factor To Distribute (kWh/Mgal)	Electricity Intensity Factor For Wastewater Treatment (kWh/Mgal)
South Coast	9,727	111	1,272	1,911

Source: California Emissions Estimator Model (CalEEMod).

Electricity	MWh/yr	Natural Gas	MMcf/yr
LADWP 2024 Electricity Load	26,245,000	SoCalGas 2024 Supply	1,377,875
Project Annual	4,018.573	Project Annual	9.017
Percent Net Project of LADWP	0.015%	Percent Net Project of SoC	0.0007%

1. Los Angeles Department of Water and Power, 2017 Final Power Strategic Long-Term Resource Plan, 2017. https://www.ladwp.com/cs/idcplg?IdcService=GET_FILE&dDocName=OPLADWPCCB655007&RevisionSelectionMethod=LatestReleased
2. California Gas and Electric Utilities, 2018. 2018 California Gas Report. https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf
3. Conversion factor of 1,036 Btu per cubic foot based on United States Energy Information Administration data https://www.eia.gov/tools/faqs/faq.php?id=45&t=8
4. California Air Resources Board, CalEEMod, Version 2016.3.2.
5. CEC, Gas Consumption by Entity http://www.ecdms.energy.ca.gov/gasbyutil.aspx

550 Shatto Place
Operational Energy Analysis
Project Trips
Fuel Usage from VMT

Annual VMT (All): 6,555,765 miles/year

(With trip and VMT reductions from land use characteristics and proximity to public transit.)

Fuel Type:[1]	GAS	DSL	ELEC	NG	
Percent:	93.58%	4.45%	1.89%	0.09%	
Miles per Gallon Fuel:	27.46	10.93	-	3.30	
Annual VMT by Fuel Type :	6,134,595	291,435	124,091	5,644	miles/year
Annual Fuel Usage :	223,432	26,662	-	1,710	gal/year
				246.8	MMBtu/year
				246,773.9	kbtu/year
Annual Fuel Savings from Electric Vehicles:[2]	-	-	4,520		gal/year (assumed to be gasoline)

Notes:

1. California Air Resources Board, EMFAC2017 (SCAQMD; Annual; 2024, Aggregate Fleet).
2. California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2018. Available at: http://www.energy.ca.gov/almanac/transportation_data/gasoline/piira_retail_survey.html. Accessed March 2019. Diesel is adjusted to account for retail (48%) and non-retail (52%) diesel sales

550 Shatto Place
Operational Energy Analysis
Existing Trips
Fuel Usage from VMT

Annual VMT (All): 738,760 miles/year

(With trip and VMT reductions from land use characteristics and proximity to public transit.)

Fuel Type:[1]	GAS	DSL	ELEC	NG	
Percent:	94.92%	4.07%	0.92%	0.08%	
Miles per Gallon Fuel:	24.57	9.60	-	3.33	
Annual VMT by Fuel Type :	701,245	30,099	6,813	603	miles/year
Annual Fuel Usage :	28,546	3,134	-	181	gal/year
				26.12	MMBtu/yr
				26,117.1	kbtu/year
Annual Fuel Savings from Electric Vehicles:[2]	-	-	277		gal/year (assumed to be gasoline)

Notes:

1. California Air Resources Board, EMFAC2017 (SCAQMD; Annual; 2020, Aggregate Fleet).
2. California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2018. Available at: http://www.energy.ca.gov/almanac/transportation_data/gasoline/piira_retail_survey.html. Accessed March 2019. Diesel is adjusted to account for retail (48%) and non-retail (52%) diesel sales

550 Shatto Place
Operational Energy Analysis

Estimated Electricity demand from Electric Vehicle Supply Equipment (EVSE)

Land Use Type	Number of EVSE Charging Spaces	Percent of Electric Vehicles	Average Charge (kWh/day) [a]	Days/Year	Electricity Demand (kWh/yr)	Electricity Demand (MWh/yr)
For Immediate Use[b]	47	100.0%	4.4	365	75,482	75.48
Future Use[c]	94	100.0%	4.4	365	150,964	150.96
Total	**141**	**100.0%**	**4.4**	**365**	226,446	226.45

Notes:

a. Estimated based on reference sources listed below.

b. Project would install EV charing spaces for 10 percent of its parking capacity for immediate use

c. Project would install pre-wiring for EV charging spaces for 30 percent of its parking capacity for future use (so 20% in addition to the immediate use).

Sources:

US Department of Energy. Alternative Fuels Data Center, 2016. Hybrid and Plug-In Electric Vehicle Emissions Data Sources and Assumptions.
Available at: https://www.afdc.energy.gov/vehicles/electric_emissions_sources.html.

US Department of Energy. Smith, Margaret, 2016. Level 1 Electric Vehicle Charging Stations at the Workplace.
Available at: https://www.afdc.energy.gov/uploads/publication/WPCC_L1ChargingAtTheWorkplace_0716.pdf.

UCLA Luskin Center for Innovation. Williams, Brett and JR deShazo, 2013. Pricing Workplace Charging: Financial Viability and Fueling Costs.
Available at: http://luskin.ucla.edu/sites/default/files/Luskin-WPC-TRB-13-11-15d.pdf.

514-550 Shatto Place
Energy Analysis

Emergency Generator Emissions

Conversion Factors

hp/kW	1.3410	Table A - Updated CEIDARS Table with PM2.5 Fractions, INTERNAL COMBUSTION - DISTILLATE AND DIESEL-ELECTRIC GENERATION
		Climate Registry, Table 13.1: https://www.theclimateregistry.org/wp-content/uploads/2014/11/2016-Climate-Registry-Default-Emission-Factors.pdf
CO2 g/gal	10.21	Climate Registry, Table 13.7: https://www.theclimateregistry.org/wp-content/uploads/2014/11/2016-Climate-Registry-Default-Emission-Factors.pdf
CH4 g/gal	0.58	Climate Registry, Table 13.7: https://www.theclimateregistry.org/wp-content/uploads/2014/11/2016-Climate-Registry-Default-Emission-Factors.pdf
N2O g/gal	0.26	IPCC AR4
GWP CH4	25	IPCC AR4
GWP N2O	298	
CO2e g/gal	10,302	
CO2 g/gal	10,210	
CO2/CO2e	0.9911	

Emergency Generator

Ratings:	1,500	kW	*(based on conservative engineering assumptions)*
	2,012	HP	*(based on conservative engineering assumptions; conversion from kW to hp)*
	-	kW	*(based on conservative engineering assumptions)*
	-	HP	*(conversion from kW to hp)*
Load Factor:	0.74		*(based on CalEEMod Generator Set Load Factor)*
Engine Emissions Tier:	Rule 1470 Compliant		*(compliance with CARB and AQMD diesel regulations)*
Operating Hours per Unit:	2	hours/day	*(testing/maintenance)*
	50	hours/year	*(testing/maintenance, Regulatory Limit per SCAQMD Rule 1470)*

Emergency Generator Emissions

Units	Greenhouse Gases [4]	
	CO_2	CO_2e
g/kW-hr	—	—
g/hp-hr	526.17	530.91
lbs/hr	1727.10	1,742.66
lbs/day	3,454.20	3,485.32
lbs/yr	86,355.04	87,133.00
tons/yr	43.18	43.57
metric tons/yr	**39.17**	**39.52**

	Total CO2 MT/yr	Fuel Type	Factor KGCO2/gal	Gallons
Emergency Generator	39.52	diesel	10.21	3871.0

Assumptions

10.21	diesel	KgCO2/gallon[1]
8.91	gasoline	KgCO2/gallon[1]
1	MT = 1,000 kilograms	

Notes:

4 Emission factor for CO2: U.S. Environmental Protection Agency, AP-42 Compilation of Air Pollutant Emission Factors, Fifth Edition, Section 3.4, Table 3.4-1.
Emissions of GHGs assume 99.11% of the CO2e emissions occur as CO2, based on Climate Registry emission factors as referenced above.

Source: ESA 2020.

1. Climate Registry, Table 13.7: https://www.theclimateregistry.org/wp-content/uploads/2014/11/2016-Climate-Registry-Default-Emission-Factors.pdf

Appendix F
Geotechnical Report

CITY OF LOS ANGELES
CALIFORNIA

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

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DEPARTMENT OF
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201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

OSAMA YOUNAN, P.E.
GENERAL MANAGER
SUPERINTENDENT OF BUILDING

JOHN WEIGHT
EXECUTIVE OFFICER

GEOLOGY AND SOILS REPORT APPROVAL LETTER

January 26, 2021

LOG # 115832
SOILS/GEOLOGY FILE - 2

TF Shatto LP
11400 W. Olympic Boulevard, Suite 850
Los Angeles, CA

TRACT:	SHATTO PLACE (MP 6-86)
BLOCK:	3
LOTS:	11, 12 & 13
LOCATION:	514, 522 & 530 S. Shatto Place

CURRENT REFERENCE REPORT/LETTER	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Update Report	21666	10/19/20	Geotechnologies, Inc.
Oversized Doc(s).	``	``	``

PREVIOUS REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Dept. Approval Letter	103798-01	09/11/2018	LADBS
Preliminary Soil Report	21503	08/03/2018	Geotechnologies, Inc.
Geology/Soils Report	``	11/22/2017	``

The Grading Division of the Department of Building and Safety has reviewed the current reference update report dated 10/14/2020 updated 10/19/2020 that provides recommendations for the proposed construction of a 42-level above grade and 4-level below grade mixed-use high-rise development.

The earth materials at the subsurface exploration locations consist of up to 7 feet of uncertified fill underlain by old alluvium and Puente Formation siltstone and claystone bedrock that dips 14 to 33 degrees to the southeast. According to the CDMG Seismic Hazard Zone Report 026 the historic high groundwater level is between the 10 and 20 foot contour levels based upon nearby wells depicted on the map. The consultants recommend to support the proposed structure on mat-type foundations bearing on competent bedrock and a hydrostatic design for the subsurface retaining walls.

The referenced reports are acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2020 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. All conditions of the above referenced Department approval letter shall apply except condition No. 1, which has been satisfied by the update report.

2. This letter approves exclusively the option in which the structure is designed to withstand hydrostatic pressures to the ground surface, as a measure to control groundwater under permanent conditions.

3. Whenever a new principal building is constructed on a site, the entire site shall be made to conform to the provisions of Chapters 18 and 70 of the LABC (7005.9).

4. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program for the proposed removal of support and/or retaining of slopes adjoining to public way (3307.3.2).

   201 N. Figueroa Street 3rd Floor, LA (213) 482-7045

5. Secure the notarized written consent from all owners upon whose property proposed grading/construction access is to extend, in the event off-site grading and/or access for construction purposes is required (7006.6). The consent shall be included as part of the final plans.

6. Provide a notarized letter from all adjoining property owners allowing tie-back anchors, for shoring purposes, on their property (7006.6).

7. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer; and, that the plans include the recommendations contained in their reports (7006.1).

8. All recommendations of the reports that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

9. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.

10. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).

11. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.

12. Prior to the issuance of any permit, an accurate volume determination shall be made and included in the final plans, with regard to the amount of earth material to be exported from the site. For grading involving import or export of more than 1000 cubic yards of earth materials within the grading hillside area, approval is required by the Board of Building and Safety. Application for approval of the haul route must be filed with the Board of Building and Safety Commission Office. Processing time for application is approximately 8 weeks to hearing plus 10-day appeal period.

13. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).

14. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).

15. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).

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16. All loose foundation excavation material shall be removed prior to commencement of framing (7005.3).

17. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).

18. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring, as recommended. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)

19. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).

20. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).

21. Controlled Low Strength Material, CLSM (slurry) proposed to be used for backfill shall satisfy the requirements specified in P/BC 2020-121.

22. Prior to the issuance of the permits, the soils engineer and the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.

23. Unsurcharged temporary excavations exposing unsupported geology and/or unsupported bedding planes shall be trimmed back along the lowest unsupported plane or shored, as recommended.

24. Unsurcharged temporary excavation may be cut vertical up to 5 feet, as recommended. Excavations over 5 feet up to 10 feet shall be trimmed back at a uniform gradient not exceeding 1:1, from top to bottom of excavation, as recommended.

25. Shoring shall be designed for the lateral earth pressures specified in the section titled "Shoring Design" starting on page 27 of the 10/19/20 update report; all surcharge loads shall be included into the design.

26. Shoring shall be designed for a maximum lateral deflection of 1 inch, provided there are no structures within a 1:1 plane projected up from the base of the excavation. Where a structure is within a 1:1 plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of ½ inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.

27. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.

28. All foundations shall derive entire support from competent bedrock, as recommended and approved by the geologist and soils engineer by inspection.

29. The structure shall be supported on a mat foundation designed to resist uplift hydrostatic pressures that would develop up to the ground surface, as recommended on page 11 of the 10/14/2020 report. The below-grade building walls shall be designed to resist the hydrostatic pressure that would develop if the groundwater level rose to the ground surface, as recommended on page 11 of the 10/19/2020 updated report.

30. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane. The slabs shall be at least 5 inches thick, as recommended, and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.

31. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check. According to ASCE 7-16 Section 11.4.8, the long period coefficient (Fv) may be selected per Table 11.4-2 in ASCE 7-16, provided that the value of the Seismic Response Coefficient (Cs) is determined by Equation 12.8-2 for values of the fundamental period of the building (T) less than or equal to 1.5Ts, and taken as 1.5 times the value computed in accordance with either Equation 12.8-3 for T greater than 1.5Ts and less than or equal to TL or Equation 12.8-4 for T greater than TL. Alternatively, a supplemental report containing a site-specific ground motion hazard analysis in accordance with ASCE 7-16 Section 21.2 shall be submitted for review and approval.

32. Retaining walls up to 70 feet in height shall be designed for full depth hydrostatic design and the lateral earth pressures specified on page 23 of the 10/19/2020 updated report. All surcharge loads shall be included into the design.

33. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 24 of the 10/19/2020 report (1803.5.12).

Note: Lateral earth pressure due to earthquake motions shall be in addition to static lateral earth pressures and other surcharge pressures.

34. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).

35. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).

36. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).

37. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).

38. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.

39. The structure shall be connected to the public sewer system per P/BC 2020-027.

40. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.

41. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).

42. Any recommendations prepared by the geologist and/or the soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to use in the field (7008.2, 7008.3).

43. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).

44. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)

45. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; protection fences; and, dust and traffic control will be scheduled (108.9.1).

46. Installation of shoring shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).

47. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whichever is more restrictive. Research Report #23835

48. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).

49. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

CASEY LEE JENSEN
Engineering Geologist Associate III

For:
LEILA ETAAT
Structural Engineering Associate II

CLJ/LE:clj/le
Log No. 115832
213-482-0480

cc: Jonathan Yang (jonathan@irvineassoc.com), Applicant
Geotechnologies, Inc., Project Consultant
LA District Office

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
Grading Division

District LA | Log No. 115832

APPLICATION FOR REVIEW OF TECHNICAL REPORTS

INSTRUCTIONS

A. Address all communications to the Grading Division, LADBS, 221 N. Figueroa St., 12th Fl., Los Angeles, CA 90012 Telephone No. (213)482-0480.
B. Submit two copies (three for subdivisions) of reports, one "pdf" copy of the report on a CD-Rom or flash drive, and one copy of application with items "1" through "10" completed.
C. Check should be made to the City of Los Angeles.

1. LEGAL DESCRIPTION
Tract: SHATTO PLACE MP 6-96
Block: 3 Lots: 13, 11 & 12

2. PROJECT ADDRESS:
514-530 SHATTO PLACE, LOS ANGELES

3. OWNER: TF Shatto LP
Address: 11400 W. Olympic Blvd., Ste 850
City: Los Angeles, CA Zip: 90064
Phone (Daytime):

4. APPLICANT Jonathan Yang
Address: 660 S Figueroa St #1780
City: LA Zip: 90017
Phone (Daytime): (213)503-1830
E-mail address: Jonathan@[illegible]irvineassoc.com

5. Report(s) Prepared by: Geotechnologies, Inc. File No. 21666 6. Report Date(s): October 14, 2020 updated October 19, 2020

7. Status of project: ☑ Proposed ☐ Under Construction ☐ Storm Damage
8. Previous site reports? ☐ YES if yes, give date(s) of report(s) and name of company who prepared report(s)
Geotechnologies, Inc. 1/24/19;6/2/20; 11/22/17; 7/20/18 upd 8/3/18; 3/8/19.
9. Previous Department actions? ☐ YES if yes, provide dates and attach a copy to expedite processing.
Dates: 06-26-18 Log # 103798
10. Applicant Signature: Position: Representative.

(DEPARTMENT USE ONLY)

REVIEW REQUESTED	FEES	REVIEW REQUESTED	FEES
☐ Soils Engineering		No. of Lots	
☐ Geology		No. of Acres	
☐ Combined Soils Engr. & Geol.		☐ Division of Land	
☐ Supplemental		Other	
☐ Combined Supplemental		☑ Expedite	363.00
☐ Import-Export Route		☑ Response to Correction	
Cubic Yards:		☐ Expedite ONLY	
		Sub-total	1089.00
		Surcharges	249.58
		TOTAL FEE	1338.58

Fee Due: 1338.58
Fee Verified By: Date: 1-8-21
(Cashier Use Only)

Los Angeles Department of Building and Safety
Metro 4th Floor 01/11/2021 8:24:10 AM
User ID: jbitanecol
Receipt Ref Nbr: 2021011002-19
Transaction ID: 2021011002-19-1
PLAN APPROVAL FEE $363.00
SYSTEMS DEV SURCH $65.34
GEN PLAN MAINT SURCH $76.23
DEV SERV CENTER SURCH $32.67
CITY PLAN SURCH $65.34
GRADING REPORT $726.00
MISC OTHER $10.00
Amount Paid: $1,338.58
PCIS Number: NA
Job Address: 514-530 SHATTO PLACE
Owners Name: TF SHATTO LP

ACTION BY:

THE REPORT IS: ☐ NOT APPROVED
☐ APPROVED WITH CONDITIONS ☐ BELOW ☐ ATTACHED

For Geology Date

For Soils Date

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.

Geotechnologies, Inc.
Consulting Geotechnical Engineers
439 Western Avenue
Glendale, California 91201-2837
818.240.9600 • Fax 818.240.9675

October 14, 2020
Updated October 19, 2020
File Number 21666

TF Shatto LP
11400 West Olympic Boulevard, Suite 850
Los Angeles, California 90064

Attention: Damon Chan

Subject: Updated Geotechnical Engineering Investigation
Proposed Mixed Use Development
514-530 Shatto Place, Los Angeles, California

Reference: *Reports by Geotechnologies, Inc.*
Geotechnical Engineering Investigation, dated January 24, 2019;
Supplemental Geotechnical Engineering Investigation, dated June 2, 2020.

Reports by Geotechnologies, Inc. (File No. 21503):
Geotechnical Engineering Investigation, dated November 22, 2017;
Environmental Impact Report, Soils and Geology Issues, dated July 20, 2018, Updated August 3, 2018;
Geotechnical Engineering Investigation, File No. 21666, dated January 24, 2019;
Response to Peer Review Comments from the City of Los Angeles, Building and Safety Division, File No. 21666, dated March 8, 2019.

Communications from City of Los Angeles, Grading Division:
Geology and Soils Report Review Letter, dated June 26, 2018, LOG# 103798.

Communications from the City of Los Angeles, Building and Safety Division:
Review Matrix, 550 Shatto Place Peer Review Comments, dated February 12, 2019.

Ladies and Gentlemen:

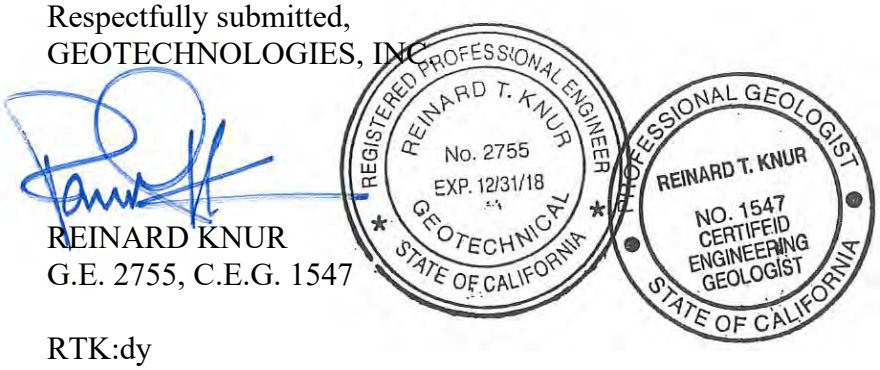
This letter transmits the Geotechnical Engineering Investigation for the subject site prepared by Geotechnologies, Inc. This report provides geotechnical recommendations for the development of the site, including earthwork, seismic design, retaining walls, excavations, shoring and foundation design. Engineering for the proposed project should not begin until approval of the geotechnical investigation is granted by the local building official. Significant changes in the geotechnical recommendations may result due to the building department review process.

The validity of the recommendations presented herein is dependent upon review of the geotechnical aspects of the project during construction by this firm. The subsurface conditions described herein have been projected from limited subsurface exploration and laboratory testing. The exploration and testing presented in this report should in no way be construed to reflect any variations which may occur between the exploration locations or which may result from changes in subsurface conditions

October 14, 2020
Updated October 19, 2020
File No. 21666

Should you have any questions please contact this office.

Respectfully submitted,
GEOTECHNOLOGIES, INC.



REINARD KNUR
G.E. 2755, C.E.G. 1547

RTK:dy

Email to: [damon@formedevelopment.com], Attn: Damon Chan
[ly@formedevelopment.com], Attn: Ly Tang

Distribution: (3) Addressee

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City of Los Angeles Preliminary Soils Report Approval Letter dated 9/11/18
Calculation Sheets (22 pages)

UPDATED GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED MIXED USE DEVELOPMENT
514-530 SHATTO PLACE
LOS ANGELES, CALIFORNIA

INTRODUCTION

This report presents the results of the updated geotechnical engineering investigation performed on the subject site. The purpose of this investigation was to identify the distribution and engineering properties of the geologic materials underlying the site, and to provide geotechnical recommendations for the design of the proposed development.

The property to the north (514 Shatto Place) has been added to the proposed development. The newly proposed development will include the sites 514 to 530 Shatto Place. The newly proposed structure will be enlarged to incorporate the new address and will be 42 stories in height with 4 levels of subterranean parking. The finish floor elevation will be approximately 220 feet above mean sea level. Excavations may also extend as much as 65 feet for elevator shafts and foundations. The existing church located to south is not addressed in this report.

This firm originally prepared a Geotechnical Engineering Investigation for the proposed development dated November 22, 2017 for the site (File No. 21503). That report addressed a tower that was 20 stories in height with 3 levels of subterranean parking. The finish floor elevation was at elevation 238 feet above mean sea level.

Subsequently, the building was enlarged to 31 stories with 4 levels of subterranean parking. The finish floor elevation was lowered to 217 feet above mean sea level. In addition, the existing church located to the south was added to the scope of work. The church will be repurposed into a restaurant. The report was dated January 24, 2019 (File Number 21666).

A report was prepared that addressed only the repurposing of the church located at 550 Shatto Place dated June 2, 2020 (File No. 21666). The investigation included drilling two exploratory borings and excavation of three test pits, a percolation test, collection of representative samples, laboratory testing.

PROPOSED DEVELOPMENT

Proposed Mixed-use Tower

Information concerning the proposed development was furnished by the client team. The proposed project is 42 stories in height with 4 levels of subterranean parking. The finish floor elevation 220 feet above mean sea level with elevator and footing excavations extending to elevation 205 feet. Grading will consist of excavations as much as 65 feet deep. Column loads are estimated to be between 1,100 and 4,600 kips. The average pressures from the structure will be 4,600 psf.

Any changes in the design of the project or location of any structure, as outlined in this report, should be reviewed by this office. The recommendations contained in this report should not be considered valid until reviewed and modified or reaffirmed, in writing, subsequent to such review.

SITE CONDITIONS

The site is located at 514-530 Shatto Place, in the City of Los Angeles, California. The site is bounded by an at-grade, 3-story office building to the north, 2-story residential and office buildings to the east, a 1 story church with a partial basement to the south, and Shatto Place to the west. The site is rectangular in shape and is approximately 0.80 acres in area. Elevations range from 272 feet above mean sea level on the east to 264 feet along Shatto Place on the west. The site generally slopes at a 25 to 1 gradient to the west. The site is shown relative to nearby topographic features on the attached Vicinity Map.

The site is currently developed with 1- and 2-story school classroom buildings, several canvas canopies, an asphalt-paved parking lot, and a 3-story, at-grade office building. The neighboring development consists of residential, office, commercial structures.

LOCAL GEOLOGY

The site is located in the Elysian Park Hills west of downtown Los Angeles. The Elysian Park Hills are composed primarily of Upper Miocene, sedimentary rocks of the Puente Formation and the Fernando Formation. The site is underlain by well bedded siltstone and clayey siltstone of the Puente Formation. Bedding to the north of the site dips gently to the south at inclinations of 3 to 10 degrees (Lamar, 1970). Lamar has mapped a series of minor northwest-southeast trending fold axes in the vicinity of the site to account for bedding variations in the site vicinity.

The Elysian Hills are located on the southern limb of the Elysian Park Anticline. This anticline is considered an active geologic feature by some geologists, citing recent seismic activity in the area. The geology of the site vicinity is presented on the Geologic Map-Lamar and the Geologic Map-Dibblee, included in this report.

CITY OF LOS ANGELES OIL FIELD

The site is located within the City of Los Angeles Oil Field. Based on a geologic map by Lamar (1970), the field is approximately 18,500 feet long and 1,000 feet wide and is elongated in an east-west direction. The oil is contained in the Puente Formation and seeps at the ground surface at the northern edge of the field. Several hundred wells have been drilled in the field since the 1890s. Based on a review of the Well Location Map the California Division of Oil and Gas and Geothermal Resources (2014), no oil wells have been drilled on the subject site. A copy of this map is attached to this report, as the Oil Well Location Map.

GEOTECHNICAL EXPLORATION

FIELD EXPLORATION

The site was recently explored on September 8, 2020 by drilling one boring with a truck-mounted drilling rig equipped with 8-inch diameter hollowstem augers. The boring was drilled to a depth of 110 feet. The boring was sampled with a California-modified, split spoon sampler lined with 2.5-inch diameter brass rings which was advanced using a 140-pound, automatic trip hammer dropped from a height of 30 inches. At alternating 2-1/2-foot depth intervals, the boring was also sampled with Standard Penetration Test equipment. The boring location is shown on the Plot Plan and the geologic materials encountered are logged on Plate A-6.

Drilling was also performed on the site on November 19, 2018 when two borings were drilled to depths of 30 feet and 110 feet using a truck-mounted drilling rig equipped with hollowstem augers. Test pits were excavated adjacent to the Church using hand tools. This work was performed for File No. 21666.

Drilling was performed on September 23, 2017 when two borings were drilled to a depth of 60 feet using a truck-mounted drilling rig equipped with hollowstem augers. This work was performed for File No 21503.

The boring and test pit locations are shown on the Plot Plan and the Geologic Materials encountered are logged on Plates A-1 through A-6.

Percolation Testing

Percolation testing was performed on the Church site (550 Shatto Place) in Boring B-2 on November 19, 2018. Stormwater infiltration is being considered for that site. However, due to the depth of the proposed structure into the siltstone bedrock of the Puente Formation, stormwater infiltration will not be performed on the subject site (514-530 Shatto Place).

Geologic Materials

The site is underlain by fill soil, Old Alluvium and sedimentary bedrock of the Puente Formation. The subsurface distribution of the geologic materials is shown on Cross Section A-A' and B-B'.

Fill

The fill soil consists of silty sand and sandy silt that is dark brown to slight gray slightly moist, and stiff or dense. The fill extends to a depth of 3 to 5 feet in the new building area.

Old Alluvium

The Old Alluvium consists of interlayered mixtures of sand, silt and clay. The Old Alluvium is brown to gray in color, moist to very moist, and very dense to stiff in consistency. Near the base of the Old Alluvium, clean, very dense sand was encountered. The Old Alluvium extends to a depths 25 to 34 feet which correlate with elevations of 234 to 241 feet above mean sea level.

Bedrock (Puente Formation)

Sedimentary bedrock of the Puente Formation underlies the Old Alluvium. The bedrock consists of clayey siltstone, silty claystone and siltstone. The rock is orange brown, dark brown and grayish brown in color, slightly moist to very moist, and moderately hard in consistency. The rock is generally well bedded but poorly fissile as observed in the samples. The surface of the bedrock appears to be descending shallowly to the south. Bedding was identified in Borings 1 and 3 and dip inclinations were measured from the ring samples. The dip ranges from 14 to 33 degrees dipping to the southeast. Based on the geologic mapping of Lamar (1970) and Dibblee, bedding in the site vicinity slope to the south and south-southwest which is similar to that identified in the borings.

Groundwater

This Investigation (File No. 21666)

Water was encountered in Boring B-1 at a depth of 33 feet (elevation 235 feet) and was not encountered in Boring B-2, which was drilled to a depth of 30 feet (elevation 238 feet). Water was identified in Bring B-3 at a depth of 23 feet (elevation 243 feet). The water level corresponds closely with the Old Alluvium-bedrock contact. This observation suggests that water is perched on the bedrock surface. It is the experience of this firm that such perched water is limited in quantity and does not require dewatering prior to construction. The water flow direction is to the south, following the bedrock surface.

Previous Investigation (File No. 21503)

Water was encountered in Boring B-1 at a depth of 31 feet (elevation 237 feet) and in Boring B-2 at a depth of 31½ feet (elevation 236½ feet). In both borings, the water was encountered slightly above the alluvium-bedrock contact in the clean sand of the Old Alluvium.

Historically Highest Groundwater Level

Based on review of California Geological Survey Seismic Hazard Zone Report of the Hollywood Quadrangle (1998, revised 2006), groundwater level contours are not indicated nearby the site. The nearest contour is shown nearly 1 mile to the south of the site and is indicated to be 20 feet below the ground surface. Typically, such notation is shown if non-water bearing rock occurs a shallower depth than the water. For design purposes, it is recommended that a historically highest groundwater level elevation of 248 feet above mean sea level be utilized for the proposed development.

Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, and other factors not evident at the time of the measurements reported herein. Fluctuations also may occur across the site. High groundwater levels can result in changed conditions.

Caving

Caving could not be directly observed during exploration due to the type of excavation equipment utilized. Based on the experience of this firm, large diameter excavations, excavations that encounter granular, cohesionless soils and excavations below the groundwater table will most likely experience caving. Caving is not anticipated in the bedrock.

SEISMIC EVALUATION

REGIONAL GEOLOGIC SETTING

The subject site is located in the northern portion of the Peninsular Ranges Geomorphic Province. The Peninsular Ranges are characterized by northwest-trending blocks of mountain ridges and sediment-floored valleys. The dominant geologic structural features are northwest trending fault zones that either die out to the northwest or terminate at east-trending reverse faults that form the southern margin of the Transverse Ranges.

REGIONAL FAULTING

Based on criteria established by the California Division of Mines and Geology (CDMG) now called California Geologic Survey (CGS), faults may be categorized as active, potentially active, or inactive. Active faults are those which show evidence of surface displacement within the last 11,000 years (Holocene-age). Potentially-active faults are those that show evidence of most recent surface displacement within the last 1.6 million years (Quaternary-age). Faults showing no

evidence of surface displacement within the last 1.6 million years are considered inactive for most purposes, with the exception of design of some critical structures.

Buried thrust faults are faults without a surface expression but are a significant source of seismic activity. They are typically broadly defined based on the analysis of seismic wave recordings of hundreds of small and large earthquakes in the southern California area. Due to the buried nature of these thrust faults, their existence is usually not known until they produce an earthquake. The risk for surface rupture potential of these buried thrust faults is inferred to be low (Leighton, 1990). However, the seismic risk of these buried structures in terms of recurrence and maximum potential magnitude is not well established. Therefore, the potential for surface rupture on these surface-verging splays at magnitudes higher than 6.0 cannot be precluded.

SEISMIC HAZARDS AND DESIGN CONSIDERATIONS

The primary geologic hazard at the site is moderate to strong ground motion (acceleration) caused by an earthquake on any of the local or regional faults. The potential for other earthquake-induced hazards was also evaluated including surface rupture, liquefaction, dynamic settlement, inundation and landsliding.

Surface Rupture

Surface rupture is defined as fault displacement that occurs at the ground surface, along the trace of the causative fault during an earthquake. Based on research of available literature, the surface trace of any active or potentially active faults do not underlie the subject site. In addition, the subject site is not located within an Alquist-Priolo Earthquake Fault Zone. Based on these considerations, the potential for surface ground rupture at the subject site is considered low.

Liquefaction

Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures. The Seismic Hazards Maps of the State of California (CDMG, 1999), does not classify the site as part of the potentially "Liquefiable" area. This determination is based on groundwater depth records, soil type and distance to a fault capable of producing a substantial earthquake.

The Old Alluvium consists of sand and silty sand. The upper 15 feet id moderately dense, however, from a depth of 15 feet to the bedrock contact, the soil is dense to very dense. SPT blow counts are in excess of 70 blows per foot for the deeper Old Alluvium. Based on these observations, the Old Alluvium is not considered liquefiable.

The proposed development will extend to a depth of approximately 65 feet below the ground surface and bear on the siltstone bedrock. Based on the long tectonic history and moderately hard consistency of the bedrock, the Puente Formation siltstone bedrock is not considered liquefiable.

Dynamic Dry Settlement

Seismically-induced settlement or compaction of dry or moist, cohesionless soils can be an effect related to earthquake ground motion. Such settlements are typically most damaging when the settlements are differential in nature across the length of structures.

Some seismically-induced settlement of the proposed structures should be expected as a result of strong ground-shaking. Due to the moderately dense consistency of the upper Old Alluvium, such settlements will be on order of ¼ inch.

Tsunamis, Seiches and Flooding

Tsunamis are large ocean waves generated by sudden water displacement caused by a submarine earthquake, landslide, or volcanic eruption. Review of the County of Los Angeles Flood and Inundation Hazards Map, (Leighton, 1990), the site does not lie within the mapped tsunami inundation boundaries.

Seiches are oscillations generated in enclosed bodies of water which can be caused by ground shaking associated with an earthquake. According to the County of Los Angeles General Plan, the site is within the potential inundation boundary of Silver Lake Reservoir. A determination of whether a higher site elevation would remove the site from the potential inundation zones is beyond the scope of this investigation.

Landsliding

The probability of seismically-induced landslides occurring on the site is considered to be low due to the lack of elevation difference across or adjacent to the site.

CONCLUSIONS AND RECOMMENDATIONS

Based upon the exploration, laboratory testing, and research, it is the finding of Geotechnologies, Inc. that construction of the proposed mixed-use building is considered feasible from a geotechnical engineering standpoint provided the advice and recommendations presented herein are followed and implemented during construction.

The site is underlain by up to 5 feet of fill soil that consists of silty sand and sandy silt. Old Alluvium consisting of interlayered mixtures of sand, silt and clay that is moist and dense to stiff extends to depths of 23 to 34 feet below the ground surface, which coincides with elevations of 234 and 243 feet above mean sea level. Sedimentary bedrock of the Puente Formation occurs

below the Old Alluvium and is moderately hard and well bedded. Perched water was identified as a thin zone above the bedrock surface. However, the historically highest groundwater level is at depth of 20 feet, interpreted as elevation of 248 feet above mean sea level.

Proposed Mixed-Use Structure

The proposed structure will have a 4-level underground parking structure that will have a finish floor elevation of 220 feet with foundations and elevator pits extending to 205 feet. Due to the high loads anticipated for the proposed structure, a mat foundation is recommended. The proposed foundations must derive supported from the Puente Formation bedrock.

During construction, water will be encountered at the Old Alluvium/bedrock contact near elevation 234 feet. The quantity of the water is not considered sufficient to install dewatering wells. It is recommended that as construction proceeds, that water is collected in trenches and directed to a sump pit where it may be pumped to an appropriate location for treatment (if necessary) and disposal. Appropriate water disposal permits will be required.

The historically highest groundwater level is at 248 feet. It is recommended that the proposed development be designed to resist vertical hydrostatic forces commensurate with this elevation. The proposed structure should be designed for hydrostatic force, equivalent to the ground surface (elevation 268 feet). If the structure is designed without wall drainage, then the retaining wall must be designed for a later hydrostatic pressure up to the ground surface.

Due to the depth of the proposed basement excavations, and the proximity of property lines, shoring will be necessary in order to maintain a stable excavation.

On-site stormwater disposal is not considered feasible for the proposed structure due to the basement extending into the non-water-bearing bedrock.

SEISMIC DESIGN CONSIDERATIONS

2019 California Building Code Seismic Parameters

The existing church is supported on the Old Alluvium which is classified as Site Class D and corresponds to a "Very Dense Soil and Soft Rock" Profile, according to Table 20.3-1 of ASCE 7-10. This information and the site coordinates were input into the USGS U.S. Seismic Design Maps tool (Version 3.1.0) to calculate the ground motions for the site.

2019 CALIFORNIA BUILDING CODE SEISMIC PARAMETERS	
Site Class	D
Mapped Spectral Acceleration at Short Periods (S_S)	1.994g
Site Coefficient (F_a)	1.0
Maximum Considered Earthquake Spectral Response for Short Periods (S_{MS})	1.994g
Five-Percent Damped Design Spectral Response Acceleration at Short Periods (S_{DS})	1.33g
Mapped Spectral Acceleration at One-Second Period (S_1)	0.710g
Site Coefficient (F_v)	1.7*
Maximum Considered Earthquake Spectral Response for One-Second Period (S_{M1})	1.207g*
Five-Percent Damped Design Spectral Response Acceleration for One-Second Period (S_{D1})	0.805g*

* *According to ASCE 7-16, a Long Period Site Coefficient (F_v) of 1.7 may be utilized provided that the value of the Seismic Response Coefficient (C_s) is determined by Equation 12.8-2 for values of $T \leq 1.5T_s$ and taken as equal to 1.5 times the value computed in accordance with either Equation 12.8-3 for $T_L \geq T > 1.5T_s$ or equation 12.8-4 for $T > T_L$. Alternatively, a site-specific ground motion hazard analysis may be performed in accordance with ASCE 7-16 Section 21.1 and/or a ground motion hazard analysis in accordance with ASCE 7-16 Section 21.2 to determine ground motions for any structure.*

FILL SOILS

The maximum depth of fill encountered in the proposed building area on the site was 5 feet. All of the fill soils will be removed as part of the excavation for the proposed 4-level basement.

EXPANSIVE SOILS

The old alluvium is in the very low to high expansion range. The Expansion Index was found to range between 13 and 94 for bulk samples remolded to 90 percent of the laboratory maximum density.

METHANE ZONES

This office has reviewed the City of Los Angeles Methane and Methane Buffer Zones map. Based on this review it appears that the subject site is located within a Methane Zone as designated by the City. A qualified methane consultant should be retained to consider the requirements and implications of the City's Methane Zone designation. A copy of the portion of the map covering the Project Site is included herein.

WATER-SOLUBLE SULFATES

The Portland cement portion of concrete is subject to attack when exposed to water-soluble sulfates. Usually the two most common sources of exposure are from soil and marine environments. The source of natural sulfate minerals in soils include the sulfates of calcium, magnesium, sodium, and potassium. When these minerals interact and dissolve in subsurface water, a sulfate concentration is created, which will react with exposed concrete. Over time sulfate attack will destroy improperly proportioned concrete well before the end of its intended service life.

Alluvium

The water-soluble sulfate content of the onsite geologic materials was tested by California Test 417. The water-soluble sulfate content was determined to be less than 0.1% percentage by weight for the Old Alluvium and greater than 0.2% for the bedrock. Based on American Concrete Institute (ACI) Standard 318-08, the sulfate exposure is considered to be negligible for geologic materials with less than 0.1% and Type I cement may be utilized for concrete foundations in contact with the alluvium.

Bedrock

Bedrock samples were tested and identified sulfate concentrations above 0.2%. Based on American Concrete Institute (ACI) Standard 318-08, the sulfate exposure is considered to be high for geologic materials above 0.2% and Type V cement should be utilized for concrete foundations in contact with the bedrock.

GRADING GUIDELINES

The following grading guidelines may be utilized for any miscellaneous site grading which may be required as part of the proposed development.

Site Preparation

- A thorough search should be made for possible underground utilities and/or structures. Any existing or abandoned utilities or structures located within the footprint of the proposed grading should be removed or relocated as appropriate.

- All vegetation and soft or disturbed geologic materials should be removed from the areas to receive controlled fill. All existing fill materials and any disturbed geologic materials resulting from grading operations shall be completely removed and properly recompacted prior to foundation excavation.

- Any vegetation or associated root system located within the footprint of the proposed structures should be removed during grading.

- Subsequent to the indicated removals, the exposed grade shall be scarified to a depth of six inches, moistened to optimum moisture content, and recompacted in excess of the minimum required comparative density.

- The excavated areas shall be observed by the geotechnical engineer prior to placing compacted fill.

Compaction

All fill should be mechanically compacted in layers not more than 8 inches thick. All fill shall be compacted to at least 90 percent of the maximum laboratory density for the materials used. The maximum density shall be determined by the laboratory operated by Geotechnologies, Inc. using the test method described in the most recent revision of ASTM D 1557.

Field observation and testing shall be performed by a representative of the geotechnical engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional compactive effort shall be made with adjustment of the moisture content, as necessary, until a minimum of 90 percent compaction is obtained.

Acceptable Materials

The excavated onsite materials are considered satisfactory for reuse in the controlled fills as long as any debris and/or organic matter is removed. Any imported materials shall be observed and tested by the representative of the geotechnical engineer prior to use in fill areas. Imported materials should contain sufficient fines so as to be relatively impermeable and result in a stable subgrade when compacted. Any required import materials should consist of geologic materials with an expansion index of less than 20. The water-soluble sulfate content of the import materials should be less than 0.1% percentage by weight.

Imported materials should be free from chemical or organic substances which could affect the proposed development. A competent professional should be retained in order to test imported materials and address environmental issues and organic substances which might affect the proposed development.

Utility Trench Backfill

Utility trenches should be backfilled with controlled fill. The utility should be bedded with clean sands at least one foot over the crown. The remainder of the backfill may be onsite soil compacted to 90 percent of the laboratory maximum density. Utility trench backfill should be tested by representatives of this firm in accordance with the most recent revision of ASTM D-1557.

Shrinkage

Shrinkage results when a volume of soil removed at one density is compacted to a higher density. A shrinkage factor of 5 percent should be anticipated when excavating and recompacting the existing fill and underlying Old Alluvium on the site to an average comparative compaction of 92 percent.

Weather Related Grading Considerations

When rain is forecast all fill that has been spread and awaits compaction shall be properly compacted prior to stopping work for the day or prior to stopping due to inclement weather. These fills, once compacted, shall have the surface sloped to drain to an area where water can be removed.

Temporary drainage devices should be installed to collect and transfer excess water to the street in non-erosive drainage devices. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. Drainage should not be allowed to flow uncontrolled over any descending slope.

Work may start again, after a period of rainfall, once the site has been reviewed by a representative of this office. Any soils saturated by the rain shall be removed and aerated so that the moisture content will fall within three percent of the optimum moisture content.

Surface materials previously compacted before the rain shall be scarified, brought to the proper moisture content and recompacted prior to placing additional fill, if considered necessary by a representative of this firm.

Geotechnical Observations and Testing During Grading

Geotechnical observations and testing during grading are considered to be a continuation of the geotechnical investigation. It is critical that the geotechnical aspects of the project be reviewed by representatives of Geotechnologies, Inc. during the construction process. Compliance with the design concepts, specifications or recommendations during construction requires review by this firm during the course of construction. Any fill which is placed should be observed, tested, and verified if used for engineered purposes. Please advise this office at least twenty-four hours prior to any required site visit.

FOUNDATION DESIGN

Mat Foundation

A mat foundation is recommended to distribute loads to the underlying bedrock. In addition, a mat foundation will be required to resist buoyancy pressure. The bottom of the mat foundation should be a minimum of 24 inches in depth below the bedrock surface into undisturbed and competent bedrock. An allowable bearing pressure 8,000 pounds per square foot may be utilized in the design of the proposed mat foundation. The mat foundation may be designed utilizing a modulus of subgrade reaction of 400 pounds per cubic inch. This value should be multiplied by a reduction factor of:

$$K_{\mathrm{R}} = K\left[\frac{B+1}{2B}\right]^2$$

Where:

K = Unit subgrade Modulus

K_R = Reduced Subgrade Modulus

B = Equivalent Foundation width

Lateral Design for Mat Foundation

Resistance to lateral loading may be provided by soil friction, and by the passive resistance of the soils. A coefficient of friction of 0.3 may be used with the dead load forces between footings and the underlying supporting soils.

Passive earth pressure for the sides of footings poured against undisturbed soil may be computed as an equivalent fluid having a density of 400 pounds per cubic foot, with a maximum earth pressure of 4,000 pounds per square foot. When combining passive and friction for lateral resistance, the passive component should be reduced by one third. A one-third increase in the passive value may be used for wind or seismic loads. A minimum safety factor of 2 has been utilized in determining the allowable passive pressure.

Foundation Settlement

The majority of the foundation settlement is expected to occur on initial application of loading. The maximum settlement is not expected to exceed approximately 1-1/2 inches and will occur below the most heavily loaded area of the mat foundation. Differential settlement is not expected to exceed ½ inch between columns spaced at 30-foot centers.

Miscellaneous Structures

Foundations for small outlying structures, such as property line walls and trash enclosures, which will not be tied-in to the proposed building may be supported on conventional foundations bearing in native soils, and/or properly placed compacted fill. A bearing capacity of 2,000 psf may be used when bearing into the natural, Old Alluvium.

FOUNDATION OBSERVATIONS

It is critical that all foundation excavations are observed by a representative of this firm to verify penetration into the recommended bearing materials. The observation should be performed prior to the placement of reinforcement. Foundations should be deepened to extend into satisfactory geologic materials, if necessary.

Foundation excavations should be cleaned of all loose soils prior to placing steel and concrete. Any required foundation backfill should be mechanically compacted, flooding is not permitted.

RETAINING WALL DESIGN

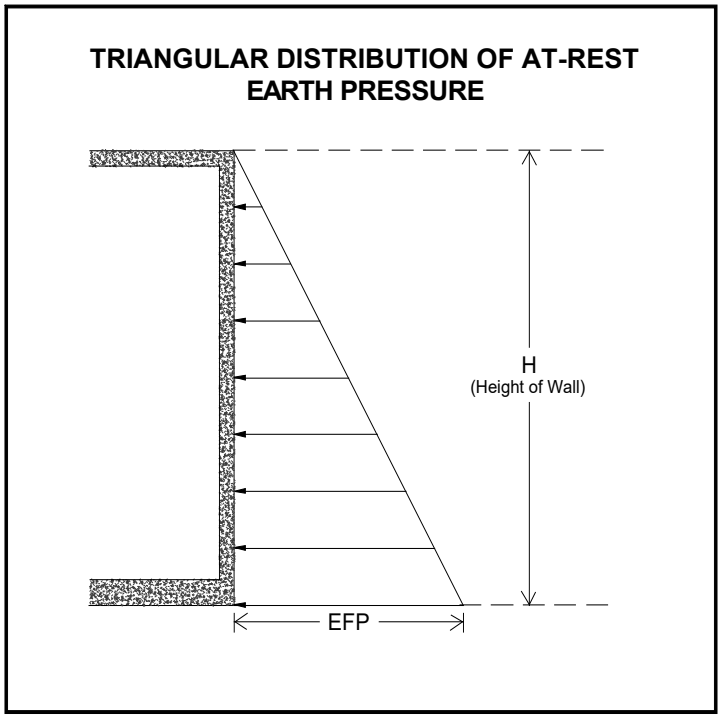
The retain wall excavations will expose fill soil stiff to very dense Old Alluvium. The siltstone bedrock is anticipated to be exposed as much as 20 feet in the excavation. As a result, a bedding surcharge will be applied to the north and east walls.

Restrained Drained Retaining Walls

Restrained retaining walls may be designed to resist a triangular pressure distribution of at-rest earth pressure as indicated in the diagram below. The at-rest pressure is highly dependent on the type of geologic material exposed in the wall. The pressures shown below assume a drained condition do not include hydrostatic pressures. Drained conditions are possible only to a depth 20 feet from the ground surface (elevation 248 feet). For the pressures in the upper 20 feet to be valid, a drain must be installed above the historically highest groundwater level.

RESTRAINED WALL PRESSURES ASSUMING A DRAINED CONDITION (AT-REST PRESSURE) TRIANGULAR DISTRIBUTION (psf)		
HEIGHT OF WALL (feet)	**GEOLOGICMATERIAL**	**WALL PRESSURE (psf)**
UP to 30	Old Alluvium	70
30 to 70	Bedrock-Favorable Oriented (East and South Sides)	76
30 to 70	Bedrock – Daylighted (North and West Sides)	90

It should be noted that this pressure applied only to walls higher than elevation 248 feet. Additional earth pressure should be added for a surcharge condition due to hydrostatic pressure, sloping ground, vehicular traffic or adjacent structures.



In addition to the recommended earth pressure, the upper ten feet of the retaining wall adjacent to streets, driveways or parking areas should be designed to resist a uniform lateral pressure of 100 pounds per square foot, acting as a result of an assumed 300 pounds per square foot surcharge behind the walls due to normal street traffic. If the traffic is kept back at least ten feet from the retaining walls, the traffic surcharge may be neglected.

The lateral earth pressures recommended above for retaining walls assume that a permanent drainage system will be installed so that external water pressure will not be developed against the walls. Also, where necessary, the retaining walls should be designed to accommodate any surcharge pressures that may be imposed by existing buildings on the adjacent property.

Retaining Wall Drainage

A subdrain can be installed only above the historically highest groundwater level, which is equivalent to a depth of 20 feet or elevation 248 feet.

Subdrains may consist of 4-inch diameter perforated pipes, places with perforated facing down. The pipe shall be encased in at least one-foot of gravel around the pipe. The gravel shall be wrapped in filter fabric. The gravel may consist of three-quarter inch to one-inch crushed rocks. As an alternative, the use of gravel pockets and weepholes is an acceptable drainage method. Weepholes shall be a minimum of 2 inches in diameter, placed at 8 feet on center along the base of the wall. Gravel pockets shall be a minimum of 1 cubic foot in dimension, and may consist of three-quarter inch to once inch crushed rocks, wrapped in filter fabric.

Certain types of subdrain pipe are not acceptable to the various municipal agencies, it is recommended that prior to purchasing subdrainage pipe, the type and brand is cleared with the proper municipal agencies. Subdrainage pipes should outlet to an acceptable location.

Where retaining walls are to be constructed adjacent to property lines there is usually not enough space for emplacement of a standard pipe and gravel drainage system. Under these circumstances, the use of a flat drainage produce is acceptable.

Some municipalities do not allow the use of flat-drainage products. The use of such a product should be researched with the building official. As an alternative, omission of one-half of a block at the back of the wall on eight-foot centers is an acceptable method of draining the walls. The resulting void should be filled with gravel. A collector is placed within the gravel which directs collected waters through the wall to a sump or standard pipe and gravel system constructed under the slab. This method should be approved by the retaining wall designer prior to implementation.

Where shoring will not allow the installation of a standard subdrainage system outside the wall rock pockets may be utilized. The rock pockets with should drain through the wall. The pockets should be a minimum of 12 inches in length, width and depth. The pocket should be filled with gravel. The rock pockets should be no more than 8 feet on center.

Sump Pump Design

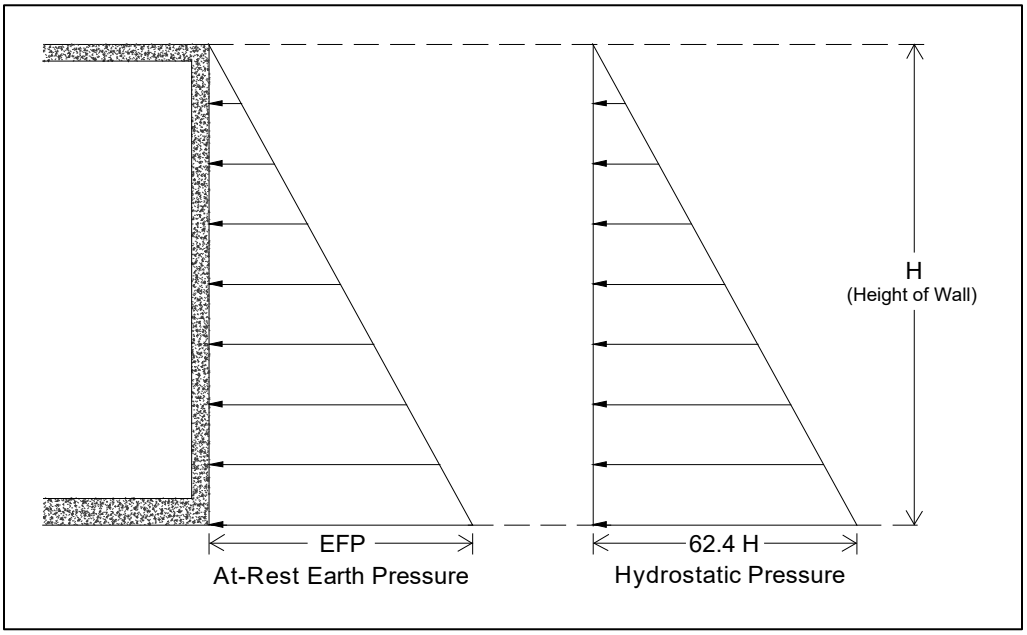
The purpose of the recommended retaining wall backdrainage system is to relieve hydrostatic pressure. Groundwater was encountered during exploration at a depth of 31 to 31 ½ feet below the ground surface (correlating to elevation 237 to 236 ½ feet above mean sea level.) However, the historically highest groundwater elevation is indicated to be at a depth of 20 feet below the ground surface which equates to elevation 248 feet. It is the policy of the City of Los Angeles, Department of Building and Safety that the historically highest groundwater elevation be used for the design of the subterranean levels. Therefore, a hydrostatic design should be used for the proposed structure.

Based on these considerations the retaining wall backdrainage system is not expected to experience an appreciable flow of water, and in particular, no groundwater will affect it. However, for the purposes of design, a flow of 5 gallons per minute may be assumed.

Restrained Undrained Retaining Walls

Restrained retaining walls may be designed to resist a triangular pressure distribution of at-rest earth pressure and hydrostatic pressure as indicated in the diagram below. The at-rest soils pressure for design purposes can be identified in the following table. The following pressure is appropriate for all undrained retaining walls or for undrained walls below the historically highest groundwater level.

RESTRAINED WALL PRESSURES ASSUMING A UDRAINED CONDITION (AT-REST PRESSURE) TRIANGULAR DISTRIBUTION (psf)		
HEIGHT OF WALL (feet)	**GEOLOGICMATERIAL**	**WALL PRESSURE (psf)**
Up to 30	Old Alluvium	(35+63) = 98
30 to 70	Bedrock-Favorable Oriented (East and South Sides)	(35+63) = 98
30 to 70	Bedrock – Daylighted (North and West Sides)	(41+63)=104



In addition to the recommended earth pressure, the upper ten feet of the retaining wall adjacent to streets, driveways or parking areas should be designed to resist a uniform lateral pressure of 100 pounds per square foot, acting as a result of an assumed 300 pounds per square foot surcharge behind the walls due to normal street traffic. If the traffic is kept back at least ten feet from the retaining walls, the traffic surcharge may be neglected.

The lateral earth pressures recommended above for undrained retaining walls assume that permanent drainage system will not be provided. Where necessary, the retaining walls should be

designed to accommodate any surcharge pressures that may be imposed by existing buildings on the adjacent property.

Dynamic (Seismic) Earth Pressure

Retaining walls exceeding 6 feet in height shall be designed to resist the additional earth pressure caused by seismic ground shaking. A triangular pressure distribution should be utilized for the additional seismic loads, with an equivalent fluid pressure of 26 pounds per cubic foot. When using the load combination, the greater of the seismic earth pressure and the active pressure or the At-rest pressure should be used for that depth interval. The comparison is made in the following table:

SEISMIC WALL PRESSURE (All Pressure Distributions are Triangular)				
Wall Height (feet)	**Active pressure (pcf)**	**Active + Seismic (pcf)**	**At-Rest with No Hydrostatic Load (pcf)**	**At-Rest with Hydrostatic Load (pcf)**
Up to 20	30	(30 + 25) = 55	70*	98*
20 to 30	44	70	-	98*
30 to 70	47	73	-	98* (South and East Walls)
				104* (North and West Walls)

Note: * denotes value to be used in design

Based on the values shown, the at-rest values are greater for all cases. Therefore, the at rest values will govern without the need for the addition of the seismic wall pressure.

Waterproofing

Moisture effecting retaining walls is one of the most common post construction complaints. Poorly applied or omitted waterproofing can lead to efflorescence or standing water inside the building. Efflorescence is a process in which a powdery substance is produced on the surface of the concrete by the evaporation of water. The white powder usually consists of soluble salts such as gypsum,

calcite, or common salt. Efflorescence is common to retaining walls and does not affect their strength or integrity.

It is recommended that retaining walls be waterproofed. Waterproofing design and inspection of its installation is not the responsibility of the geotechnical engineer. A qualified waterproofing consultant should be retained in order to recommend a product or method which would provide protection to below grade walls.

Surcharge from Adjacent Structures

As indicated herein, additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures for retaining walls and shoring design.

The following surcharge equation provided in the LADBS Information Bulletin Document No. P/BC 2008-83, may be utilized to determine the surcharge loads on basement walls and shoring system for existing structures located within the 1:1 (h:v) surcharge influence zone of the excavation and basement.

Resultant lateral force: $R = (0.3*P*h^2)/(x^2+h^2)$

Location of lateral resultant: $d = x*[(x^2/h^2+1)*\tan^{-1}(h/x)-(x/h)]$

where:

R	=	resultant lateral force measured in pounds per foot of wall width.
P	=	resultant surcharge loads of continuous or isolated footings measured in pounds per foot of length parallel to the wall.
x	=	distance of resultant load from back face of wall measured in feet.
h	=	depth below point of application of surcharge loading to top of wall footing measured in feet.
d	=	depth of lateral resultant below point of application of surcharge loading measure in feet.
$\tan^{-1}(h/x)$	=	the angle in radians whose tangent is equal to h/x.

The structural engineer and shoring engineer may use this equation to determine the surcharge loads based on the loading of the adjacent structures located within the surcharge influence zone.

TEMPORARY EXCAVATIONS

It is anticipated that excavations on the order of 65 feet in vertical height will be required for the basement levels and the proposed mat foundation. The excavations are expected to expose fill, dense Old Alluvium soil, and well bedded siltstone of the Puente Formation which are suitable for vertical excavations up to 5 feet where not surcharged by adjacent traffic or structures. It should be noted however, that where bedrock is encountered, cuts in the bedrock should be made no steeper than the angle of bedding where the bedding will be daylighted.

Should the design or location of any structures, as outlined in this report, be changed or altered, the recommendations contained herein should not be considered valid until reviewed and modified or reaffirmed subsequent to such review.

Where sufficient space is available, temporary unsurcharged embankments could be sloped back without shoring. Excavations over 5 in height should be excavated at a uniform 1:1 (h:v) slope gradient in its entirety to a maximum height of 10 feet. A uniform sloped excavation does not have a vertical component.

Where sloped embankments are utilized, the tops of the slopes should be barricaded to prevent vehicles and storage loads within seven feet of the tops of the slopes. If the temporary construction embankments are to be maintained during the rainy season, berms are suggested along the tops of the slopes where necessary to prevent runoff water from entering the excavation and eroding the slope faces. The soils exposed in the cut slopes should be inspected during excavation by personnel from this office so that modifications of the slopes can be made if variations in the soil conditions occur.

Excavation Observations

It is critical that the soils exposed in the cut slopes are observed by a representative of Geotechnologies, Inc. during excavation so that modifications of the slopes can be made if variations in the geologic material conditions occur. Many building officials require that temporary

excavations should be made during the continuous observations of the geotechnical engineer. All excavations should be stabilized within 30 days of initial excavation.

SHORING DESIGN

The following information on the design and installation of the shoring is as complete as possible at this time. It is suggested that Geotechnologies, Inc. review the final shoring plans and specifications prior to bidding or negotiating with a shoring contractor.

One method of shoring would consist of steel soldier piles, placed in drilled holes and backfilled with concrete. The soldier piles may be designed as cantilevers or laterally braced utilizing drilled tied-back anchors or raker braces.

Soldier Piles

Drilled cast-in-place soldier piles should be placed no closer than 2 diameters on center. The minimum diameter of the piles is 18 inches. Structural concrete should be used for the soldier piles below the excavation; lean-mix concrete may be employed above that level. As an alternative, lean-mix concrete may be used throughout the pile where the reinforcing consists of a wideflange section. The slurry must be of sufficient strength to impart the lateral bearing pressure developed by the wideflange section to the geologic materials. For design purposes, an allowable passive value for the geologic materials below the bottom plane of excavation may be assumed to be 600 pounds per square foot per foot. To develop the full lateral value, provisions should be implemented to assure firm contact between the soldier piles and the undisturbed geologic materials.

Groundwater was encountered during exploration at a depth of 23 to 31 feet below grade, approximately 2 feet above the bedrock surface. Proposed piles may exceed 75 feet in depth and may therefore encounter water. Piles placed below the water level require the use of a tremie to place the concrete into the bottom of the hole. A tremie shall consist of a water-tight tube having

a diameter of not less than 4 inches and connected to a concrete pump. The tube shall be equipped with a valve that will close the discharge end and prevent water from entering the tube while it is being charged with concrete. The tremie shall be supported so as to permit free movement of the discharge end over the entire top surface of the work and to permit rapid lowering when necessary to retard or stop the flow of concrete. The discharge end shall be closed at the start of the work to prevent water entering the tube and shall be entirely sealed at all times, except when the concrete is being placed. The tremie tube shall be kept full of concrete. The flow shall be continuous until the work is completed and the resulting concrete seal shall be monolithic and homogeneous. The tip of the tremie tube shall always be kept about five feet below the surface of the concrete and definite steps and safeguards should be taken to insure that the tip of the tremie tube is never raised above the surface of the concrete.

A special concrete mix should be used for concrete to be placed below water. The design shall provide for concrete with a strength p.s.i. of 1,000 over the initial job specification. An admixture that reduces the problem of segregation of paste/aggregates and dilution of paste shall be included. The slump shall be commensurate to any research report for the admixture, provided that it shall also be the minimum for a reasonable consistency for placing when water is present.

Casing may be required should caving be experienced in the granular (saturated) geologic materials. If casing is used, extreme care should be employed so that the pile is not pulled apart as the casing is withdrawn. At no time should the distance between the surface of the concrete and the bottom of the casing be less than 5 feet.

The frictional resistance between the soldier piles and retained geologic material may be used to resist the vertical component of the anchor load. The coefficient of friction may be taken as 0.4 based on uniform contact between the steel beam and lean-mix concrete and retained earth. The portion of soldier piles below the plane of excavation may also be employed to resist the downward loads. The downward capacity may be determined using a frictional resistance of 600 pounds per square foot. The minimum depth of embedment for shoring piles is 5 feet below the bottom of the

footing excavation or 7 feet below the bottom of excavated plane whichever is deeper. These values assumed that the shoring piles will not be vibrated into place.

Lagging

Soldier piles and anchors should be designed for the full anticipated pressures. Due to arching in the geologic materials, the pressure on the lagging will be less. It is recommended that the lagging should be designed for the full design pressure but be limited to a maximum of 400 pounds per square foot. It is recommended that a representative of this firm observe the installation of lagging to insure uniform support of the excavated embankment.

Tied-Back Anchors

Tied-back anchors may be used to resist lateral loads. Friction anchors are recommended. For design purposes, it may be assumed that the active wedge adjacent to the shoring is defined by a plane drawn 35 degrees with the vertical through the bottom plane of the excavation. Friction anchors should extend a minimum of 20 feet beyond the potentially active wedge.

Drilled friction anchors may be designed for a skin friction of 650 pounds per square foot. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads. This skin friction is based on 15-foot-high shoring, a tied back anchor elevation 6 feet below grade and a minimum twenty-foot embedment beyond the potentially active wedge yielding an overburden of 12½ feet below ground surface. Where belled anchors are utilized, the capacity of belled anchors may be designed by applying the skin friction over the surface area of the bonded anchor shaft. The diameter of the bell may be utilized as the diameter of the bonded anchor shaft when determining the surface area. This implies that in order for the belled anchor to fail, the entire parallel soil column must also fail.

Depending on the techniques utilized, and the experience of the contractor performing the installation, it is anticipated that a skin friction of 2,000 pounds per square foot could be utilized

for post-grouted anchors. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads.

Anchors should be placed at least 6 feet on center to be considered isolated. It is recommended that at least 5 percent of the initial anchors have their capacities tested to 200 percent of their design capacities for a 24-hour period to verify their design capacity.

The total deflection during this test should not exceed 12 inches. The anchor deflection should not exceed 0.75 inches during the 24-hour period, measured after the 200 percent load has been applied. All anchors should be tested to at least 150 percent of design load. The total deflection during this test should not exceed 12 inches.

The rate of creep under the 150 percent test load should not exceed 0.1 inch over a 15-minute period in order for the anchor to be approved for the design loading. After a satisfactory test, each anchor should be locked-off at the design load. This should be verified by rechecking the load in the anchor. The load should be within 10 percent of the design load. Where satisfactory tests are not attained, the anchor diameter and/or length should be increased or additional anchors installed until satisfactory test results are obtained. The installation and testing of the anchors should be observed by the geotechnical engineer. Minor caving during drilling of the anchors should be anticipated.

Anchor Installation

Tied-back anchors may be installed between 20 and 40 degrees below the horizontal. Caving of the anchor shafts, particularly within sand deposits, should be anticipated and the following provisions should be implemented in order to minimize such caving. The anchor shafts should be filled with concrete by pumping from the tip out, and the concrete should extend from the tip of the anchor to the active wedge. In order to minimize the chances of caving, it is recommended that the portion of the anchor shaft within the active wedge be backfilled with sand before testing the anchor. This portion of the shaft should be filled tightly and flush with the face of the excavation.

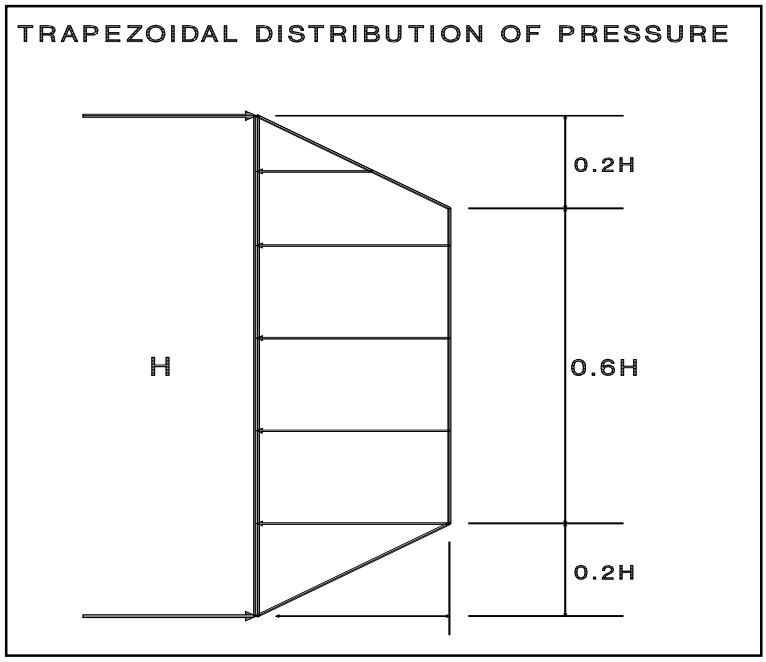
The sand backfill should be placed by pumping; the sand may contain a small amount of cement to facilitate pumping.

Lateral Pressures

Cantilevered shoring supporting a level backslope may be designed utilizing a triangular distribution of pressure as indicated in the following table:

HEIGHT OF SHORING "H" (feet)	EQUIVALENT FLUID PRESSURE (Active Pressure) (pcf)	
	Old Alluvium and Bedrock-Favorable Bedding (South and East Sides)	Adverse Bedding (North and West Sides)
Up to 20	28	57

A trapezoidal distribution of lateral earth pressure would be appropriate where shoring is to be restrained at the top by bracing or tie backs, with the trapezoidal distribution as shown in the diagram below.



Restrained shoring supporting a level backslope may be designed utilizing a trapezoidal distribution of pressure as indicated in the following table:

HEIGHT OF SHORING (feet)	DESIGN SHORING FOR (Where H is the height of the wall)		
	Alluvium	Bedrock- Favorable Bedding (East and South Walls)	Bedrock-Adverse Bedding (North and West Walls)
Up to 30	18H	-	-
30 to 40	-	28H	46H
40 to 50	-	31H	48H
50 to 60	-	32H	49H
60 to 70	-	33H	50H

Where a combination of sloped embankment and shoring is utilized, the pressure will be greater and must be determined for each combination. Additional active pressure should be applied where the shoring will be surcharged by adjacent traffic or structures. Where a combination of sloped embankment and shoring is utilized, the pressure will be greater and must be determined for each combination.

Deflection

It is difficult to accurately predict the amount of deflection of a shored embankment. It should be realized that some deflection will occur. It is estimated that the deflection could be on the order of one inch at the top of the shored embankment. If greater deflection occurs during construction, additional bracing may be necessary to minimize settlement of adjacent buildings and utilities in adjacent street and alleys. If desired to reduce the deflection, a greater active pressure could be used in the shoring design. Where internal bracing is used, the rakers should be tightly wedged to minimize deflection. The proper installation of the raker braces and the wedging will be critical to the performance of the shoring.

The City of Los Angeles Department of Building and Safety requires limiting shoring deflection to ½ inch at the top of the shored embankment where a structure is within a 1:1 plane projected up from the base of the excavation. A maximum deflection of 1-inch has been allowed provided there are no structures within a 1:1 plane drawn upward from the base of the excavation.

Monitoring

Because of the depth of the excavation, some means of monitoring the performance of the shoring system is suggested. The monitoring should consist of periodic surveying of the lateral and vertical locations of the tops of all soldier piles and the lateral movement along the entire lengths of selected soldier piles. Also, some means of periodically checking the load on selected anchors will be necessary, where applicable.

Some movement of the shored embankments should be anticipated as a result of the relatively deep excavation. It is recommended that photographs of the existing buildings on the adjacent properties be made during construction to record any movements for use in the event of a dispute.

Shoring Observations

It is critical that the installation of shoring is observed by a representative of Geotechnologies, Inc. Many building officials require that shoring installation should be performed during continuous observation of a representative of the geotechnical engineer. The observations insure that the recommendations of the geotechnical report are implemented and so that modifications of the recommendations can be made if variations in the geologic material or groundwater conditions warrant. The observations will allow for a report to be prepared on the installation of shoring for the use of the local building official, where necessary.

SLABS ON GRADE

Concrete Slabs-on Grade

Concrete floor slabs should be a minimum of 5 inches in thickness. Slabs-on-grade should be cast over undisturbed natural geologic materials or properly controlled fill materials. Any geologic materials loosened or over-excavated should be wasted from the site or properly compacted to 90 or 95 percent of the maximum dry density.

Outdoor concrete flatwork should be a minimum of 4 inches in thickness, and should be reinforced with a minimum of #3 steel bars on 24-inch centers each way. Outdoor concrete flatwork should be cast over undisturbed natural geologic materials or properly controlled fill materials. Any geologic materials loosened or over-excavated should be wasted from the site or properly compacted to 90 percent of the maximum dry density.

Design of Slabs That Receive Moisture-Sensitive Floor Coverings

Geotechnologies, Inc. does not practice in the field of moisture vapor transmission evaluation and mitigation. Therefore, it is recommended that a qualified consultant be engaged to evaluate the general and specific moisture vapor transmission paths and any impact on the proposed construction. The qualified consultant should provide recommendations for mitigation of potential adverse impacts of moisture vapor transmission on various components of the structure.

Where dampness would be objectionable, it is recommended that the floor slabs should be waterproofed. A qualified waterproofing consultant should be retained in order to recommend a product or method which would provide protection for concrete slabs-on-grade.

All concrete slabs-on-grade should be supported on vapor retarder. The design of the slab and the installation of the vapor retarder should comply with the most recent revisions of ASTM E1643

and ASTM E1745. The vapor retarder should comply with ASTM E1745 Class A requirements. Where a vapor retarder is used, a low-slump concrete should be used to minimize possible curling of the slabs. The barrier can be covered with a layer of trimmable, compactible, granular fill, where it is thought to be beneficial. See ACI 302.2R-32, Chapter 7 for information on the placement of vapor retarders and the use of a fill layer.

Concrete Crack Control

The recommendations presented in this report are intended to reduce the potential for cracking of concrete slabs-on-grade due to settlement. However even where these recommendations have been implemented, foundations, stucco walls and concrete slabs-on-grade may display some cracking due to minor soil movement and/or concrete shrinkage. The occurrence of concrete cracking may be reduced and/or controlled by limiting the slump of the concrete used, proper concrete placement and curing, and by placement of crack control joints at reasonable intervals, in particular, where re-entrant slab corners occur.

For standard control of concrete cracking, a maximum crack control joint spacing of 15 feet should not be exceeded. Lesser spacings would provide greater crack control. Joints at curves and angle points are recommended. The crack control joints should be installed as soon as practical following concrete placement. Crack control joints should extend a minimum depth of one-fourth the slab thickness. Construction joints should be designed by a structural engineer.

Complete removal of the existing fill soils beneath outdoor flatwork such as walkways or patio areas, is not required, however, due to the rigid nature of concrete, some cracking, a shorter design life and increased maintenance costs should be anticipated. In order to provide uniform support beneath the flatwork it is recommended that a minimum of 12 inches of the exposed subgrade beneath the flatwork be scarified and recompacted to 90 percent relative compaction.

PAVEMENTS

Prior to placing paving, the existing grade should be scarified to a depth of 12 inches, moistened as required to obtain optimum moisture content, and recompacted to 95 percent of the maximum density as determined by the most recent revision of ASTM D 1557. The client should be aware that removal of all existing fill in the area of new paving is not required, however, pavement constructed in this manner will most likely have a shorter design life and increased maintenance costs. The following pavement sections are recommended:

Service	Asphalt Pavement Thickness Inches	Base Course Inches
Passenger Cars	3	4
Moderate Truck	4	6
Heavy Truck	6	9

A subgrade modulus of 100 pounds per cubic inch may be assumed for design of concrete paving. Concrete paving for passenger cars and moderate truck traffic shall be a minimum of 6 inches in thickness, and shall be underlain by 4 inches of aggregate base. Concrete paving for heavy truck traffic shall be a minimum of 7½ inches in thickness, and shall be underlain by 6 inches of aggregate base. For standard crack control maximum expansion joint spacing of 15 feet should not be exceeded. Lesser spacings would provide greater crack control. Joints at curves and angle points are recommended.

Aggregate base should be compacted to a minimum of 95 percent of the most recent revision of ASTM D 1557 laboratory maximum dry density. Base materials should conform to Sections 200-2.2 or 200-2.4 of the "Standard Specifications for Public Works Construction", (Green Book), latest edition.

SITE DRAINAGE

Proper surface drainage is critical to the future performance of the project. Saturation of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change in the designed engineering properties. Proper site drainage should be maintained at all times.

All site drainage should be collected and transferred to the street in non-erosive drainage devices. The proposed structure should be provided with roof drainage. Discharge from downspouts, roof drains and scuppers should not be permitted on unprotected soils within five feet of the building perimeter. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. Drainage should not be allowed to flow uncontrolled over any descending slope. Planters which are located within a distance equal to the depth of a retaining wall should be sealed to prevent moisture adversely affecting the wall. Planters which are located within five feet of a foundation should be sealed to prevent moisture affecting the earth materials supporting the foundation.

STORMWATER DISPOSAL

On-site stormwater disposal is not recommended within the proposed tower footprint due to the fine-grained composition (and associated low permeability) of the underlying bedrock geologic materials. Some other means of stormwater disposal will be necessary for the tower.

DESIGN REVIEW

Engineering of the proposed project should not begin until approval of the geotechnical report by the Building Official is obtained in writing. Significant changes in the geotechnical recommendations may result during the building department review process.

It is recommended that the geotechnical aspects of the project be reviewed by this firm during the design process. This review provides assistance to the design team by providing specific

recommendations for particular cases, as well as review of the proposed construction to evaluate whether the intent of the recommendations presented herein are satisfied.

CONSTRUCTION MONITORING

Geotechnical observations and testing during construction are considered to be a continuation of the geotechnical investigation. It is critical that this firm review the geotechnical aspects of the project during the construction process. Compliance with the design concepts, specifications or recommendations during construction requires review by this firm during the course of construction. All foundations should be observed by a representative of this firm prior to placing concrete or steel. Any fill which is placed should be observed, tested, and verified if used for engineered purposes. Please advise Geotechnologies, Inc. at least twenty-four hours prior to any required site visit.

If conditions encountered during construction appear to differ from those disclosed herein, notify Geotechnologies, Inc. immediately so the need for modifications may be considered in a timely manner.

It is the responsibility of the contractor to ensure that all excavations and trenches are properly sloped or shored. All temporary excavations should be cut and maintained in accordance with applicable OSHA rules and regulations.

EXCAVATION CHARACTERISTICS

The exploration performed for this investigation is limited to the geotechnical excavations described. Direct exploration of the entire site would not be economically feasible. The owner, design team and contractor must understand that differing excavation and drilling conditions may be encountered based on boulders, gravel, oversize materials, groundwater and many other conditions. Fill materials, especially when they were placed without benefit of modern grading

codes, regularly contain materials which could impede efficient grading and drilling. Southern California sedimentary bedrock is known to contain variable layers which reflect differences in depositional environment. Such layers may include abundant gravel, cobbles and boulders. Similarly, bedrock can contain concretions. Concretions are typically lenticular and follow the bedding. They are formed by mineral deposits. Concretions can be very hard. Excavation and drilling in these areas may require full size equipment and coring capability. The contractor should be familiar with the site and the geologic materials in the vicinity.

CLOSURE AND LIMITATIONS

The purpose of this report is to aid in the design and completion of the described project. Implementation of the advice presented in this report is intended to reduce certain risks associated with construction projects. The professional opinions and geotechnical advice contained in this report are sought because of special skill in engineering and geology and were prepared in accordance with generally accepted geotechnical engineering practice. Geotechnologies, Inc. has a duty to exercise the ordinary skill and competence of members of the engineering profession. Those who hire Geotechnologies, Inc. are not justified in expecting infallibility, but can expect reasonable professional care and competence.

The scope of the geotechnical services provided did not include any environmental site assessment for the presence or absence of organic substances, hazardous/toxic materials in the soil, surface water, groundwater, or atmosphere, or the presence of wetlands.

Proper compaction is necessary to reduce settlement of overlying improvements. Some settlement of compacted fill should be anticipated. Any utilities supported therein should be designed to accept differential settlement. Differential settlement should also be considered at the points of entry to the structure.

GEOTECHNICAL TESTING

Classification and Sampling

The soil is continuously logged by a representative of this firm and classified by visual examination in accordance with the Unified Soil Classification system. The field classification is verified in the laboratory, also in accordance with the Unified Soil Classification System. Laboratory classification may include visual examination, Atterberg Limit Tests and grain size distribution. The final classification is shown on the excavation logs.

Samples of the geologic materials encountered in the exploratory excavations were collected and transported to the laboratory. Undisturbed samples of soil are obtained at frequent intervals. Unless noted on the excavation logs as an SPT sample, samples acquired while utilizing a hollow-stem auger drill rig are obtained by driving a thin-walled, California Modified Sampler with successive 30-inch drops of a 140-pound hammer. The soil is retained in brass rings of 2.50 inches outside diameter and 1.00 inch in height. The central portion of the samples are stored in close fitting, waterproof containers for transportation to the laboratory. Samples noted on the excavation logs as SPT samples are obtained in accordance with the most recent revision of ASTM D 1586. Samples are retained for 30 days after the date of the geotechnical report.

Moisture and Density Relationships

The field moisture content and dry unit weight are determined for each of the undisturbed soil samples, and the moisture content is determined for SPT samples by the most recent revision of ASTM D 4959 or ASTM D 4643. This information is useful in providing a gross picture of the soil consistency between exploration locations and any local variations. The dry unit weight is determined in pounds per cubic foot and shown on the "Excavation Logs", A-Plates. The field moisture content is determined as a percentage of the dry unit weight.

Direct Shear Testing

Shear tests are performed by the most recent revision of ASTM D 3080 with a strain controlled, direct shear machine manufactured by Soil Test, Inc. or a Direct Shear Apparatus manufactured by GeoMatic, Inc. The rate of deformation is approximately 0.005 inches per minute. Each sample is sheared under varying confining pressures in order to determine the Mohr-Coulomb shear strength parameters of the cohesion intercept and the angle of internal friction. Samples are generally tested in an artificially saturated condition. Depending upon the sample location and future site conditions, samples may be tested at field moisture content. The results are plotted on the "Shear Test Diagram," B-Plates.

The most recent revision of ASTM 3080 limits the particle size to 10 percent of the diameter of the direct shear test specimen. The sheared sample is inspected by the laboratory technician running the test. The inspection is performed by splitting the sample along the sheared plane and observing the soils exposed on both sides. Where oversize particles are observed in the shear plane, the results are discarded and the test run again with a fresh sample.

Consolidation Testing

Settlement predictions of the soil's behavior under load are made on the basis of the consolidation tests using the most recent revision of ASTM D 2435. The consolidation apparatus is designed to receive a single one-inch high ring. Loads are applied in several increments in a geometric progression, and the resulting deformations are recorded at selected time intervals. Porous stones are placed in contact with the top and bottom of each specimen to permit addition and release of pore fluid. Samples are generally tested at increased moisture content to determine the effects of water on the bearing soil. The normal pressure at which the water is added is noted on the drawing. Results are plotted on the "Consolidation Test," C-Plates.

Expansion Index Testing

The expansion tests performed on the remolded samples are in accordance with the Expansion Index testing procedures, as described in the most recent revision of ASTM D4829. The soil sample is compacted into a metal ring at a saturation degree of 50 percent. The ring sample is then placed in a consolidometer, under a vertical confining pressure of 1 lbf/square inch and inundated with distilled water. The deformation of the specimen is recorded for a period of 24 hour or until the rate of deformation becomes less than 0.0002 inches/hour, whichever occurs first. The expansion index, EI, is determined by dividing the difference between final and initial height of the ring sample by the initial height, and multiplied by 1,000.

Laboratory Compaction Characteristics

The maximum dry unit weight and optimum moisture content of a soil are determined by use of the most recent revision of ASTM D 1557. A soil at a selected moisture content is placed in five layers into a mold of given dimensions, with each layer compacted by 25 blows of a 10 pound hammer dropped from a distance of 18 inches subjecting the soil to a total compactive effort of about 56,000 pounds per cubic foot. The resulting dry unit weight is determined. The procedure is repeated for a sufficient number of moisture contents to establish a relationship between the dry unit weight and the water content of the soil. The data when plotted represent a curvilinear relationship known as the compaction curve. The values of optimum moisture content and modified maximum dry unit weight are determined from the compaction curve.

Grain Size Distribution

These tests cover the quantitative determination of the distribution of particle sizes in soils. Sieve analysis is used to determine the grain size distribution of the soil larger than the Number 200 sieve. The most recent revision of ASTM D 422 is used to determine particle sizes smaller than the Number 200 sieve. A hydrometer is used to determine the distribution of particle sizes by a sedimentation process. The grain size distributions are plotted on the E-Plates presented in the Appendix of this report.

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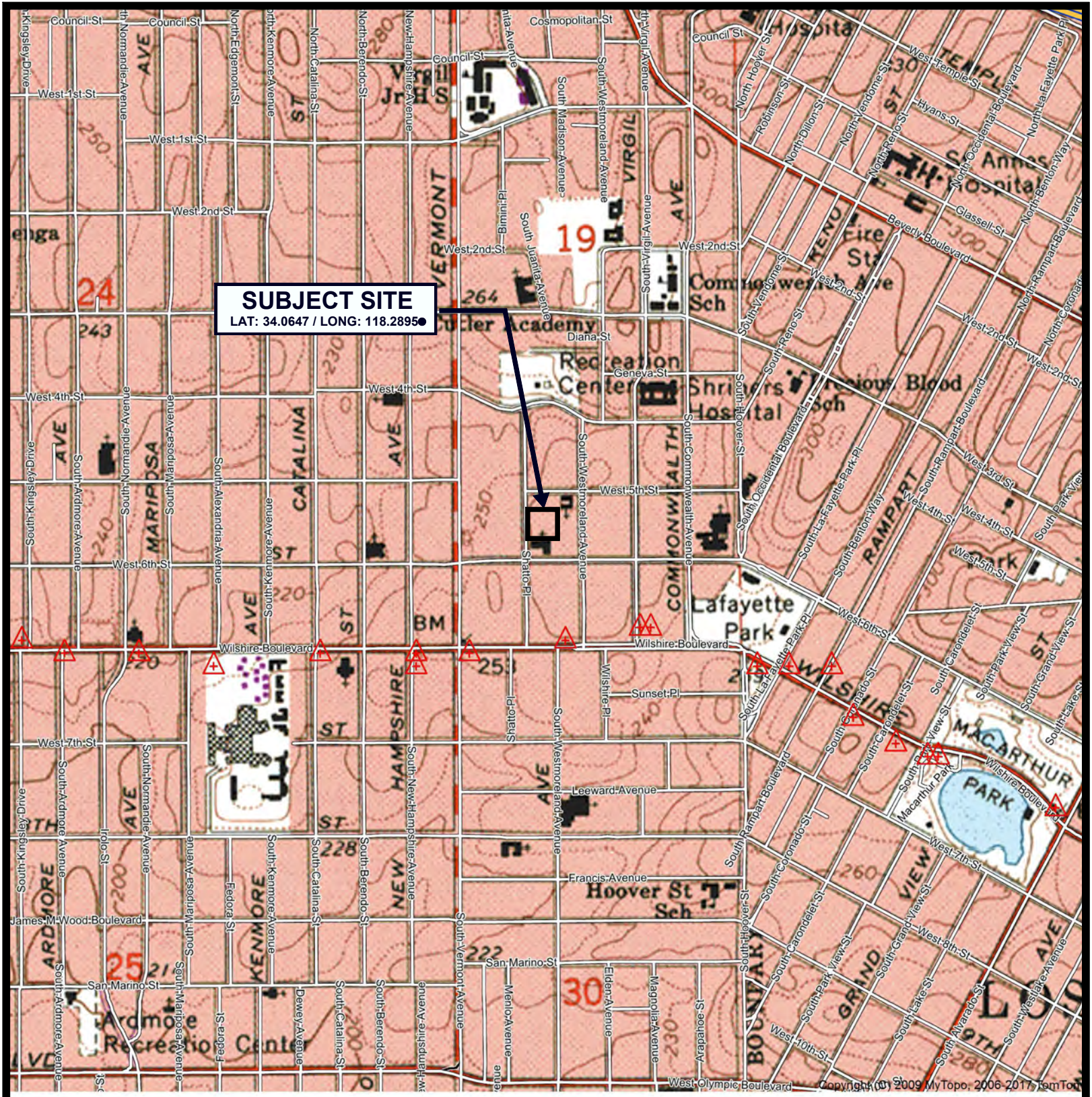


SCALE 1:12000

0.0 0.1 0.2 0.3 0.4 0.5 0.6 MILES

0 1000 2000 3000 FFFT

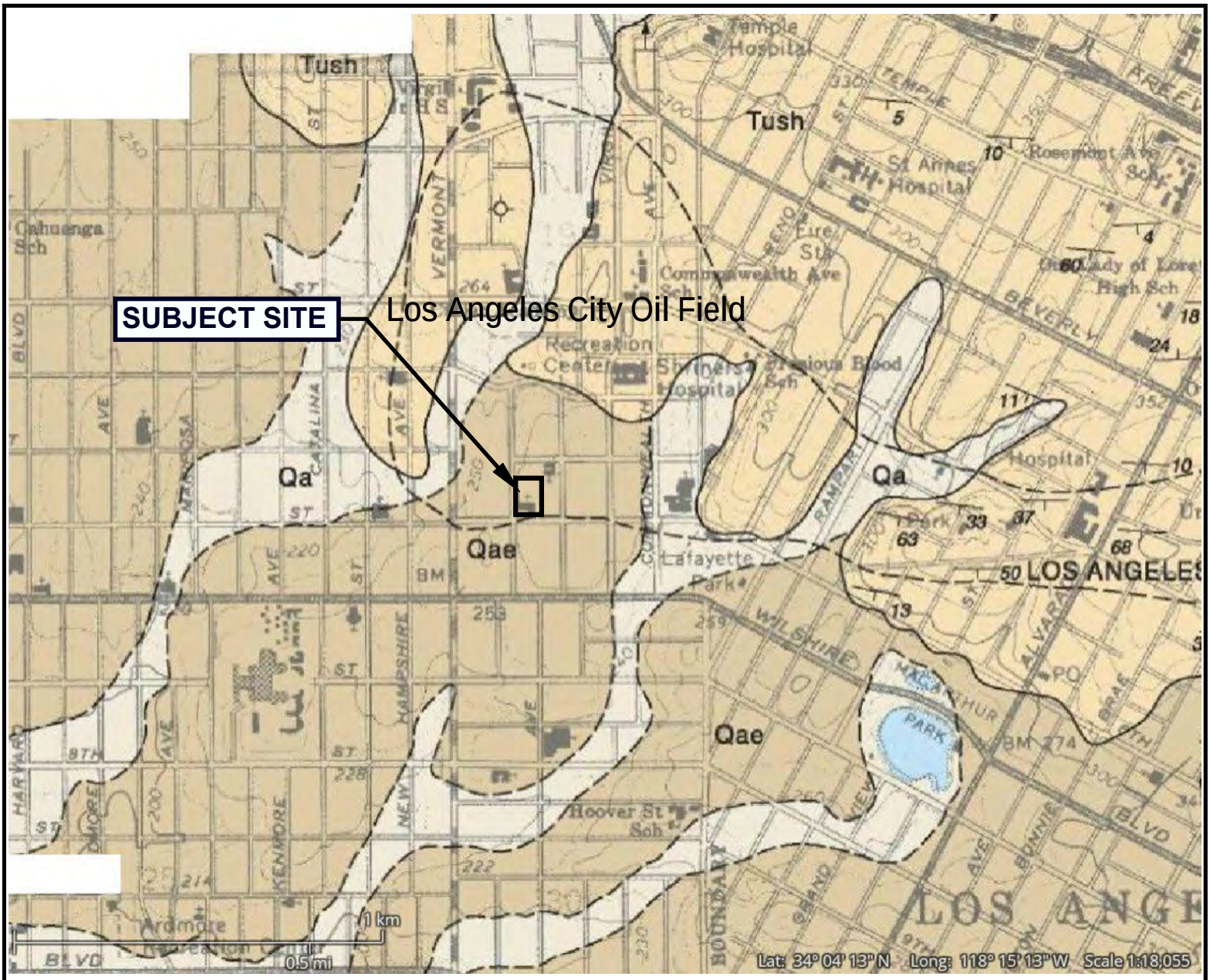
REFERENCE: U.S.G.S. TOPOGRAPHIC MAPS, 7.5 MINUTE SERIES, HOLLYWOOD, CA QUADRANGLE

VICINITY MAP

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP
514-550 SHATTO PLACE

FILE NO. 21666



LEGEND

Qa: Surficial Sediments - alluvium: gravel, sand and clay, includes gravel and sand of minor stream channels

Qae: Older Surficial Sediments - similar to Qa, but slightly elevated and dissected

Tush: Unnamed Shale - gray to light brown, thin-bedded silty clay shale, soft and crumbly

Folds - arrow on axial trace of fold indicates direction of plunge

Fault - dashed where indefinite or inferred, dotted where concealed, queried where existence is doubtful

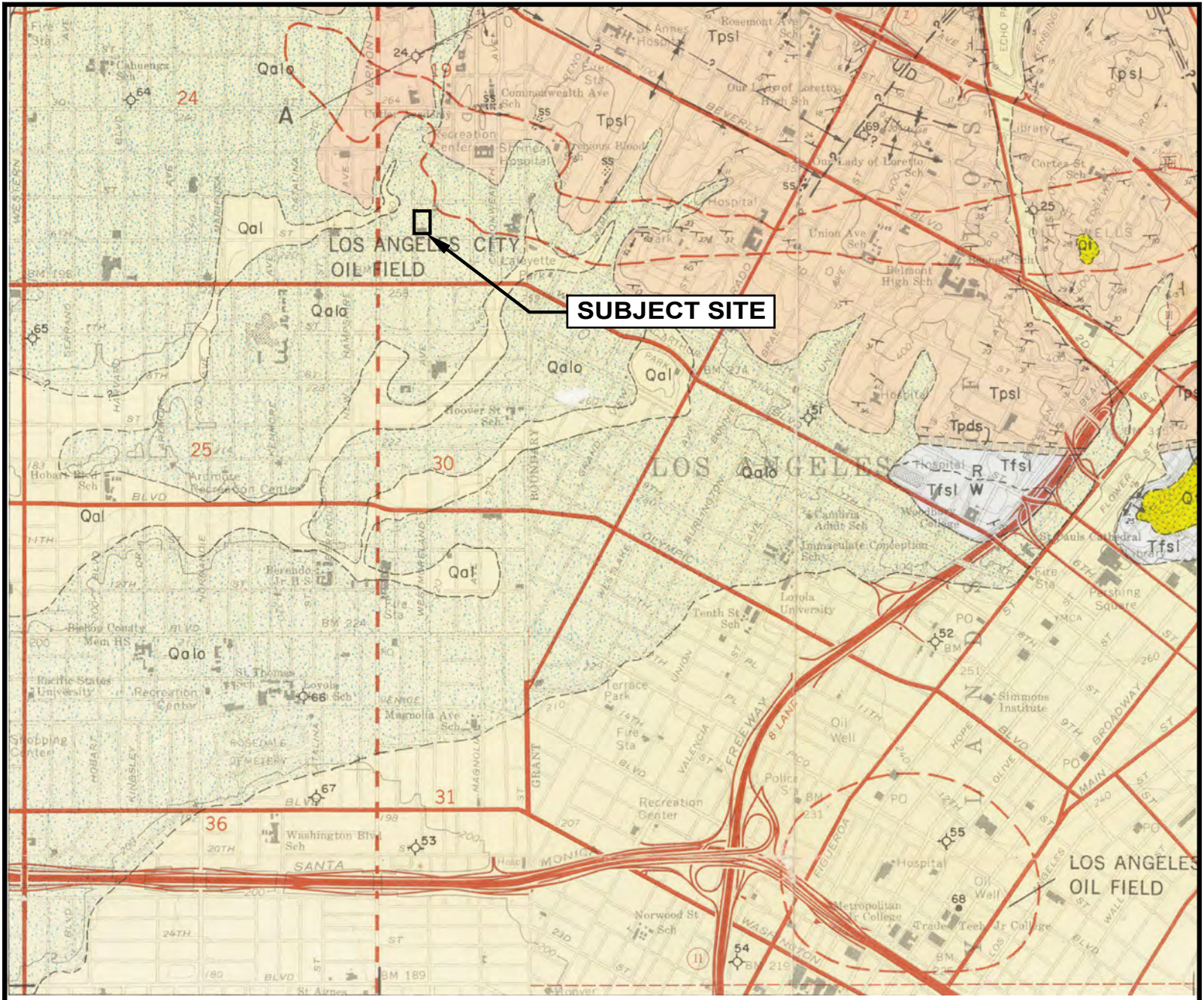
REFERENCE: DIBBLEE, T.W., (1991) GEOLOGIC MAP OF THE HOLLYWOOD AND BURBANK (SOUTH HALF) QUADRANGLE (#DF-30)

LOCAL GEOLOGIC MAP - DIBBLEE

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP

FILE NO. 21666



LEGEND

Qal: Alluvium. Silt, sand and gravel
Qalo: Old Alluvium. Silt, sand and gravel
Tpsl: Puente Formation. Siltstone, well bedded, light brown and light gray

N

Geotechnologies, Inc

REFERENCE: D.L. LAMAR, SPECIAL REPORT 101- PLATE 1, GEOLOGIC MAP OF THE ELYSIAN PARK-REPETTO HILLS AREA, LOS ANGELES COUNTY

LOCAL GEOLOGIC MAP - LAMAR

Geotechnologies, Inc.
Consulting Geotechnical Engineers

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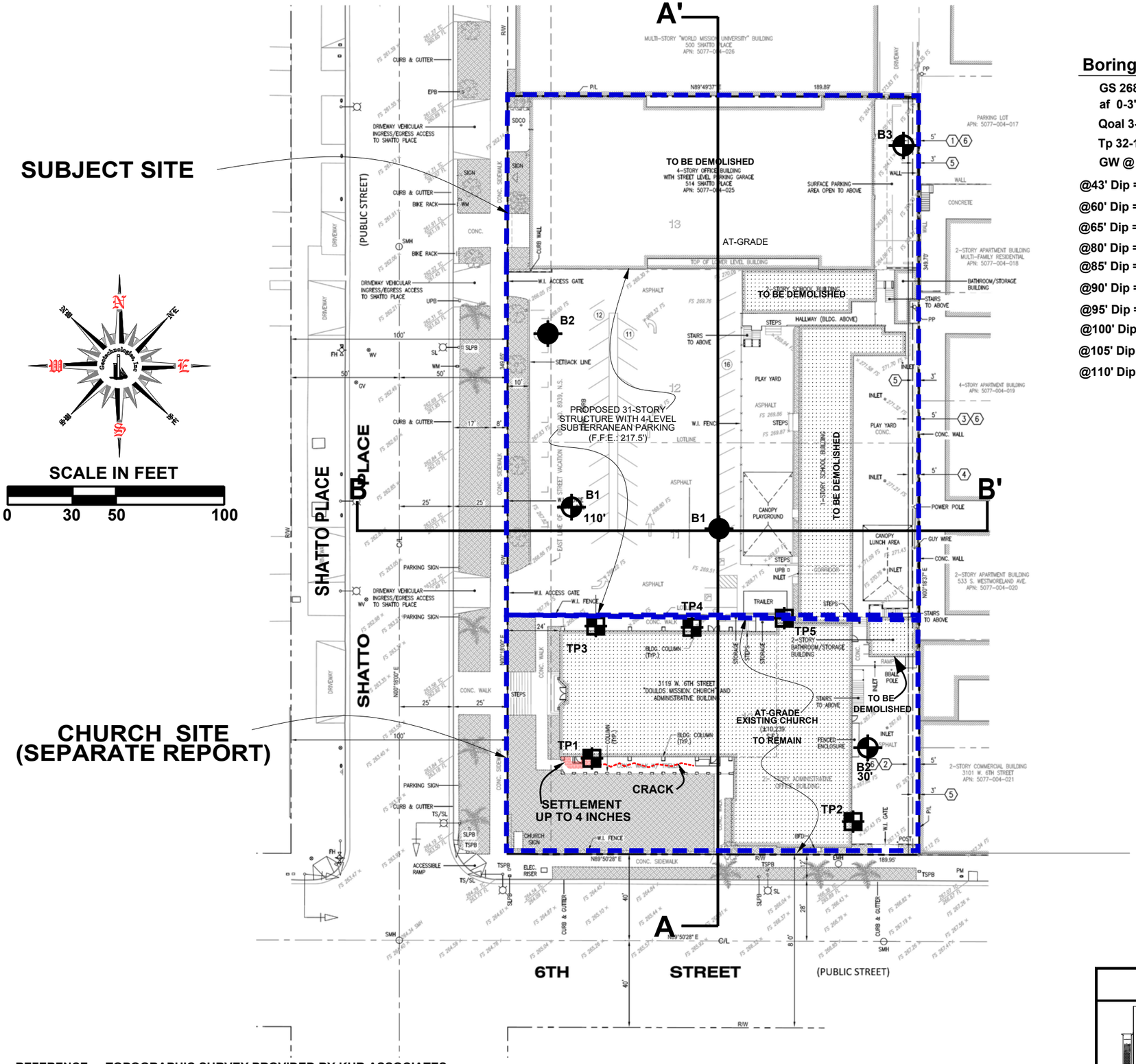
FILE NO. 21666



FILE NO. 21666

Boring B1

GS 268'
af 0-3'
Qoal 3-32-1/2'
Tp 32-1/2 -110'
GW @ 33'

@43' Dip = 23 deg.
@60' Dip = 21 deg.
@65' Dip = 24 deg.
@80' Dip = 27 deg.
@85' Dip = 18 deg.
@90' Dip = 27 deg.
@95' Dip = 25 deg.
@100' Dip = 24 deg.
@105' Dip = 31 deg.
@110' Dip = 28 deg.

Boring B2

GS 268'
af 0-5'
Qoal 5-30'
No GW

Boring B3

GS 264'
af 0-3'
Qoal 3-25'
Tp 25 -110'
GW @ 23'

@32-1/2' 30
@37-1/2' 15
@42' 14
@45' 24
@55' 21
@70' 17
@100' 19

Test Pit TP1

GS 268'
af 0-7'
Qoal 7-20'
No GW

Test Pit TP2

GS 268'
af 0-1-1/2'
Qoal 1-1/2-15'
No GW

Test Pit TP3

GS 268'
af 0-3'
Qoal 3-15'
No GW

Test Pit TP4

GS 268'
af 0-4'
Qoal 4-15'
No GW

Test Pit TP5

GS 269'
af 0-3-1/2'
Qoal 3-1/2-16'
No GW

FILE NO. 21666

Boring B1

GS 268'
af 0-5'
Qoal 5-34'
Tp 34-60'
GW @ 31'

Boring B2

GS 268'
af 0-5'
Qoal 5-32-1/2'
Tp 32-1/2-60'
GW @ 33-1/2'

LEGEND

B3 / 110' — LOCATION & NUMBER OF BORING (CURRENT INVESTIGATION)

B2 — LOCATION & NUMBER OF BORING (PREVIOUS INVESTIGATION, FILE NO. 21503)

TP5 — LOCATION & NUMBER OF TEST PIT (CURRENT INVESTIGATION)

GS = Ground Surface Elevation
af - Artificial Fill
Qoal = Quaternary Old Alluvium
Tp = Tertiary Puente Formation Siltstone and Claystone
GW = Groundwater Depth

REFERENCE: TOPOGRAPHIC SURVEY PROVIDED BY KHR ASSOCIATES
DATED JULY 13, 2020

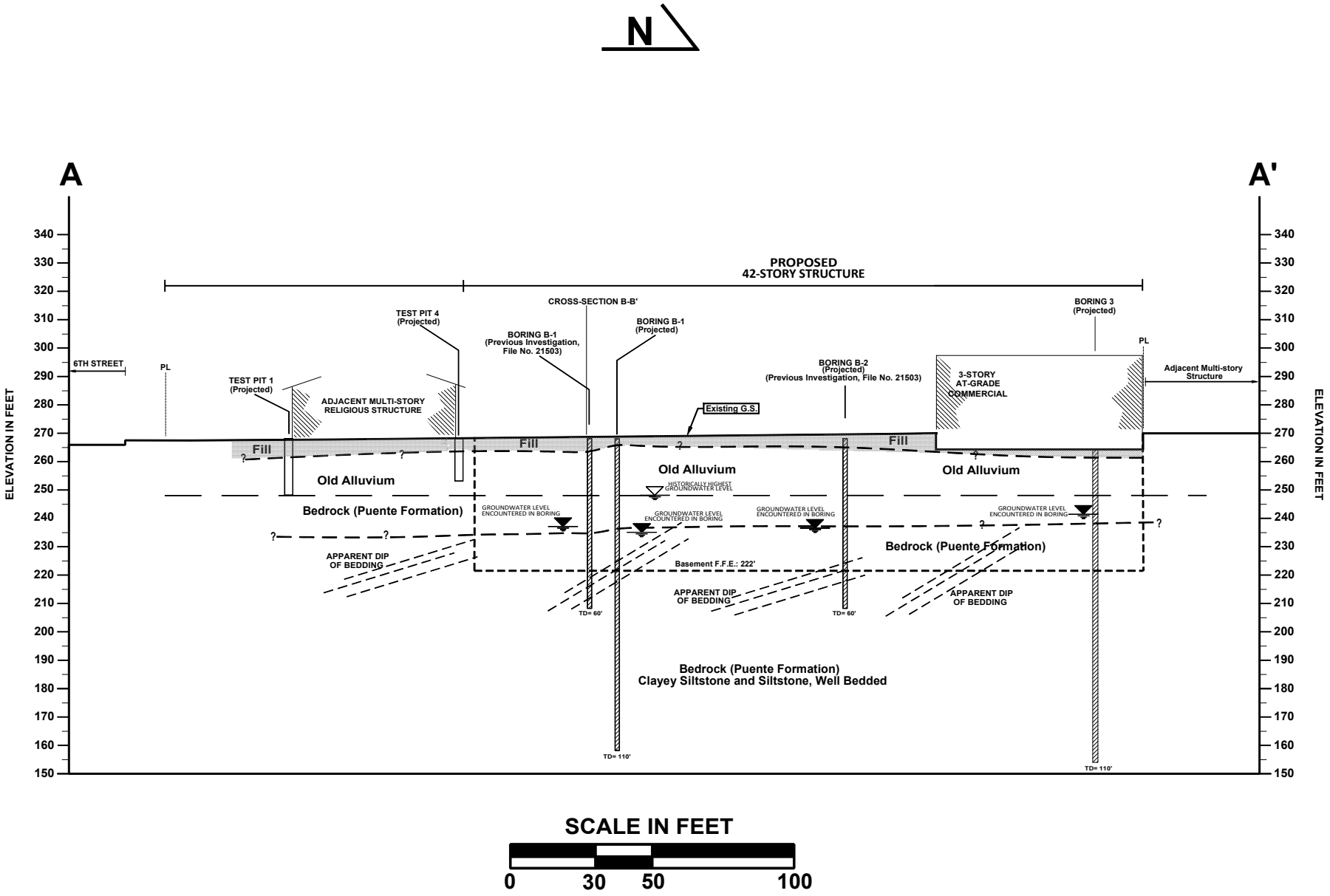
PLOT PLAN

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO LP
514-550 SHATTO PLACE, LOS ANGELES

FILE No. 21666 | DRAWN BY: TC

DATE: October 2020



SCALE IN FEET

0 30 50 100

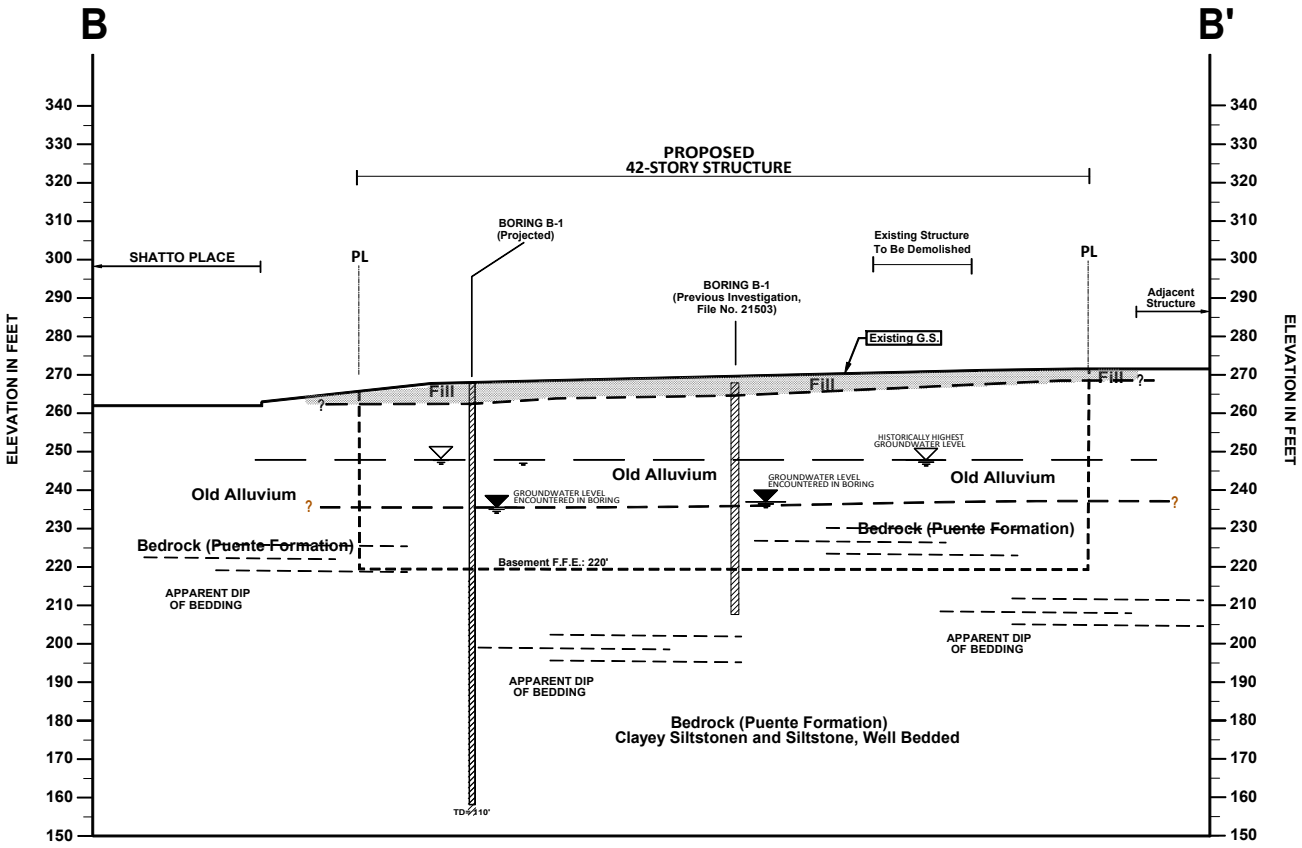
REFERENCE: ALTA/NSPS LAND TITLE SURVEY PROVIDED BY KHR ASSOCIATES
DATED 09/22/2017

CROSS-SECTION A-A'

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP	
FILE No. 21666	DRAWN BY: TC
DATE: October 2020	

W



SCALE IN FEET

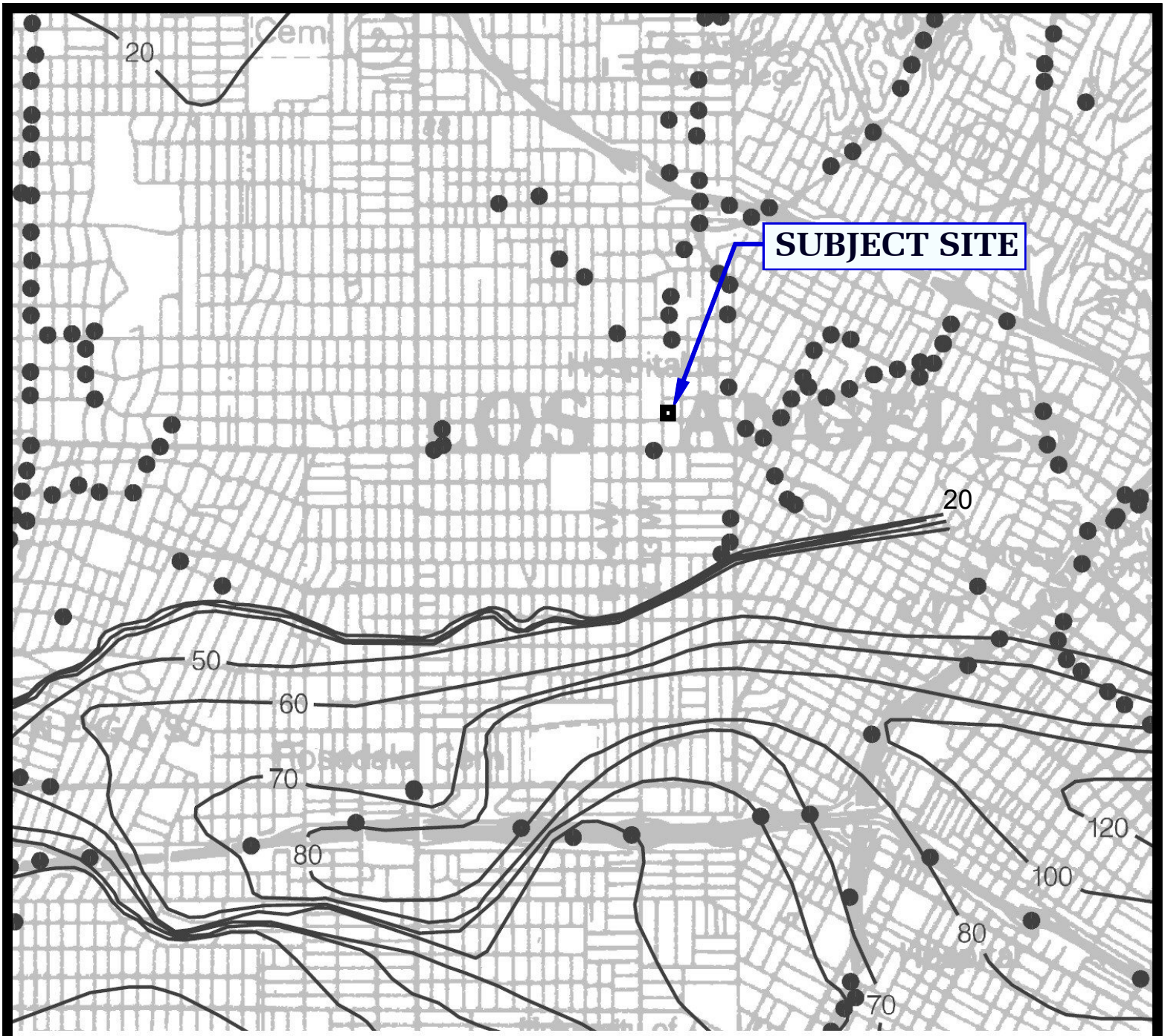
0 30 50 100

REFERENCE: ALTA/NSPS LAND TITLE SURVEY PROVIDED BY KHR ASSOCIATES
DATED 09/22/2017

CROSS-SECTION B-B'

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP	
FILE No. 21666	DRAWN BY: TC
DATE: October 2020	



ONE MILE

SCALE

N

20 Depth to groundwater in feet

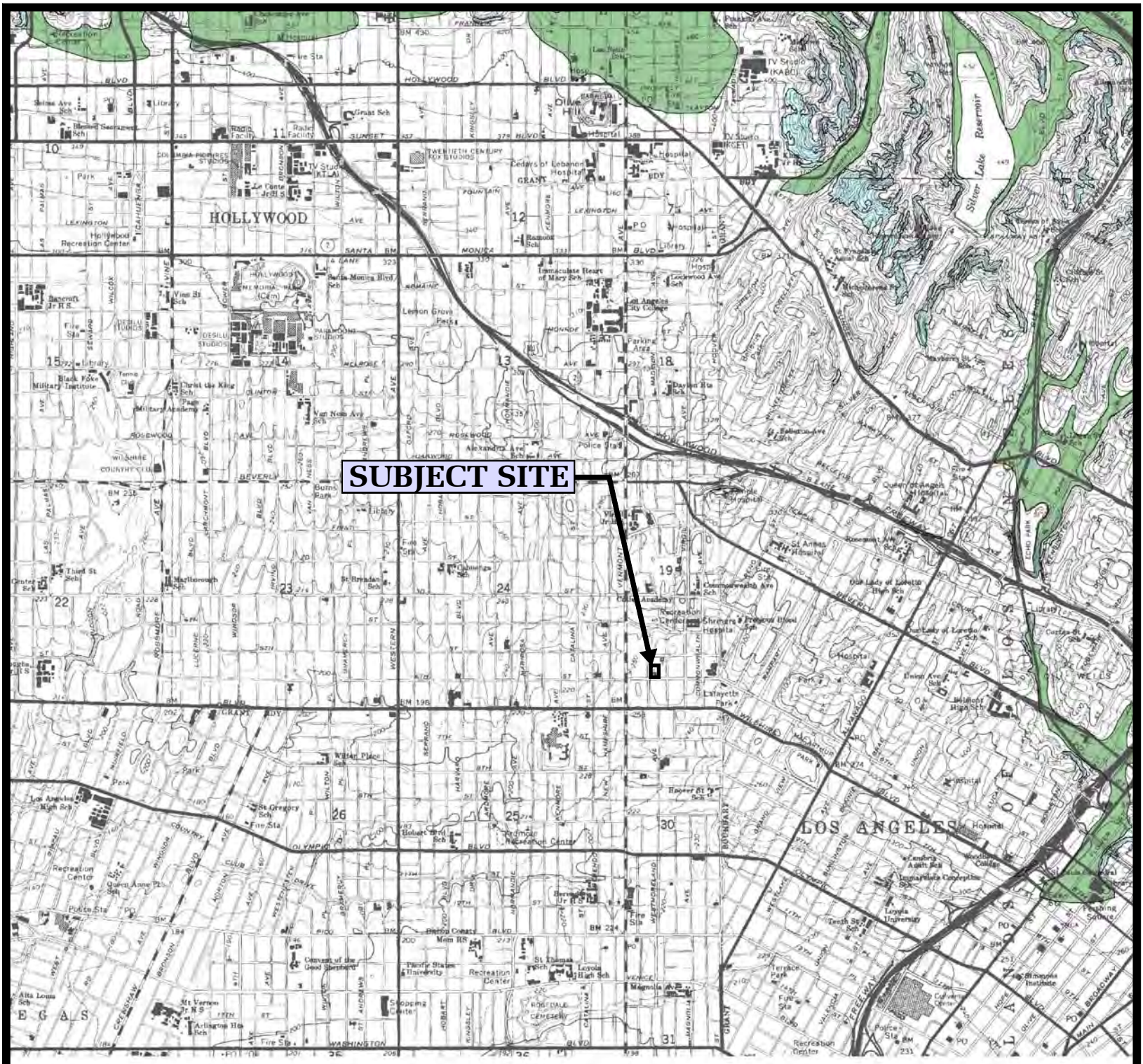
REFERENCE: CDMG, SEISMIC HAZARD ZONE REPORT, 026
HOLLYWOOD 7.5 - MINUTE QUADRANGLE, LOS ANGELES COUNTY, CALIFORNIA (1998, REVISED 2006)

HISTORICALLY HIGHEST GROUNDWATER LEVELS

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP

FILE NO. 21666



LIQUEFACTION AREA

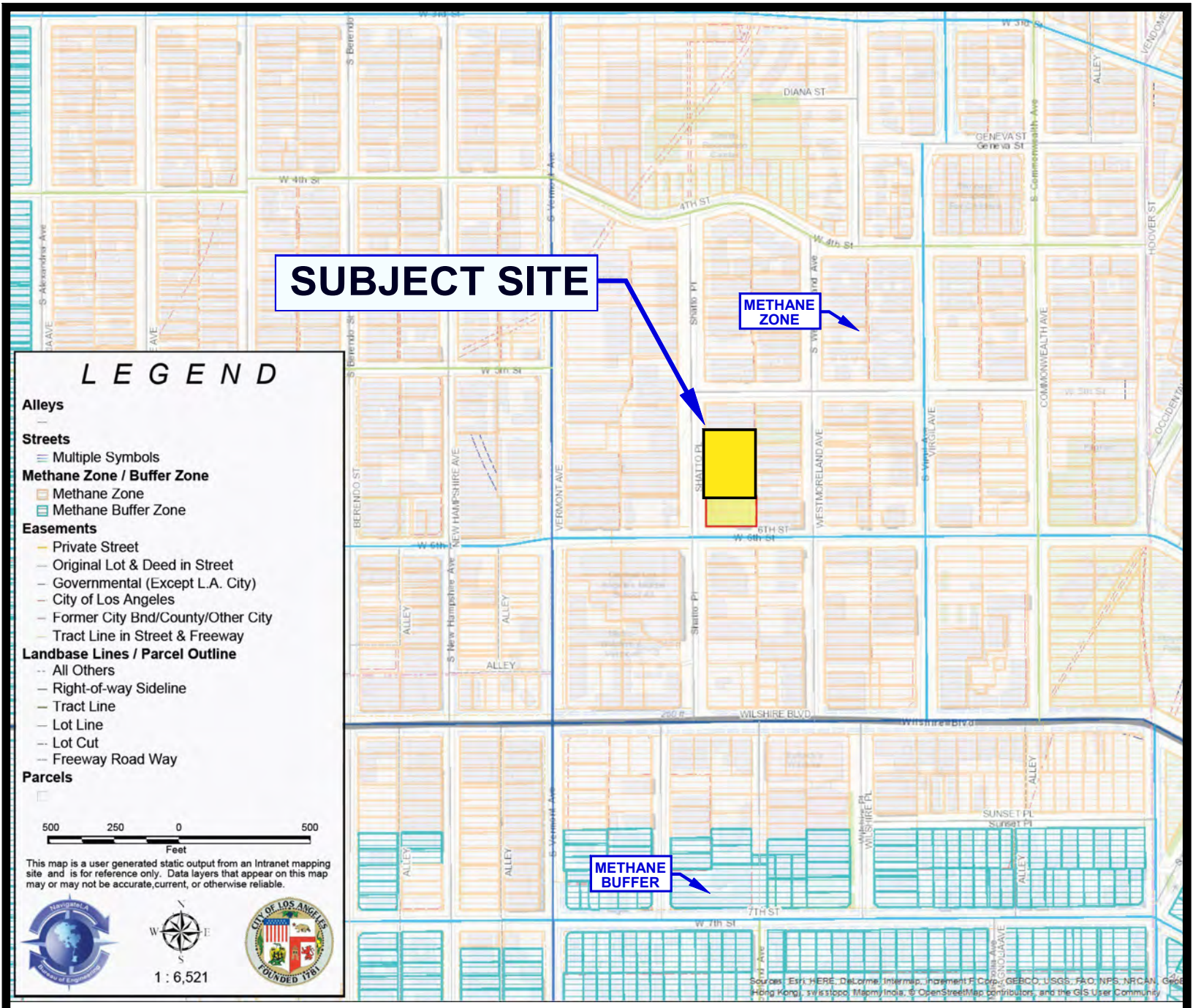
REFERENCE: **SEISMIC HAZARD ZONES, HOLLYWOOD QUADRANGLE OFFICIAL MAP (CDMG, 1999)**

SEISMIC HAZARD ZONE MAP

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP

FILE NO. 21666



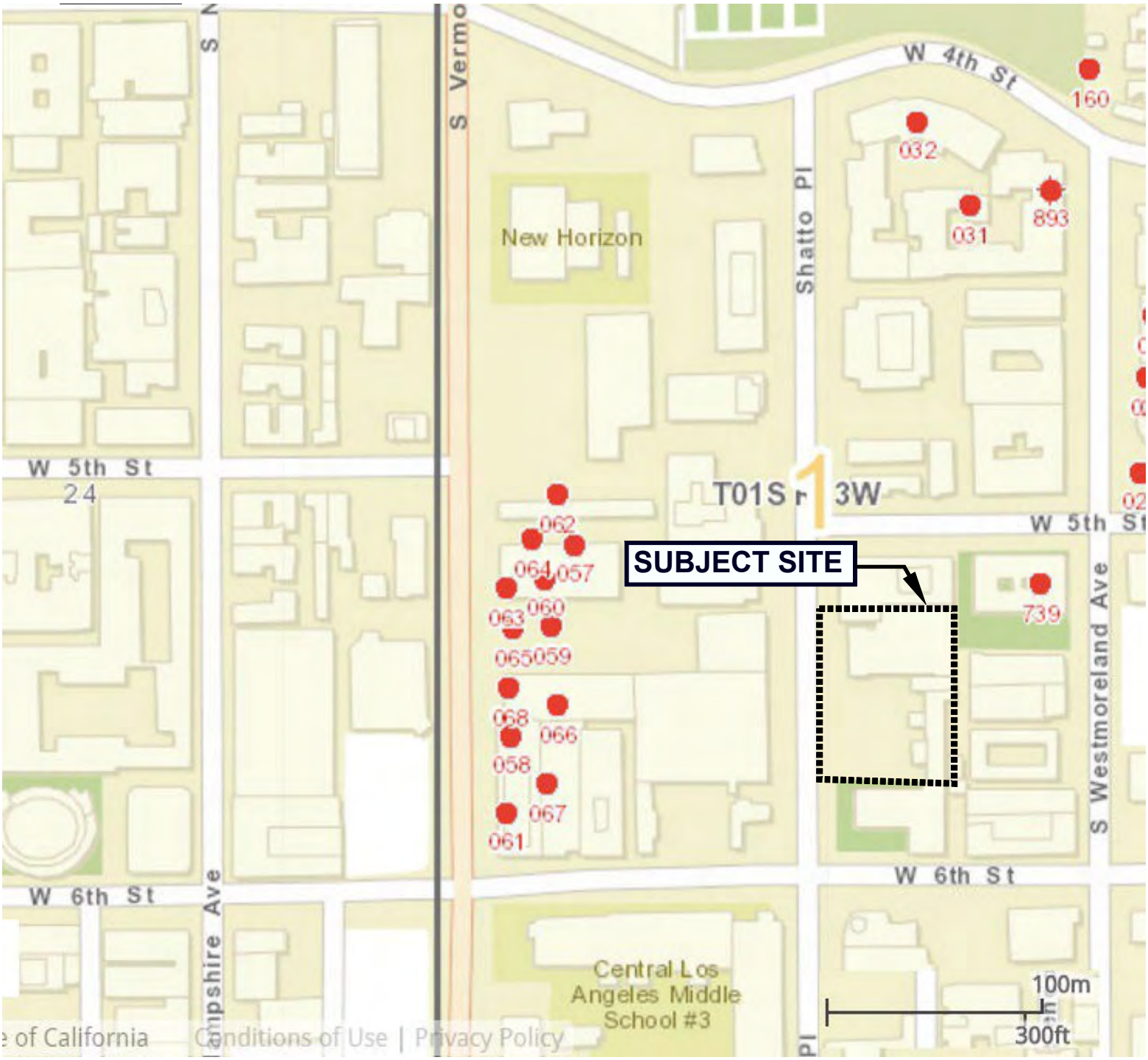
REFERENCE: http://navigatela.lacity.org/NavigateLA/

METHANE ZONE RISK MAP

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP

FILE NO. 21666



OIL WELL LEGEND

API NO.	OPERATOR, WELL NO.	API NO.	OPERATOR, WELL NO.	API NO.	OPERATOR, WELL NO.
062	Ruhland Oil Co., #9	059	Ruhland Oil Co., #11	739	J.H. Smith, #9
064	Ruhland Oil Co., #8	068	Ruhland Oil Co., #5	032	Palmer Oil Col., #30
057	Ruhland Oil Co., #12	066	Ruhland Oil Co., #3	031	Palmer Oil Col., #29
060	Ruhland Oil Co., #10	058	Ruhland Oil Co., #2	893	Palmer Oil Col., #28
063	Ruhland Oil Co., #7	067	Ruhland Oil Co. #6		
065	Ruhland Oil Co., #4	061	Ruhland Oil Co., #1		

N

REFERENCE: DIVISION OF OIL, GAS & GEOTHERMAL RESOURCES WELL FINDER, STATE OF CALIFORNIA, 2014

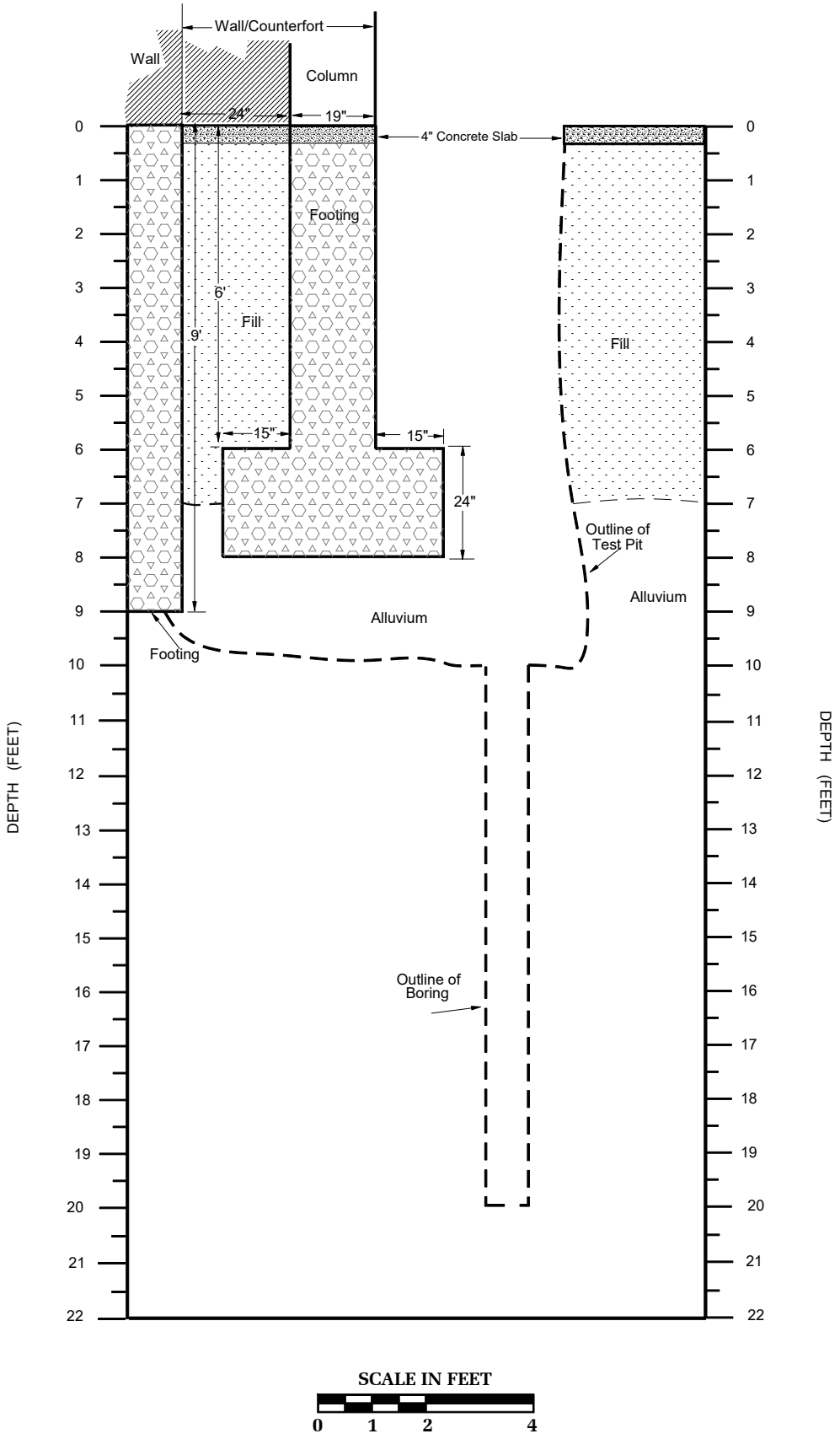
OIL WELL LOCATION MAP

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP

FILE NO. 21666

TEST PIT 1

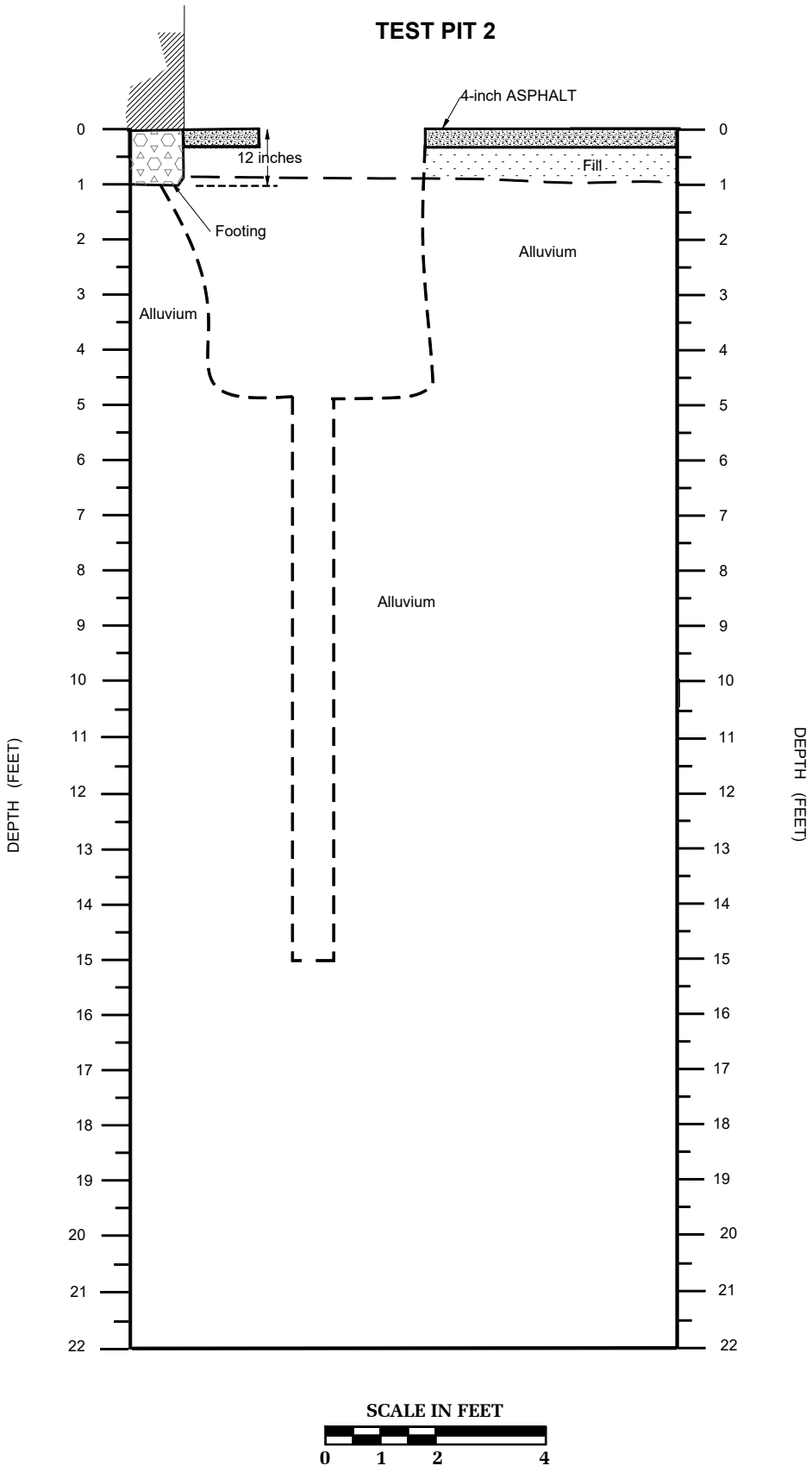


TEST PIT 1 PROFILE, EAST VIEW

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO LP

FILE NO. 21666

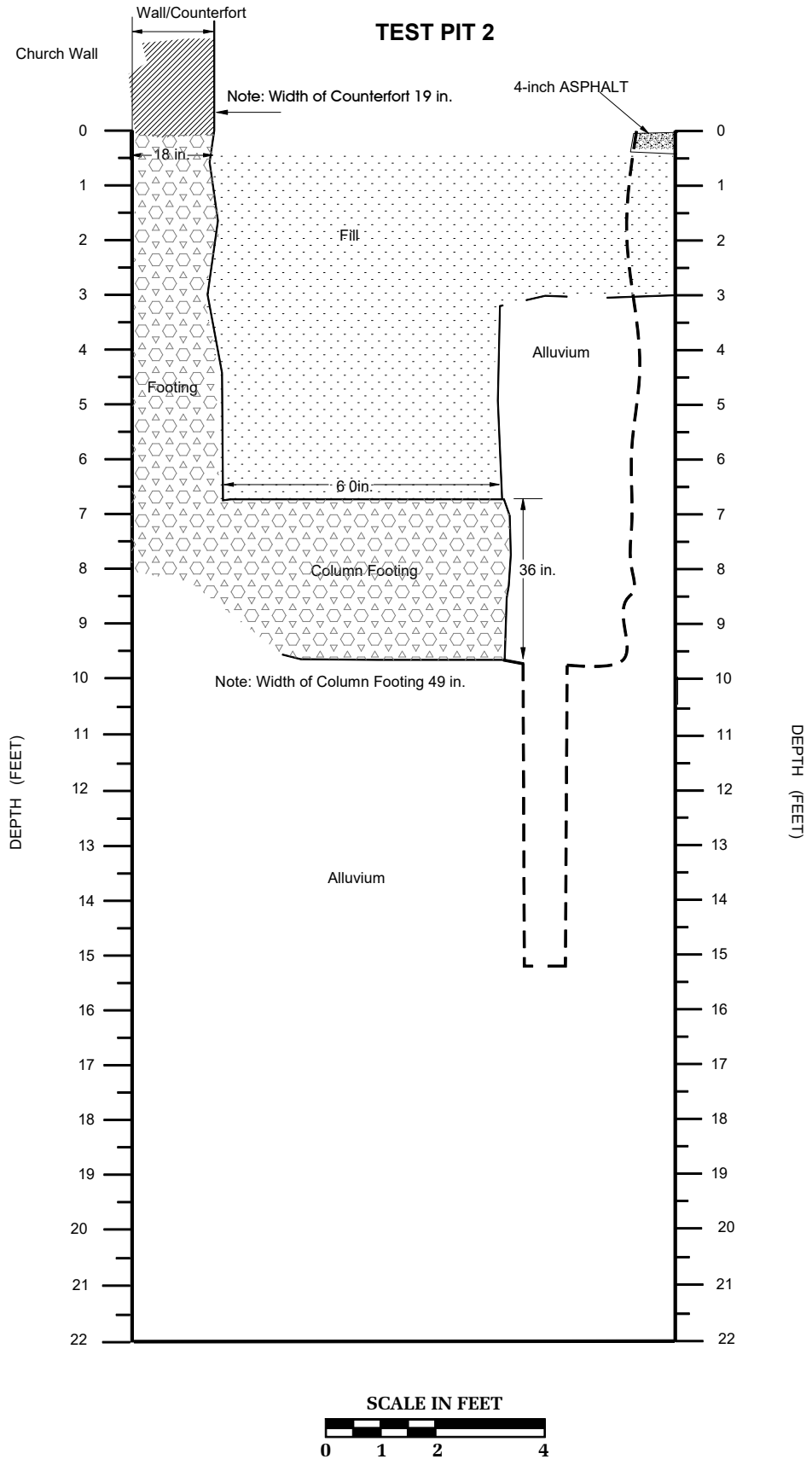


TEST PIT 2 PROFILE, NORTH VIEW

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO LP

FILE NO. 21666



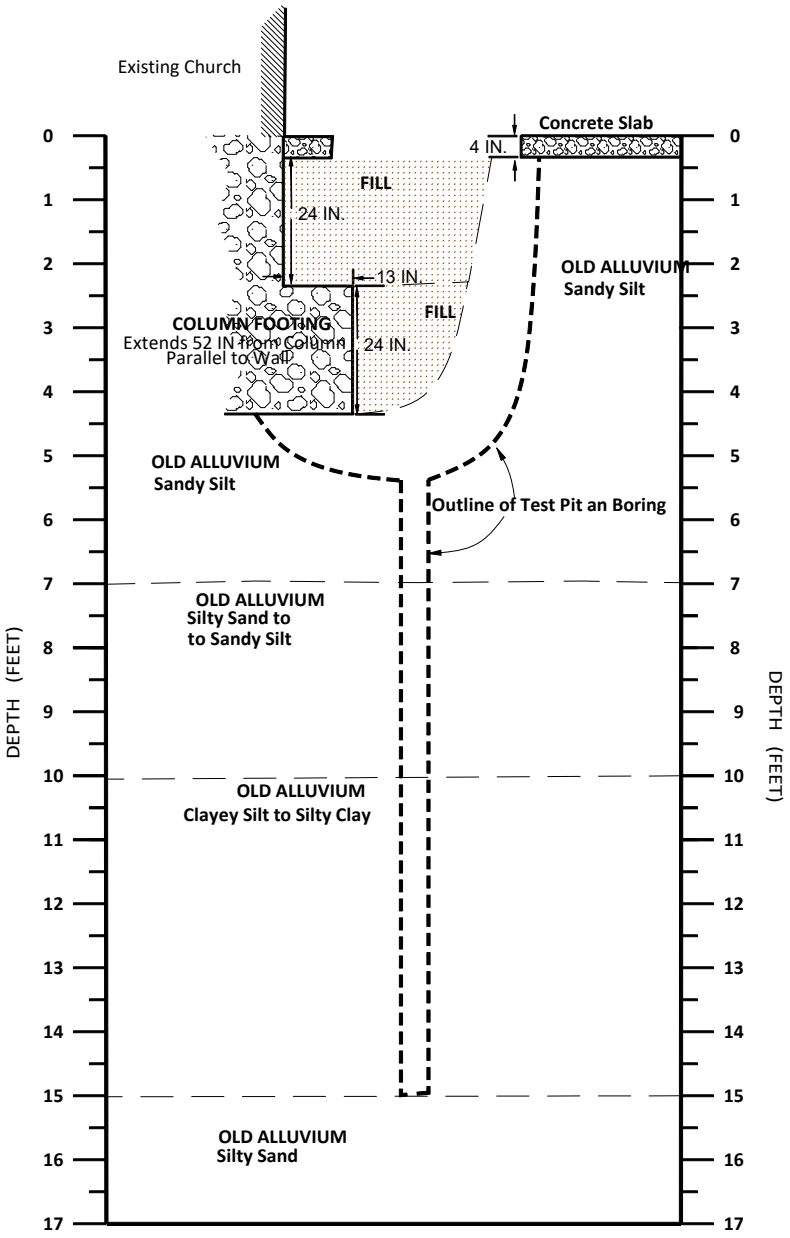
TEST PIT 3 PROFILE, WEST VIEW

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO LP

FILE NO. 21666

TEST PIT 4
Perpendicular to Wall



SCALE IN FEET

0 3 6

TEST PIT 4 PROFILE

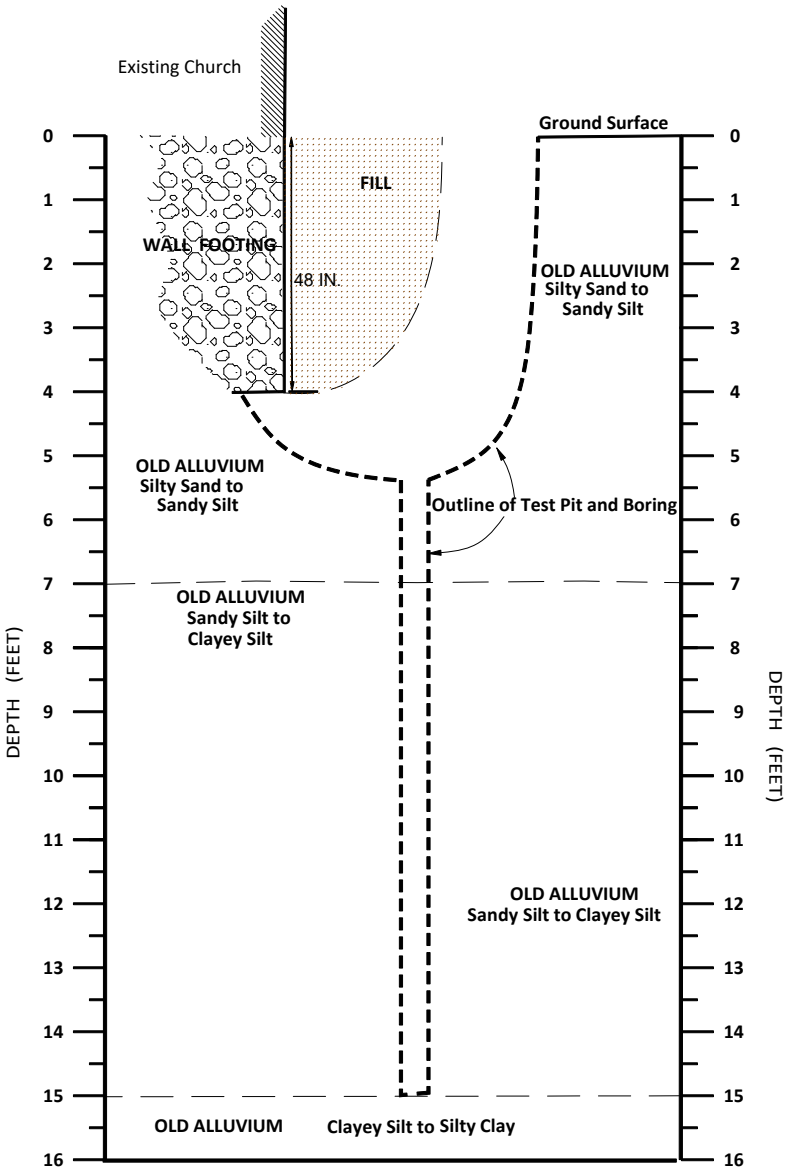
Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP
550 SHATTO PLACE, LOS ANGELES

FILE No. 21666 | **DRAWN BY: RTK**

DATE: April 2020

TEST PIT 5
Looking West



SCALE IN FEET

0 3 6

TEST PIT 5 PROFILE

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP
550 SHATTO PLACE, LOS ANGELES

FILE No. 21666 | **DRAWN BY: RTK**

DATE: April 2020

BORING LOG NUMBER 1

TF Shatto, LP **Date: 11/19/18** **Elevation: 268'***

File No. 21666 **Method: 8-inch diameter Hollow Stem Auger**

km *Reference: City of Los Angeles Topographic Map, 2006 Contours

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Asphalt Paved Parking Lot
				0 --		4-inch Asphalt over 3-inch Base
				1 --		FILL: Silty Sand to Sandy Silt, dark brown, moist, medium dense, fine grained, stiff
2.5	39	6.9	114.2	2 --		
				3 --	SM/ML	OLD ALLUVIUM: Silty Sand, dark brown, moist, medium dense, fine grained, stiff
5	37	11.0	SPT	4 -- 5 --	ML	Sandy Silt with Clay, dark brown, very stiff
				6 --		
7.5	60	12.8	114.7	7 --	SM/ML	Silty Sand to Sandy Silt, dark and yellowish brown, moist, medium dense, fine grained, stiff
				8 --		
10	36	15.2	SPT	9 -- 10 --		
				11 --		
12.5	33/6" 50/5"	17.0	114.1	12 --		
				13 --	SM	Silty Sand, dark and yellowish brown, moist, very dense, fine grained
15	24	4.4	SPT	14 -- 15 --	SP	Sand, yellowish brown, moist, medium dense, fine grained, hydrocarbon odor
				16 --		
17.5	62	7.0	106.9	17 --		
				18 --		
20	28	4.5	SPT	19 -- 20 --		
				21 --		
22.5	40/6" 50/5"	9.9	119.4	22 -- 23 --		Sand, yellowish brown, moist, very dense, fine grained, odor
				24 --		
25	33	6.0	SPT	25 --		

BORING LOG NUMBER 1

TF Shatto, LP

File No. 21666

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26 --		
				27 --		
27.5	43/6" 50/5"	5.7	117.1	28 --		
				29 --		
30	43	17.1	SPT	30 --		
				31 --		
				32 --		
32.5	53	28.3	89.8	33 --		BEDROCK (PUENTE FORMATION): Clayey Siltstone, dark brown and yellowish brown, moist, moderately hard, massive hydrocarbon odor
				34 --		
35	13	31.5	SPT	35 --		no odor
				36 --		
				37 --		
37.5	75	42.8	80.7	38 --		
				39 --		
40	17	34.8	SPT	40 --		
				41 --		
				42 --		
42.5	49	36.6	86.4	43 --		Interbedded Sandy Siltstone to Claystone, dark and yellowish brown, moist, moderately hard, well bedded, dip from sample 23° strike not determined
				44 --		
45	20	33.6	SPT	45 --		
				46 --		
				47 --		
47.5	78	33.9	86.9	48 --		Clayey Siltstone, gray and bluish gray
				49 --		
50	27	32.1	SPT	50 --		

BORING LOG NUMBER 1

TF Shatto, LP

File No. 21666

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				51 --		
				52 --		
52.5	34/6" 50/2"	31.2	88.8	53 --		Sandy Siltstone and Clayey Siltstone, gray to dark gray, moist, moderately hard, poorly bedded to massive
				54 --		
55	47/6" 50/4"	32.6	87.9	55 --		
				56 --		
				57 --		
				58 --		
				59 --		
60	79	32.7	89.4	60 --		Dip 21° from sample
				61 --		
				62 --		
				63 --		
				64 --		
65	35/6" 50/3"	50.7	72.3	65 --		24° dip from sample
				66 --		
				67 --		
				68 --		
				69 --		
70	43/6" 50/3"	32.5	87.6	70 --		massive
				71 --		
				72 --		
				73 --		
				74 --		
75	30/6" 50/3"	33.9	86.9	75 --		

BORING LOG NUMBER 1

TF Shatto, LP

File No. 21666

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				76 --		
				77 --		
				78 --		
				79 --		
80	33/6" 50/4"	25.8	93.6	80 --		well bedded, dip 27° from sample
				81 --		
				82 --		
				83 --		
				84 --		
85	42/6" 50/5"	24.9	97.0	85 --		18° dip from sample
				86 --		
				87 --		
				88 --		
				89 --		
90	39/6" 50/4"	39.6	77.7	90 --		27° dip from sample
				91 --		
				92 --		
				93 --		
				94 --		
95	43/6" 50/2"	28.3	87.3	95 --		25° dip from sample
				96 --		
				97 --		
				98 --		
				99 --		
100	41/6" 50/5"	30.8	90.8	100 --		24° dip from sample

BORING LOG NUMBER 1

TF Shatto, LP

File No. 21666

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				101 --		
				102 --		
				103 --		
				104 --		
105	44/6" 50/2"	24.3	95.4	105 --		31° dip from sample
				106 --		
				107 --		
				108 --		
				109 --		28° dip from sample
110	40/6" 50/3"	29.0	92.5	110 --		Total Depth 110 feet Water at 33 feet Fill to 3 feet
				111 --		
				112 --		
				113 --		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual.
				114 --		
				115 --		Used 8-inch diameter Hollow-Stem Auger 140-lb. Automatic Hammer, 30-inch drop Modified California Sampler used unless otherwise noted
				116 --		
				117 --		SPT=Standard Penetration Test
				118 --		Bedding Dip angles determined from ring sampler, strike bedding not determined
				119 --		
				120 --		
				121 --		
				122 --		
				123 --		
				124 --		
				125 --		

BORING LOG NUMBER 2

TF Shatto, LP **Date: 11/19/18** **Elevation: 268'***

File No. 21666 **Method: 8-inch diameter Hollow Stem Auger**

km *Reference: City of Los Angeles Topographic Map, 2006 Contours

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Asphalt Paved Parking Lot
				0 -- - 1 -- - 2 -- - 3 -- - 4 -- -		FILL: Sandy Clay, medium to dark brown, moist, medium stiff, significant amount of gravel and concrete fragments
5	24	25.9	99.9	5 -- - 6 -- - 7 -- - 8 -- - 9 -- -	SC	OLD ALLUVIUM: Sandy Clay, reddish to medium brown, moist, medium stiff, orange and gray streaks, few gravel, low to medium plasticity
10	28	23.7	103.6	10 -- - 11 -- - 12 -- - 13 -- - 14 -- -	SC	Sandy Clay, mottled brown, moist, medium stiff to stiff, some sand interspersed, medium plasticity
15	80	8.8	116.5	15 -- - 16 -- - 17 -- -		very stiff
				18 -- - 19 -- -	SP/SM	Sand to Silty Sand, light gray to pale olive brown, moist, dense, fine grained
20	44/6" 30/4"	5.4	107.7	20 -- - 21 -- - 22 -- - 23 -- - 24 -- -	SP	Sand, light beige, moist, very dense, fine grained
25	37/6" 50/4"	8.1	105.4	25 -- -	SP	Sand, light gray, moist, very dense, some rock fragments, hydrocarbon odor present

BORING LOG NUMBER 2

TF Shatto, LP

File No. 21666

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				- 26 -- - 27 -- - 28 -- - 29 -- -		
30	32/6" 50/6"	17.9	105.1	30 -- - 31 -- - 32 -- - 33 -- - 34 -- - 35 -- - 36 -- - 37 -- - 38 -- - 39 -- - 40 -- - 41 -- - 42 -- - 43 -- - 44 -- - 45 -- - 46 -- - 47 -- - 48 -- - 49 -- - 50 -- -		Total Depth 30 feet No Water Fill to 5 feet NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual. Used 8-inch diameter Hollow-Stem Auger 140-lb. Automatic Hammer, 30-inch drop Modified California Sampler used unless otherwise noted Converted Boring into Drywell Performed Percolation Test Removed well materials upon completion of test Backfilled with drill cuttings

BORING LOG NUMBER 3

TF Shatto, LLP **Date: 09/08/20** **Elevation: 264'***

File No. 21666 **Method: 8-inch diameter Hollow Stem Auger**

km *Reference: City of Los Angeles topographic Map, 2006 Contours

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Concrete for Parking
				0 --		6-inch Concrete, No Base
				-		
				1 --		FILL: Clayey Silt to Silty Clay, grayish brown, moist, stiff
				-		
				2 --		
				-		
3	37	12.9	105.1	3 --		
				-	ML/SM	OLD ALLUVIUM: Sandy Silt to Silty Sand, dark and grayish brown, moist, stiff and dense, fine grained
				4 --		
				-		
5	25	25.9	SPT	5 --		
				-	ML	Sandy to Clayey Silt, dark and orange brown, moist, stiff
				6 --		
				-		
				7 --		
7.5	56	21.5	105.0	-		
				8 --	SM/ML	Silty Sand to Sandy Silt, grayish brown, moist, medium dense to dense, fine grained, stiff
				-		
				9 --		
				-		
10	18	6.1	SPT	10 --		
				-	SP	Sand, light gray, moist, medium dense, fine grained
				11 --		
				-		
				12 --		
12.5	74	6.7	103.2	-		
				13 --		
				-		
				14 --		
				-		
15	26	7.8	SPT	15 --		
				-		
				16 --		
				-		
				17 --		
17.5	37/6" 50/4"	8.4	101.9	-		
				18 --		
				-		
				19 --		
				-		
20	15	21.1	SPT	20 --		
				-	SM/SP	Silty Sand to Sand, dark brown and light gray, moist to very moist, medium dense, fine grained
				21 --		
				-		
				22 --		
22.5	29	25.4	83.1	-		
				23 --	ML	Sandy Silt, dark and grayish brown, moist, stiff
				-		
				24 --		
				-		
25	7	27.5	SPT	25 --		
				-		BEDROCK (PUENTE FORMATION): Clayey Siltstone, dark brown and grayish brown, moist, medium hard, massive

BORING LOG NUMBER 3

TF Shatto, LLP

File No. 21666

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26 --		BEDROCK (PUENTE FORMATION): Clayey Siltstone, dark brown and grayish brown, moist, medium hard, massive
27.5	56	27.5	96.2	27 -- 28 --		
				29 --		
30	19	44.9	SPT	30 -- 31 --		
32.5	48/6" 50/4"	35.4	85.1	32 -- 33 --		@ 32½' Bedding [N55E, 30SE]
				34 --		
35	60	32.5	SPT	35 -- 36 --		
37.5	27/6" 50/4"	27.4	94.4	37 -- 38 --		@ 37½' Bedding [N50E, 15SE]
				39 --		
40	63	32.1	SPT	40 -- 41 --		
42.5	27/6" 50/5"	29.4	83.4	42 -- 43 --		@ 42' Bedding [N40E,4SE]
				44 --		
45	77	32.1	SPT	45 -- 46 --		@ 45' Bedding [N50E, 24SE]
				47 --		
				48 --		
				49 --		
50	100/8"	28.8	89.8	50 --		

BORING LOG NUMBER 3

TF Shatto, LLP

File No. 21666

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				- 51 -- - 52 -- - 53 -- - 54 -- -		Clayey Siltstone, dark brown and grayish brown, moist, medium hard, moderately well bedded
55	100/7"	33.9	84.8	55 -- - 56 -- - 57 -- - 58 -- - 59 -- -		@ 55' Bedding [N30E, 21SE]
60	100/7"	23.2	97.3	60 -- - 61 -- - 62 -- - 63 -- - 64 -- -		
65	47/6" 50/3"	23.5	97.4	65 -- - 66 -- - 67 -- - 68 -- - 69 -- -		
70	38/6" 50/2"	31.6	91.4	70 -- - 71 -- - 72 -- - 73 -- - 74 -- -		@ 70' Bedding [N45E, 17SE]
75	30/6" 50/4"	31.5	89.0	75 -- -		

BORING LOG NUMBER 3

TF Shatto, LLP

File No. 21666

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				- 76 -- - 77 -- - 78 -- - 79 -- -		Clayey Siltstone, dark brown and grayish brown, moist, medium hard, moderately well bedded
80	37/6" 50/3"	26.5	94.3	80 -- - 81 -- - 82 -- - 83 -- - 84 -- -		
85	33/6" 50/4.5"	24.9	95.6	85 -- - 86 -- - 87 -- - 88 -- - 89 -- -		
90	37/6" 50/3"	26.7	95.2	90 -- - 91 -- - 92 -- - 93 -- - 94 -- -		
95	48/6" 50/3"	28.8	93.8	95 -- - 96 -- - 97 -- - 98 -- - 99 -- -		Siltstone interbedded with thin layer of Sandstone, gray to dark gray, moist, medium hard to hard
100	100/7"	23.8	101.3	100 -- -		@ 100' Bedding [N80E, 19SE]

BORING LOG NUMBER 3

TF Shatto, LLP

File No. 21666

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				- 101 -- - 102 -- - 103 -- - 104 -- -		Clayey Siltstone, dark brown and grayish brown, moist, medium hard, moderately well bedded
105	40 50/4"	28.5	94.8	105 -- - 106 -- - 107 -- - 108 -- - 109 -- -		
110	100/6"	39.1	77.5	110 -- - 111 -- - 112 -- - 113 -- - 114 -- - 115 -- - 116 -- - 117 -- - 118 -- - 119 -- - 120 -- - 121 -- - 122 -- - 123 -- - 124 -- - 125 -- -		Total Depth 110 feet Water at 23 feet No Caving Fill to 3 feet NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual. Used 8-inch diameter Hollow-Stem Auger 140-lb. Automatic Hammer, 30-inch drop Modified California Sampler used unless otherwise noted SPT=Standard Penetration Test

LOG OF TEST PIT NUMBER 1

TF Shatto, LP **Date: 11/19/18** **Elevation: 268'***

File No. 21666 **Method: Hand Auger**

km *Reference: City of Los Angeles Topographic Map, 2006 Contours

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Concrete Slab with Brick Pattern
			0 --		4-inch Concrete, No Base
1	12.0	81.4	1 --		FILL: Sandy Silt, dark brown, moist, stiff, porous
			2 --		
3	12.4	93.2	3 --		
			4 --		
5	14.4	101.6	5 --		
			6 --		
7	17.4	84.3	7 --		
			8 --	ML	OLD ALLUVIUM: Sandy Silt, dark gray, moist, stiff
			9 --		
10	19.3	94.5	10 --		
			11 --	ML/CL	Sandy Silt to Silty Clay, with Clay, dark brown, moist, stiff
			12 --		
			13 --		
			14 --		
15	8.9	99.6	15 --		
			16 --	SP	Sand, yellowish brown, moist, medium dense, fine grained
			17 --		
			18 --		
			19 --		
20	4.9	87.5	20 --		
			21 --		Total Depth 20 feet No Water Fill to 7 feet
			22 --		
			23 --		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual.
			24 --		
			25 --		Used 4-inch diameter Hand-Augering Equipment; Hand Sampler

LOG OF TEST PIT NUMBER 2

TF Shatto, LP **Date: 11/19/18** **Elevation: 268'***

File No. 21666 **Method: Hand Auger**

km *Reference: City of Los Angeles Topographic Map, 2006 Contours

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Asphalt
			0 --		4-inch Asphalt over 4-inch Base
			-		
			1 --		FILL: Sandy Silt, dark brown, moist, stiff
			-		
2	21.8	91.5	2 --	ML/CL	OLD ALLUVIUM: Clayey Silt to Silty Clay, dark brown, moist, stiff
			-		
			3 --		
			-		
4	22.2	99.7	4 --		
			-	CL	Silty Clay, dark brown, moist, stiff
			5 --		
			-		
			6 --		
			-		
7	26.6	98.5	7 --		
			-		
			8 --		
			-		
			9 --		
			-		
10	25.0	92.3	10 --		
			-		
			11 --		
			-		
			12 --		
			-		
			13 --		
			-		
			14 --		
			-	SM/SP	Silty Sand to Sand, gray to dark gray, moist, medium dense, fine grained
15	16.3	101.8	15 --		
			-		Total Depth 15 feet
			16 --		No Water
			-		Fill to 1½ feet
			17 --		
			-		
			18 --		NOTE: The stratification lines represent the approximate
			-		boundary between earth types; the transition may be gradual.
			19 --		
			-		Used 4-inch diameter Hand-Augering Equipment; Hand Sampler
			20 --		
			-		
			21 --		
			-		
			22 --		
			-		
			23 --		
			-		
			24 --		
			-		
			25 --		
			-		

LOG OF TEST PIT NUMBER 3

TF Shatto, LP **Date: 11/19/18** **Elevation: 268'***

File No. 21666 **Method: Hand Auger**

km *Reference: City of Los Angeles Topographic Map, 2006 Contours

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Concrete Walkway
			0 --		FILL: Sandy Clay and Silt, mottled olive brown, moist, medium stiff to stiff, few rock and concrete fragments, some roots present
1	18.0	97.5	1 --		
			2 --		
3	12.6	111.1	3 --	SM/ML	OLD ALLUVIUM: Silty Sand to Sandy Silt, dark brown, moist, dense, stiff, fine grained, with few coarse Sand grains present
			4 --		
5	14.6	107.7	5 --		
			6 --		
7	15.4	106.1	7 --	SM	Silty Sand, mottled orangish to reddish brown, moist, dense, fine to medium grained, few rock fragments, trace amounts of Clay
			8 --		
			9 --		
10	17.7	96.6	10 --	ML	Sandy Silt, mottled brown, moist, moderately hard, weathered, fine Sand intermixed
			11 --		
			12 --		
			13 --		
			14 --	SP/ML	Sandy Silt to Sand, mottled reddish brown to light gray, moist, dense, stiff, orange and yellow streaks visible, strong odor noticed in Sandy material
15	15.2	87.7	15 --		Total Depth 15 feet No Water Fill to 3 feet
			16 --		
			17 --		
			18 --		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual.
			19 --		
			20 --		Used 4-inch diameter Hand-Augering Equipment; Hand Sampler
			21 --		
			22 --		
			23 --		
			24 --		
			25 --		

LOG OF TEST PIT NUMBER 4

TF Shatto, LP **Drilling Date: 07/30/19** **Elevation: 268'***

File No. 21666 **Method: Hand Auger**

sp/km

*Reference: City of Los Angeles Topographic Map, 2006 Contours

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Concrete Slab
			0 --		4" Slab over 4.5" Slab, No Base
			-		
			1 --		FILL: Sandy to Clayey Silt , dark brown and yellowish brown, moist, stiff
			-		
2	16.0	105.4	2 --		Clayey Silt to Silty Clay, dark and gray
			-		
			3 --		
			-		
4	16.1	106.1	4 --		
			-	ML	ALLUVIUM: Sandy Silt, dark brown, moist, stiff
			5 --		
			-		
			6 --		
			-		
7	17.7	105.4	7 --		
			-	SM/ML	Silty Sand to Sandy Silt, medium dense, fine grained
			8 --		
			-		
			9 --		
			-		
10	22.0	101.7	10 --		
			-	MC/CL	Clayey Silt to Silty Clay, dark brown and gray
			11 --		
			-		
			12 --		
			-		
			13 --		
			-		
			14 --		
			-	SM	Silty Sand, gray, moist, dense, fine grained, odor
15	15.4	106.2	15 --		
			-		Total Depth 15 feet
			16 --		No Water
			-		Fill to 4 feet
			17 --		
			-		
			18 --		NOTE: The stratification lines represent the approximate
			-		boundary between earth types; the transition may be gradual.
			19 --		
			-		Used 4-inch diameter Hand-Augering Equipment; Hand Sampler
			20 --		
			-		
			21 --		
			-		
			22 --		
			-		
			23 --		
			-		
			24 --		
			-		
			25 --		
			-		

LOG OF TEST PIT NUMBER 3

TF Shatto, LP **Date: 11/19/18** **Elevation: 268'***

File No. 21666 **Method: Hand Auger**

km *Reference: City of Los Angeles Topographic Map, 2006 Contours

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Concrete Walkway
			0 --		FILL: Sandy Clay and Silt, mottled olive brown, moist, medium stiff to stiff, few rock and concrete fragments, some roots present
1	18.0	97.5	1 --		
			2 --		
3	12.6	111.1	3 --	SM/ML	OLD ALLUVIUM: Silty Sand to Sandy Silt, dark brown, moist, dense, stiff, fine grained, with few coarse Sand grains present
			4 --		
5	14.6	107.7	5 --		
			6 --		
7	15.4	106.1	7 --	SM	Silty Sand, mottled orangish to reddish brown, moist, dense, fine to medium grained, few rock fragments, trace amounts of Clay
			8 --		
			9 --		
10	17.7	96.6	10 --	ML	Sandy Silt, mottled brown, moist, moderately hard, weathered, fine Sand intermixed
			11 --		
			12 --		
			13 --		
			14 --	SP/ML	Sandy Silt to Sand, mottled reddish brown to light gray, moist, dense, stiff, orange and yellow streaks visible, strong odor noticed in Sandy material
15	15.2	87.7	15 --		Total Depth 15 feet No Water Fill to 3 feet
			16 --		
			17 --		
			18 --		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual.
			19 --		
			20 --		Used 4-inch diameter Hand-Augering Equipment; Hand Sampler
			21 --		
			22 --		
			23 --		
			24 --		
			25 --		

LOG OF TEST PIT NUMBER 4

TF Shatto, LP **Drilling Date: 07/30/19** **Elevation: 268'***

File No. 21666 **Method: Hand Auger**

sp/km

*Reference: City of Los Angeles Topographic Map, 2006 Contours

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Concrete Slab
			0 --		4" Slab over 4.5" Slab, No Base
			-		
			1 --		FILL: Sandy to Clayey Silt , dark brown and yellowish brown, moist, stiff
			-		
2	16.0	105.4	2 --		Clayey Silt to Silty Clay, dark and gray
			-		
			3 --		
			-		
4	16.1	106.1	4 --		
			-	ML	ALLUVIUM: Sandy Silt, dark brown, moist, stiff
			5 --		
			-		
			6 --		
			-		
7	17.7	105.4	7 --		
			-	SM/ML	Silty Sand to Sandy Silt, medium dense, fine grained
			8 --		
			-		
			9 --		
			-		
10	22.0	101.7	10 --		
			-	MC/CL	Clayey Silt to Silty Clay, dark brown and gray
			11 --		
			-		
			12 --		
			-		
			13 --		
			-		
			14 --		
			-	SM	Silty Sand, gray, moist, dense, fine grained, odor
15	15.4	106.2	15 --		
			-		Total Depth 15 feet
			16 --		No Water
			-		Fill to 4 feet
			17 --		
			-		
			18 --		NOTE: The stratification lines represent the approximate
			-		boundary between earth types; the transition may be gradual.
			19 --		
			-		Used 4-inch diameter Hand-Augering Equipment; Hand Sampler
			20 --		
			-		
			21 --		
			-		
			22 --		
			-		
			23 --		
			-		
			24 --		
			-		
			25 --		
			-		

LOG OF TEST PIT NUMBER 5

TF Shatto, LP **Drilling Date: 07/30/19** **Elevation: 269'***

File No. 21666 **Method: Hand Auger**

sp/km

*Reference: City of Los Angeles Topographic Map, 2006 Contours

Sample Depth ft.	Moisture Content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Planter Area
			0 --		FILL: Sandy Silt, dark brown, moist, stiff
1	8.6	92.4	1 --		Sandy to Clayey Silt, with brick and concrete fragments
			2 --		
3	8.6	106.2	3 --		Sandy Silt, no brick
			4 --	SM/ML	OLD ALLUVIUM: Silty Sand to Sandy Silt, dark and yellowish brown, moist,
5	12.4	107.6	5 --		stiff
			6 --		
7	19.7	102.5	7 --	MC	Sandy to Clayey Silt, dark brown
			8 --		
			9 --		
10	22.7	84.9	10 --		
			11 --		
			12 --		
			13 --		
			14 --		
15	22.9	103.3	15 --	MC/CL	Clayey Silt to Silty Clay, dark and gray
			16 --		Total Depth 16 feet
			17 --		No Water
			18 --		Fill to 3½ feet
			19 --		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual.
			20 --		
			21 --		Used 4-inch diameter Hand-Augering Equipment; Hand Sampler
			22 --		
			23 --		
			24 --		
			25 --		

BORING LOG NUMBER 1

Urban Offerings **Date: 09/23/17** **Elevation: 268'**

File No. 21503 **Method: 8-inch diameter Hollow Stem Auger**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Asphalt Parking Lot
				0 --		6-inch Asphalt, No Base
				-		
				1 --		FILL: Silty Sand, dark brown, slightly moist, dense, with gravel fragments to 1" in dimension
				-		
				2 --		
				-		
				3 --		
				-		
				4 --		
				-		
5	28/6" 50/6"	13.8	119.5	5 --	ML	OLD ALLUVIUM: Sandy Silt, dark brown, slightly moist, stiff
				-		
				6 --		
				-		
				7 --		
				-		
				8 --		
				-		
				9 --		
				-		
10	55	13.3	120.5	10 --	SM	Clayey Silty Sand, mottled light to medium brown, slightly moist, very dense, with gravel fragments
				-		
				11 --		
				-		
				12 --		
				-		
				13 --		
				-		
				14 --		
				-		
15	20/6" 50/6"	19.9	104.9	15 --	SM	Silty Sand, light gray, very dense
				-		
				16 --		
				-		
				17 --		
				-		
				18 --		
				-		
				19 --		
				-		
20	30/6" 50/5"	7.9	108.0	20 --	SM	Silty Sand, light tan brown, slightly moist, grades into Silty Sand, gray to black
				-		
				21 --		
				-		
				22 --		
				-		
				23 --		
				-		
				24 --		
				-		
25	30/6" 50/3"	4.4	105.1	25 --	SM/SP	Silty Sand, light tan stained with black, odor, grades into Sand (fine grained), light to medium gray, slightly moist
				-		

BORING LOG NUMBER 1

Urban Offerings

File No. 21503

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				- 26 -- - 27 -- - 28 -- - 29 -- -		
30	27/6" 50/4"	6.3	105.2	30 -- - 31 -- - 32 -- - 33 -- - 34 -- -	SP	Sand, dark gray, slightly moist to moist, very dense, moderate to heavy hydrocarbon odor, very fine to fine grained
35	65	20.4	101.2	35 -- - 36 -- - 37 -- - 38 -- - 39 -- -		BEDROCK (Puente Formation): Clayey Siltstone, light grayish tan brown, slightly moist to moist, moderately hard Silty Claystone, mottled medium brown with orange brown, moderately well bedded, poorly fissile, approximate dip 20º
40	37/6" 50/6"	30.4	91.6	40 -- - 41 -- - 42 -- - 43 -- - 44 -- -		Silty Claystone, mottled medium and dark brown with orange brown and gray
45	100/8"	31.1	95.1	45 -- - 46 -- - 47 -- - 48 -- - 49 -- -		
50	100/9"	30.8	93.0	50 -- -		Clayey Siltstone, gray, moist, approximate dip 20º

BORING LOG NUMBER 1

Urban Offerings

File No. 21503

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				- 51 -- - 52 -- - 53 -- - 54 -- -		
55	100/7"	29.9	91.4	55 -- - 56 -- - 57 -- - 58 -- - 59 -- -		Siltstone, dark gray brown with dark brown, slightly moist
60	28/6" 50/8"	31.8	89.0	60 -- - 61 -- - 62 -- - 63 -- - 64 -- - 65 -- - 66 -- - 67 -- - 68 -- - 69 -- - 70 -- - 71 -- - 72 -- - 73 -- - 74 -- - 75 -- -		Total Depth 60 feet Water at 31 feet No Caving Fill to 5 feet NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual. Used 8-inch diameter Hollow-Stem Auger 140-lb. Automatic Hammer, 30-inch drop Modified California Sampler used unless otherwise noted

BORING LOG NUMBER 2

Urban Offerings **Date: 09/23/17** **Elevation: 268'**

File No. 21503 **Method: 8-inch diameter Hollow Stem Auger**

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description Surface Conditions: Asphalt Parking Lot
				0 --		5-inch Asphalt over 6-inch Base
				-		
				1 --		
				-		FILL: Sandy Silt, mottled light gray with brown, slightly moist, stiff
				2 --		
2.5	45	10.3	112.7	-		
				3 --		Sandy Silt, mottled light gray with brown, slightly moist, very stiff
				-		
				4 --		
				-		
5	30	9.4	SPT	5 --		
				-	ML	OLD ALLUVIUM: Sandy Silt with Silt, medium tan brown, slightly moist, stiff, caliche streaks
				6 --		
				-		
				7 --		
7.5	63	12.5	115.7	-		
				8 --		Clayey Silt, medium brown, slightly moist, medium size pores present
				-		
				9 --		
				-		
10	27	14.1	SPT	10 --		
				-		Silt, dark brown, slightly moist, very small pores present
				11 --		
				-		
				12 --		
12.5	22/6" 50/6"	18.3	110.3	-		
				13 --		Silt, light reddish brown, grades to grayish brown
				-		
				14 --		
				-		
15	29	8.2	SPT	15 --		
				-	SM	Silty Sand, light gray to tan, slightly moist, dense, fine grained
				16 --		
				-		
				17 --		
17.5	43/6" 50/5"	5.6	105.6	-		
				18 --	SP	Sand, slightly moist, very dense, very fine grained
				-		
				19 --		
				-		
20	23	4.2	SPT	20 --		
				-		medium dense, very fine grained
				21 --		
				-		
				22 --		
22.5	20/6" 50/6"	4.2	101.7	-		
				23 --		
				-		
				24 --		
				-		
25	39	4.1	SPT	25 --		
				-		grades to black layer 1/4" thick then fine Sand with very fine gravel, grayish tan brown, slightly moist, dense

BORING LOG NUMBER 2

Urban Offerings

File No. 21503

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				26 --		
				27 --		
27.5	20/6" 50/5"	4.4	106.9	28 --	SM	Silty Sand to Sandy Silt, light grayish tan, slightly moist, very dense
				29 --		
30	31	8.8	SPT	30 --		tan, medium dense, very moist, medium stiff
				31 --		
				32 --		
32.5	50	30.1	88.0	33 --		BEDROCK (PUENTE FORMATION): Clayey Siltstone, mediun gray to tan brown with orange oxidation, slightly moist, moderately hard, well bedded, poorly fissile, approximate dip 20°
				34 --		
35	35/6" 50/6"	36.1	SPT	35 --		Clayey Siltstone to Siltstone, interlayered orange light gray to brown and dark brown, slightly moist
				36 --		
				37 --		
37.5	49	22.8	90.9	38 --		
				39 --		
40	15	35.6	SPT	40 --		Clayey Siltstone, interlayered lens of gray with grayish orange brown, dark brown, moist
				41 --		
				42 --		
42.5	30/6" 50/6"	44.1	73.4	43 --		Silty Claystone, dark brown, moist to wet
				44 --		
45	68	32.3	SPT	45 --		
				46 --		
				47 --		
47.5	37/6" 50/6"	33.1	86.6	48 --		Claystone, very dark brown, moist
				49 --		
50	61	31.5	SPT	50 --		Silty Claystone to Clayey Siltstone, dark gray, slightly moist

BORING LOG NUMBER 2

Urban Offerings

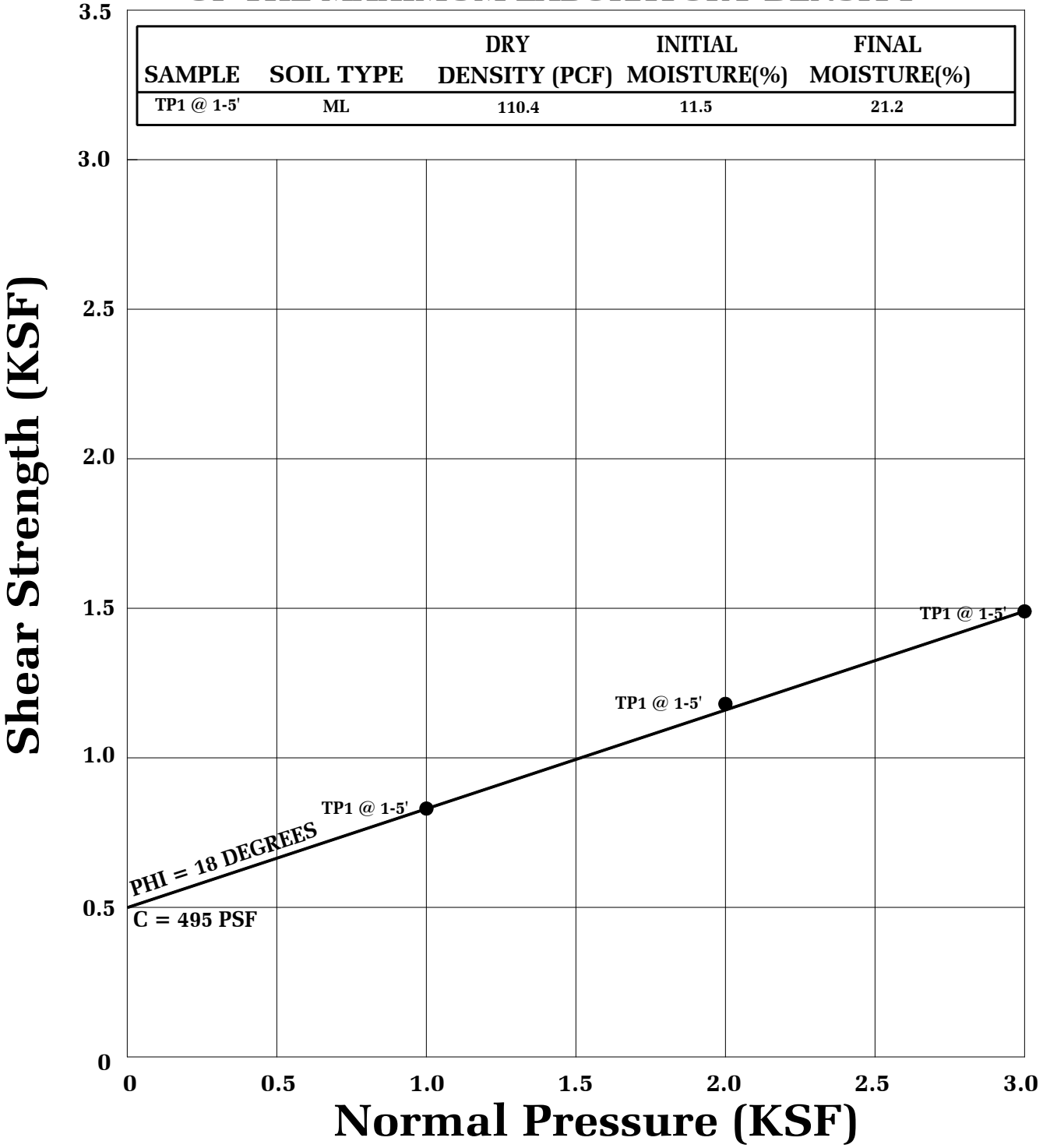
File No. 21503

km

Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
				51 --		
				52 --		
52.5	40/6" 50/4"	22.7	100.4	53 --	ML/CL	Siltstone, medium brown with gray, slightly moist, hard
				54 --		
55	30/6" 50/6"	30.7	90.1	55 --		interlayered light gray with dark gray and brown
				56 --		
				57 --		
57.5	27/6" 50/4"	28.9	SPT	58 --		medium gray
				59 --		
60	58	30.1	SPT	60 --		Total Depth 60 feet Water at 31½ feet No Caving Fill to 4 feet
				61 --		
				62 --		
				63 --		NOTE: The stratification lines represent the approximate boundary between earth types; the transition may be gradual.
				64 --		
				65 --		Used 8-inch diameter Hollow-Stem Auger 140-lb. Automatic Hammer, 30-inch drop Modified California Sampler used unless otherwise noted
				66 --		
				67 --		SPT=Standard Penetration Test
				68 --		
				69 --		
				70 --		
				71 --		
				72 --		
				73 --		
				74 --		
				75 --		

BULK SAMPLE REMOLDED TO 90 PERCENT OF THE MAXIMUM LABORATORY DENSITY

SAMPLE	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE(%)	FINAL MOISTURE(%)
TP1 @ 1-5'	ML	110.4	11.5	21.2



● Direct Shear, Saturated

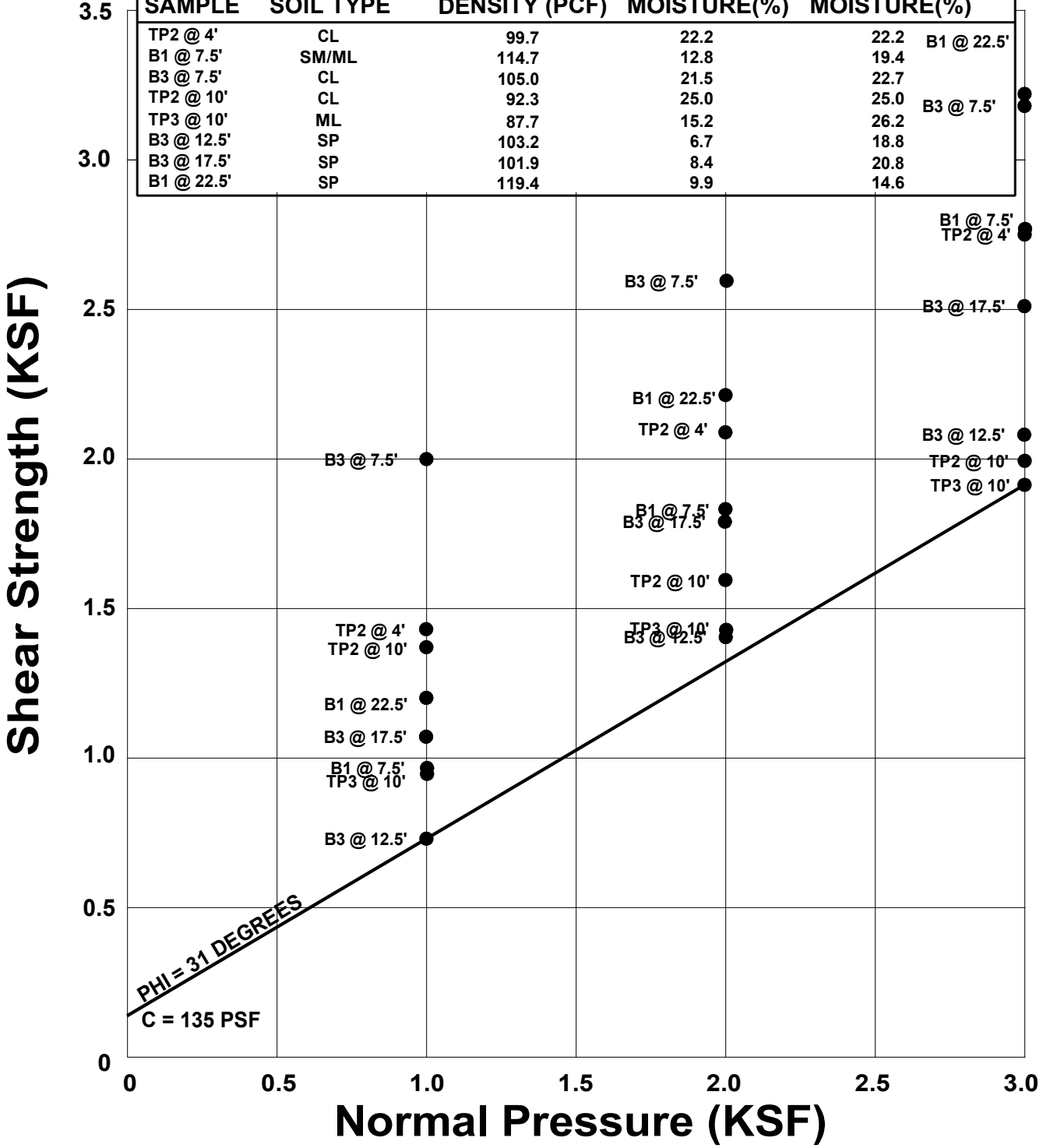
SHEAR TEST DIAGRAM

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP

FILE NO. 21666 | **PLATE: B-1**

SAMPLE	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE(%)	FINAL MOISTURE(%)
TP2 @ 4'	CL	99.7	22.2	22.2
B1 @ 7.5'	SM/ML	114.7	12.8	19.4
B3 @ 7.5'	CL	105.0	21.5	22.7
TP2 @ 10'	CL	92.3	25.0	25.0
TP3 @ 10'	ML	87.7	15.2	26.2
B3 @ 12.5'	SP	103.2	6.7	18.8
B3 @ 17.5'	SP	101.9	8.4	20.8
B1 @ 22.5'	SP	119.4	9.9	14.6



● Direct Shear, Saturated

SHEAR TEST DIAGRAM

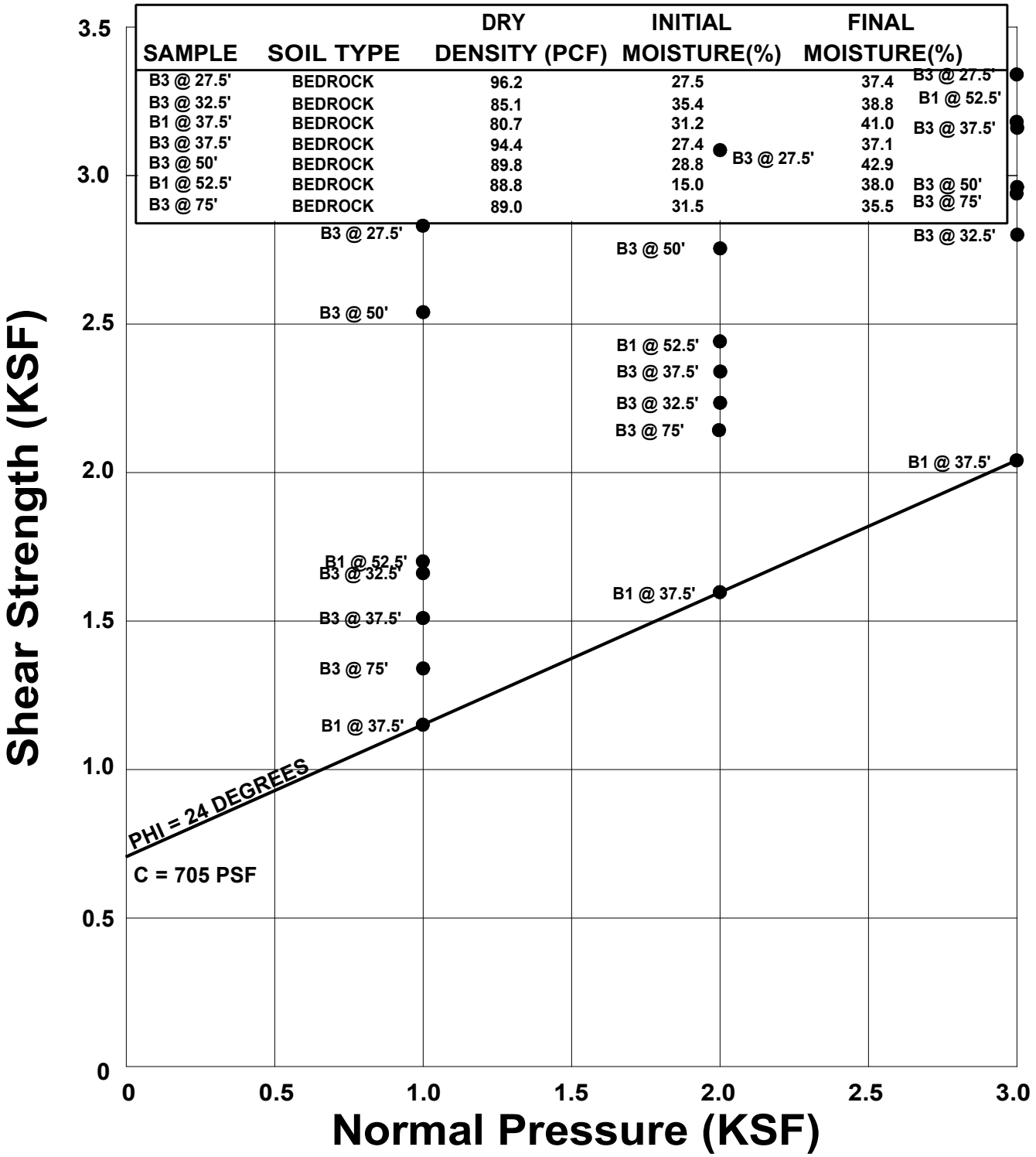
Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP

FILE NO. 21666 | PLATE: B-2

BEDROCK

SAMPLE	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE(%)	FINAL MOISTURE(%)
B3 @ 27.5'	BEDROCK	96.2	27.5	37.4
B3 @ 32.5'	BEDROCK	85.1	35.4	38.8
B1 @ 37.5'	BEDROCK	80.7	31.2	41.0
B3 @ 37.5'	BEDROCK	94.4	27.4	37.1
B3 @ 50'	BEDROCK	89.8	28.8	42.9
B1 @ 52.5'	BEDROCK	88.8	15.0	38.0
B3 @ 75'	BEDROCK	89.0	31.5	35.5



● Direct Shear, Saturated

SHEAR TEST DIAGRAM

Geotechnologies, Inc.
Consulting Geotechnical Engineers

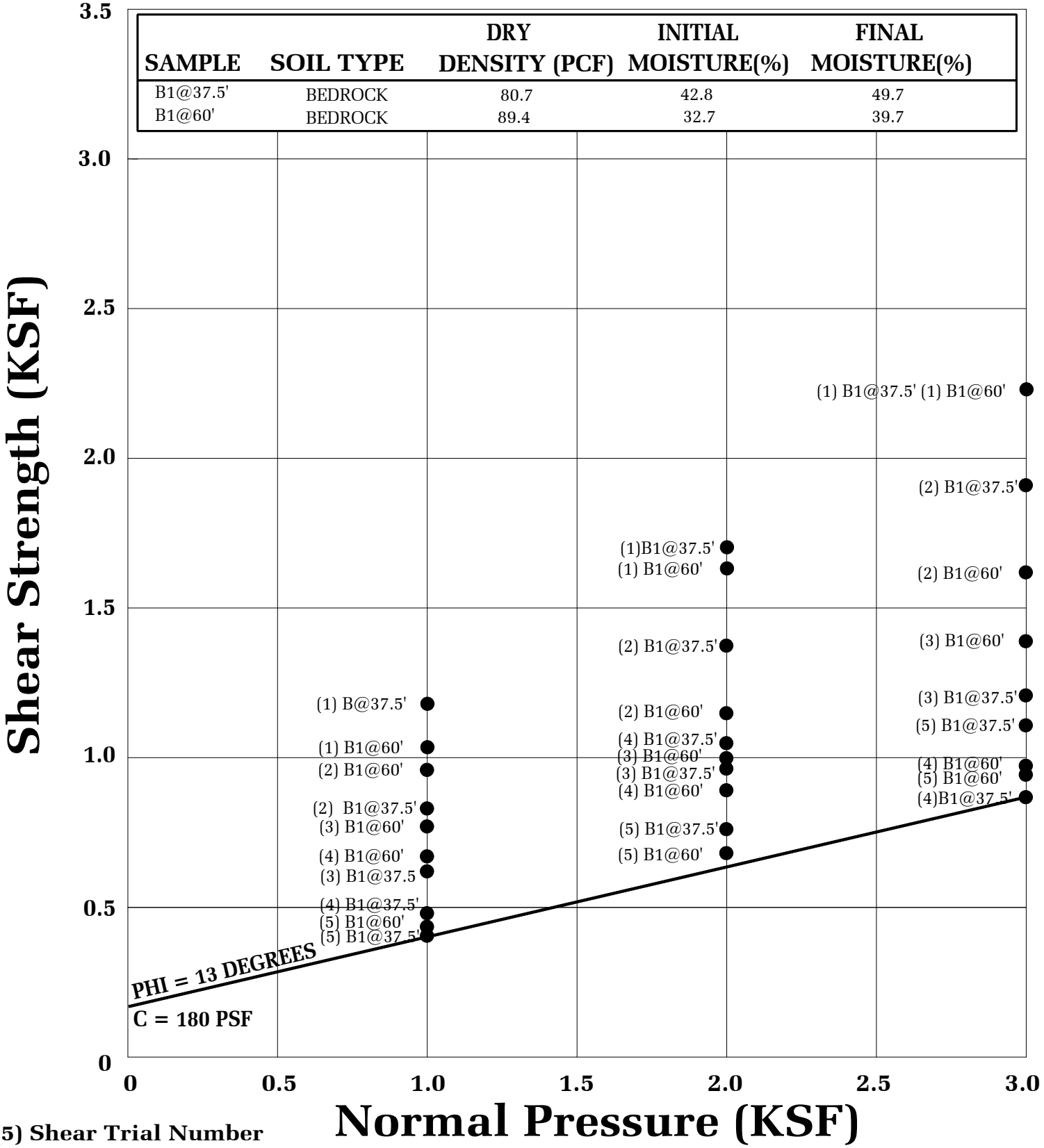
TP SHATTO, LP

FILE NO. 21666 | PLATE: B-3

BEDROCK

RESHEARED STRENGTH

SAMPLE	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE(%)	FINAL MOISTURE(%)
B1@37.5'	BEDROCK	80.7	42.8	49.7
B1@60'	BEDROCK	89.4	32.7	39.7



(5) Shear Trial Number

● **Direct Shear, Saturated**

SHEAR TEST DIAGRAM

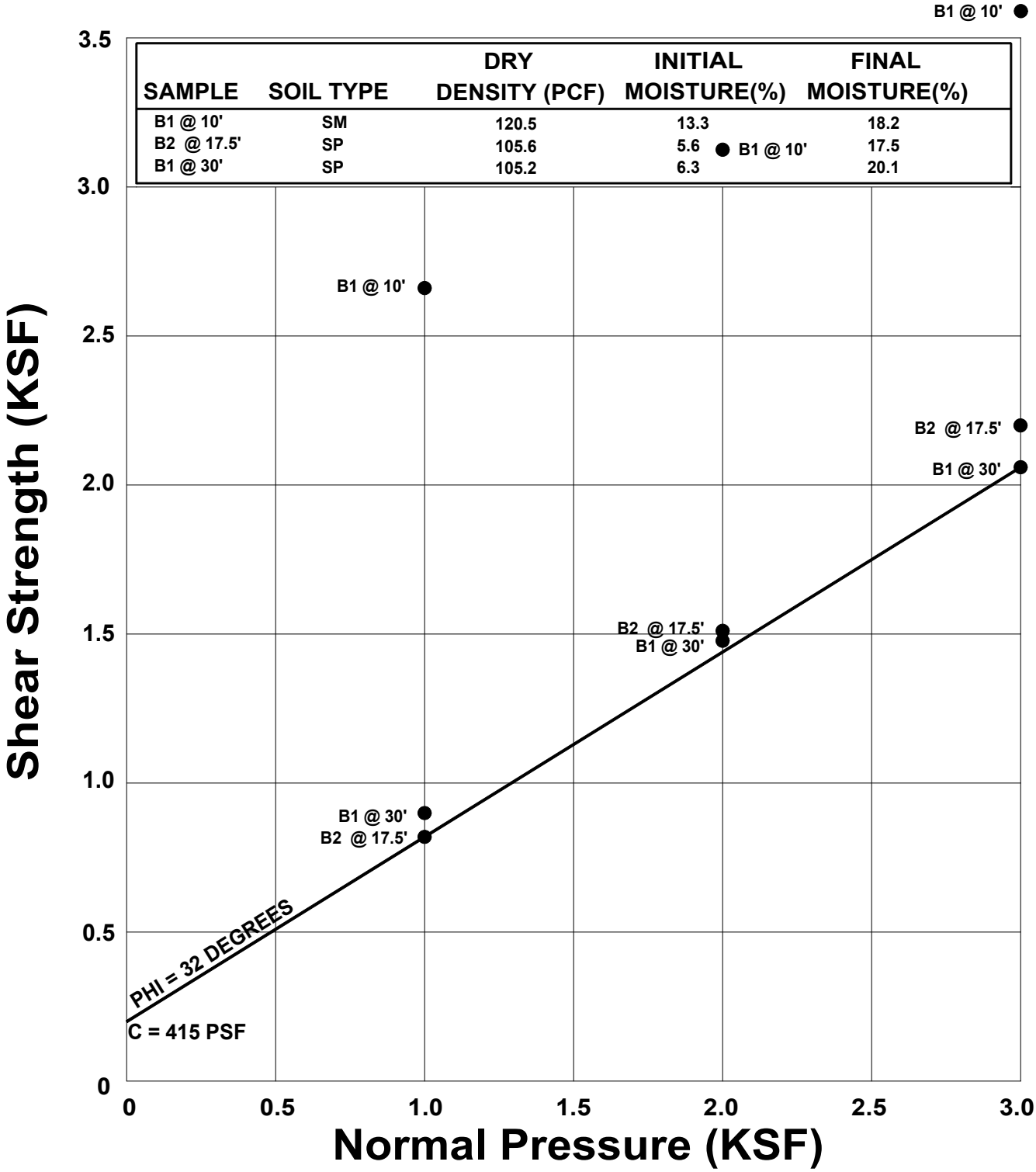
Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP

FILE NO. 21666 | **PLATE: B-4**

OLD ALLUVIUM

SAMPLE	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE(%)	FINAL MOISTURE(%)
B1 @ 10'	SM	120.5	13.3	18.2
B2 @ 17.5'	SP	105.6	5.6	17.5
B1 @ 30'	SP	105.2	6.3	20.1



● Direct Shear, Saturated

SHEAR TEST DIAGRAM

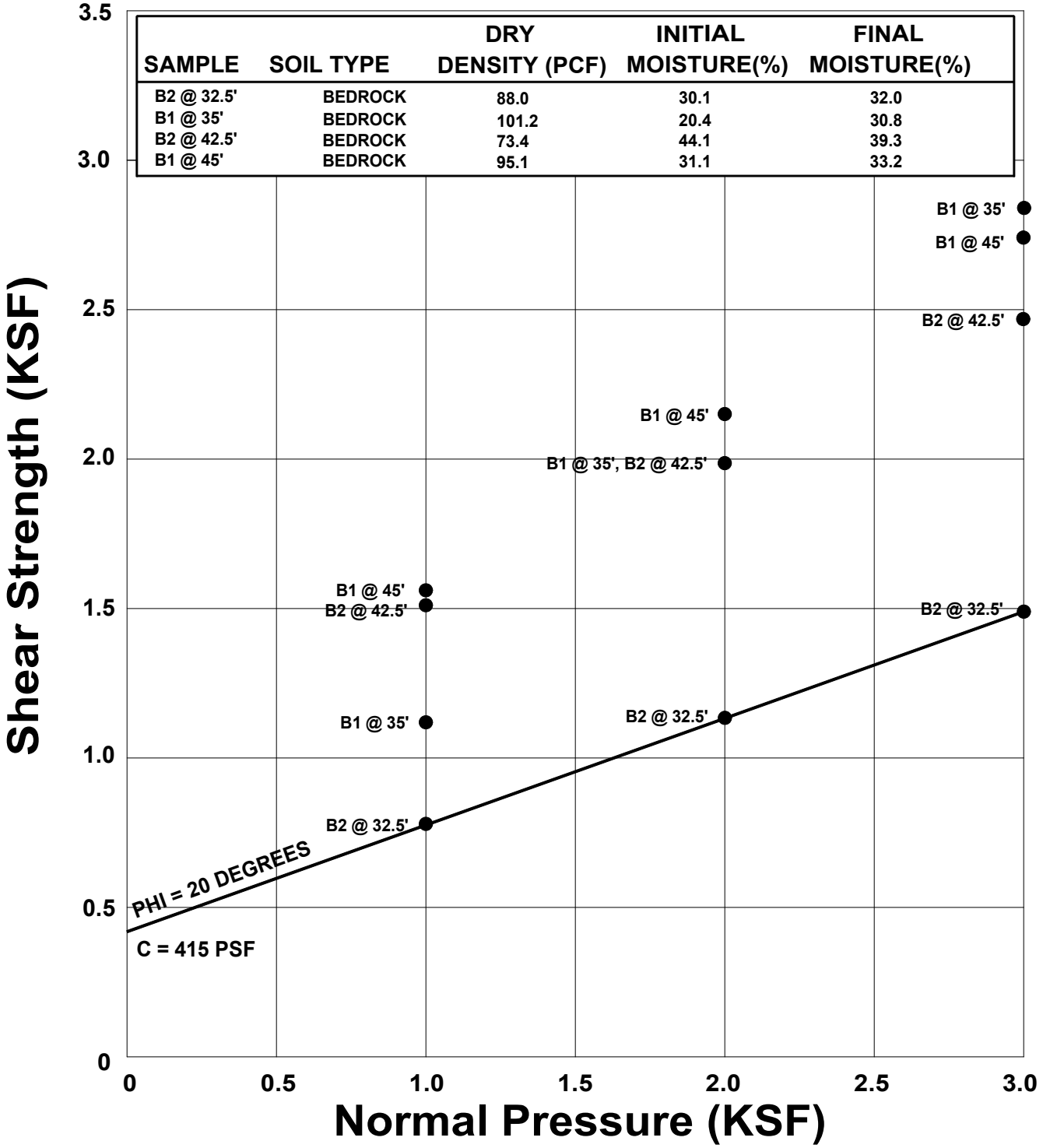
Geotechnologies, Inc.
Consulting Geotechnical Engineers

URBAN OFFERINGS

FILE NO. 21503 | PLATE: B-1

BEDROCK (PUENTE FORMATION)

SAMPLE	SOIL TYPE	DRY DENSITY (PCF)	INITIAL MOISTURE(%)	FINAL MOISTURE(%)
B2 @ 32.5'	BEDROCK	88.0	30.1	32.0
B1 @ 35'	BEDROCK	101.2	20.4	30.8
B2 @ 42.5'	BEDROCK	73.4	44.1	39.3
B1 @ 45'	BEDROCK	95.1	31.1	33.2



● Direct Shear, Saturated

SHEAR TEST DIAGRAM

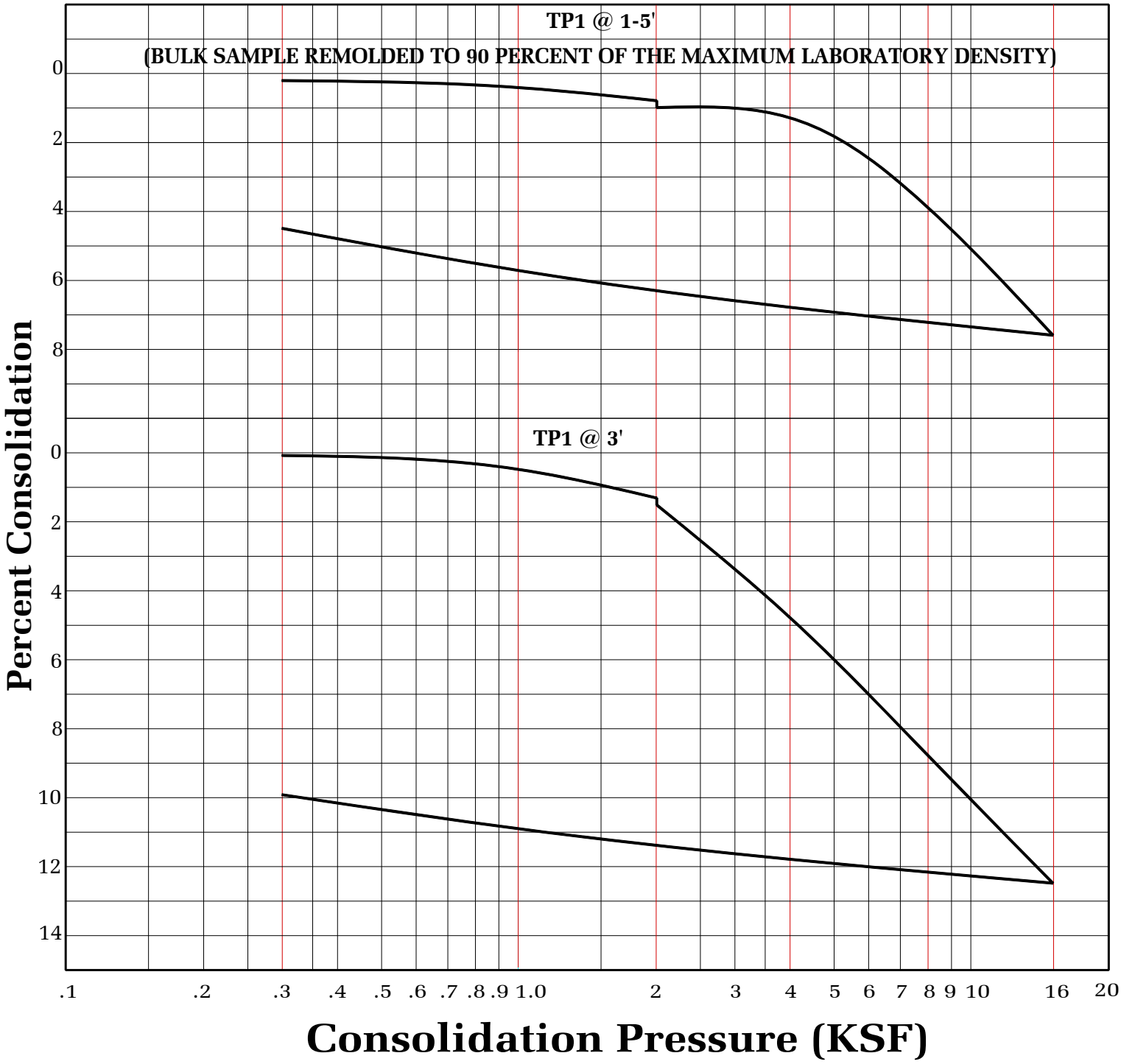
Geotechnologies, Inc.
Consulting Geotechnical Engineers

URBAN OFFERINGS

FILE NO. 21503

PLATE: B-2

WATER ADDED AT 2 KSF



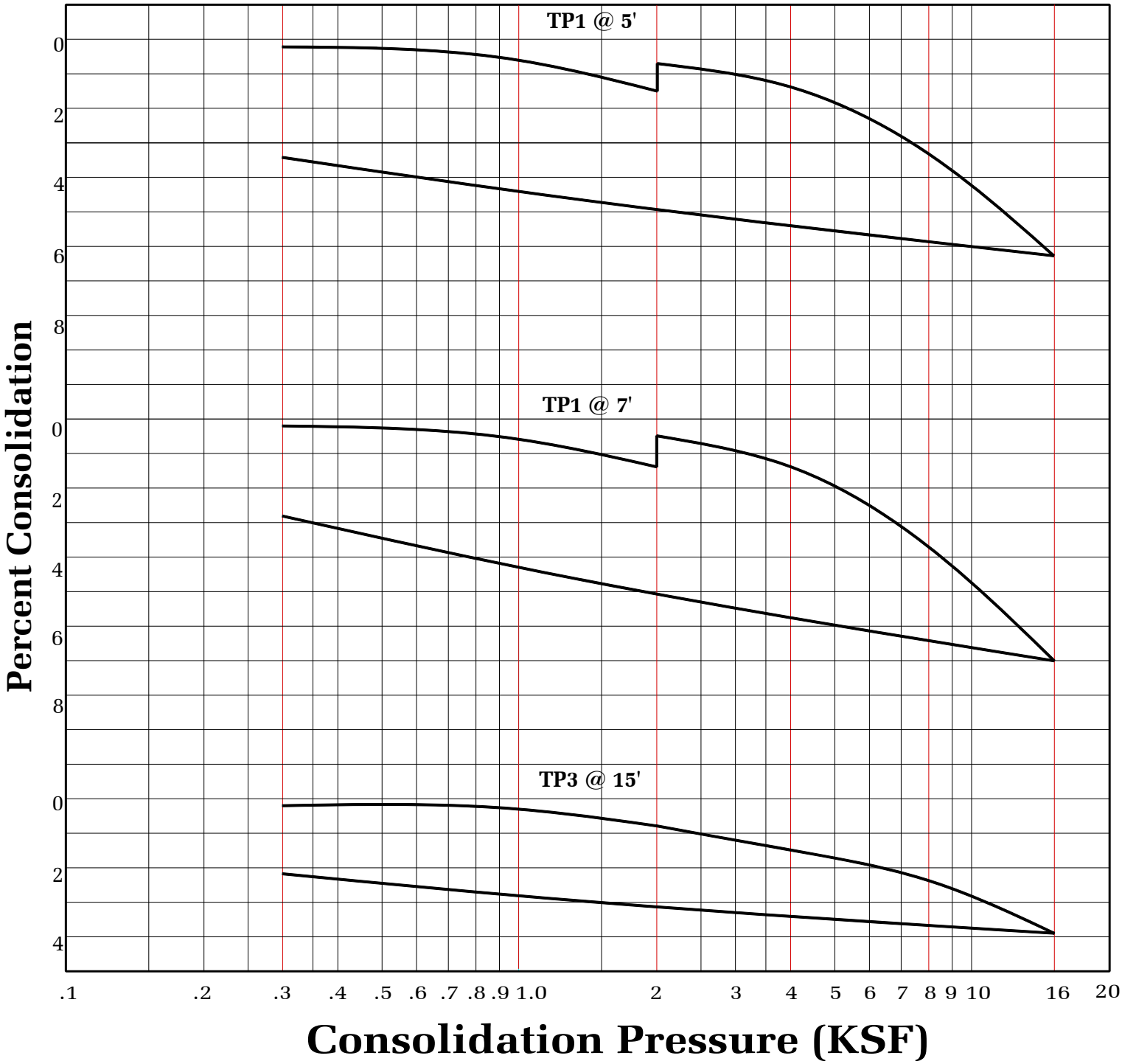
CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP

FILE NO. 21666 | **PLATE: C-1**

WATER ADDED AT 2 KSF



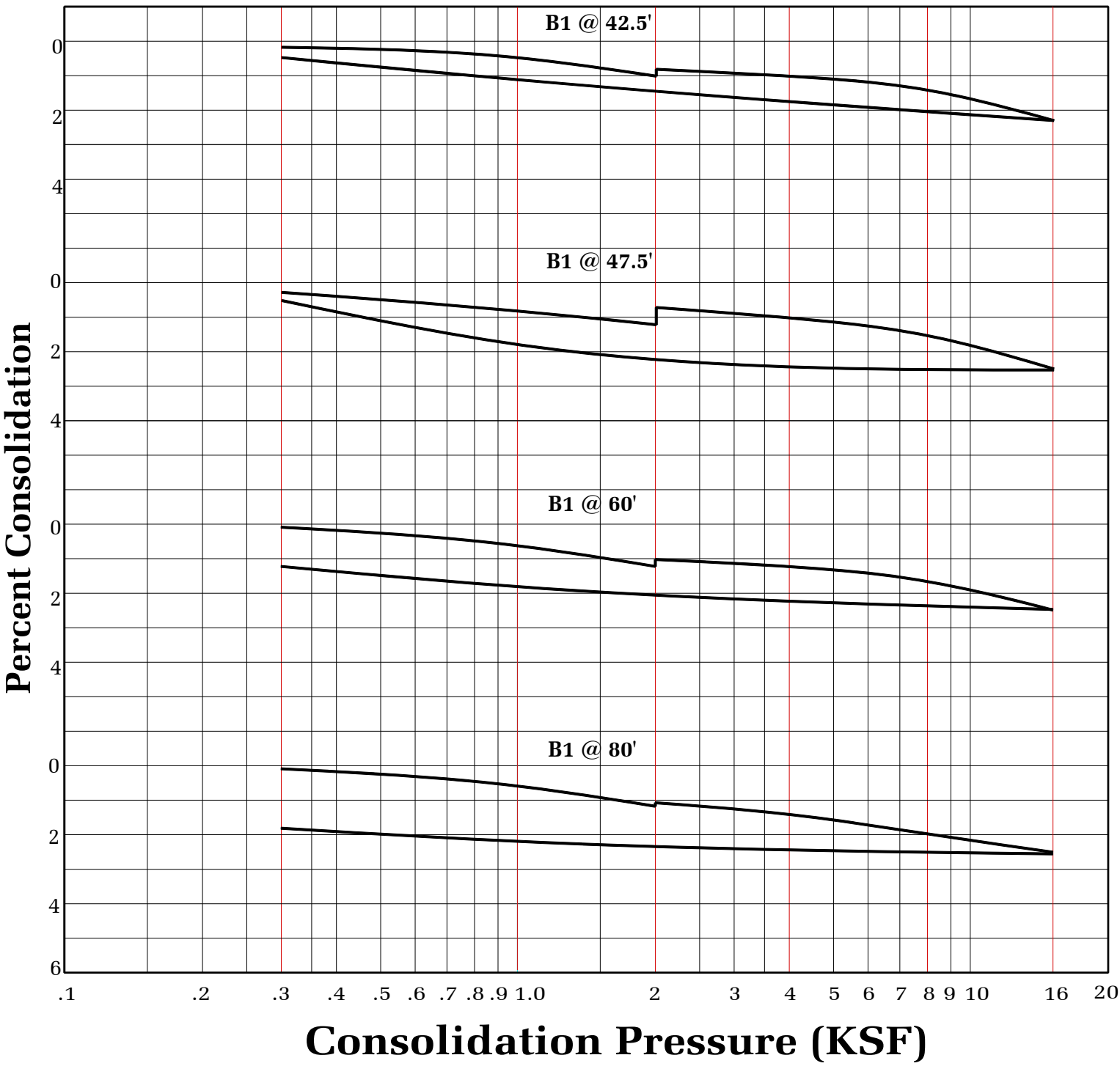
CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP

FILE NO. 21666 | **PLATE: C-2**

WATER ADDED AT 2 KSF



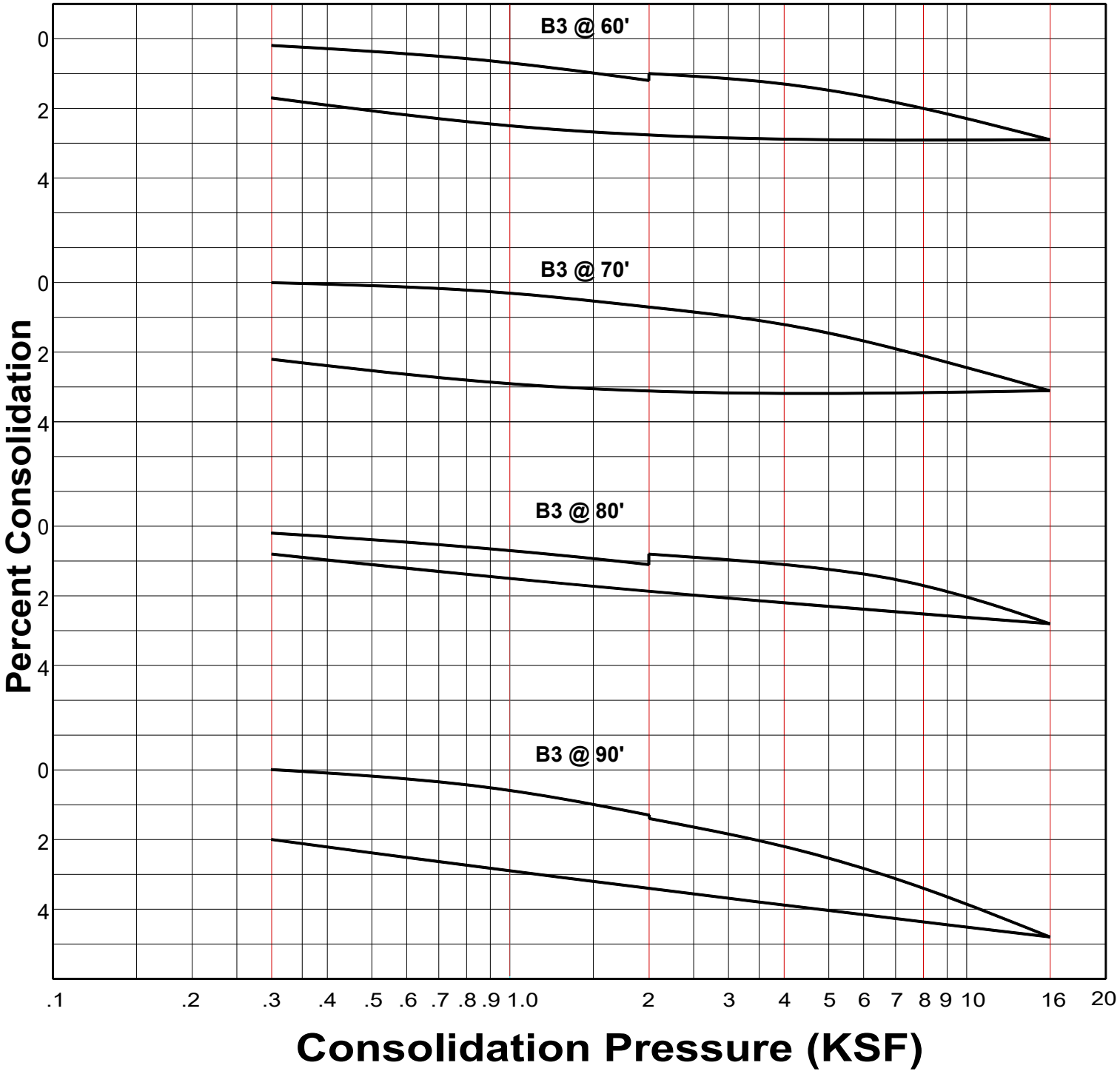
CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP

FILE NO. 21666 | **PLATE: C-3**

WATER ADDED AT 2 KSF



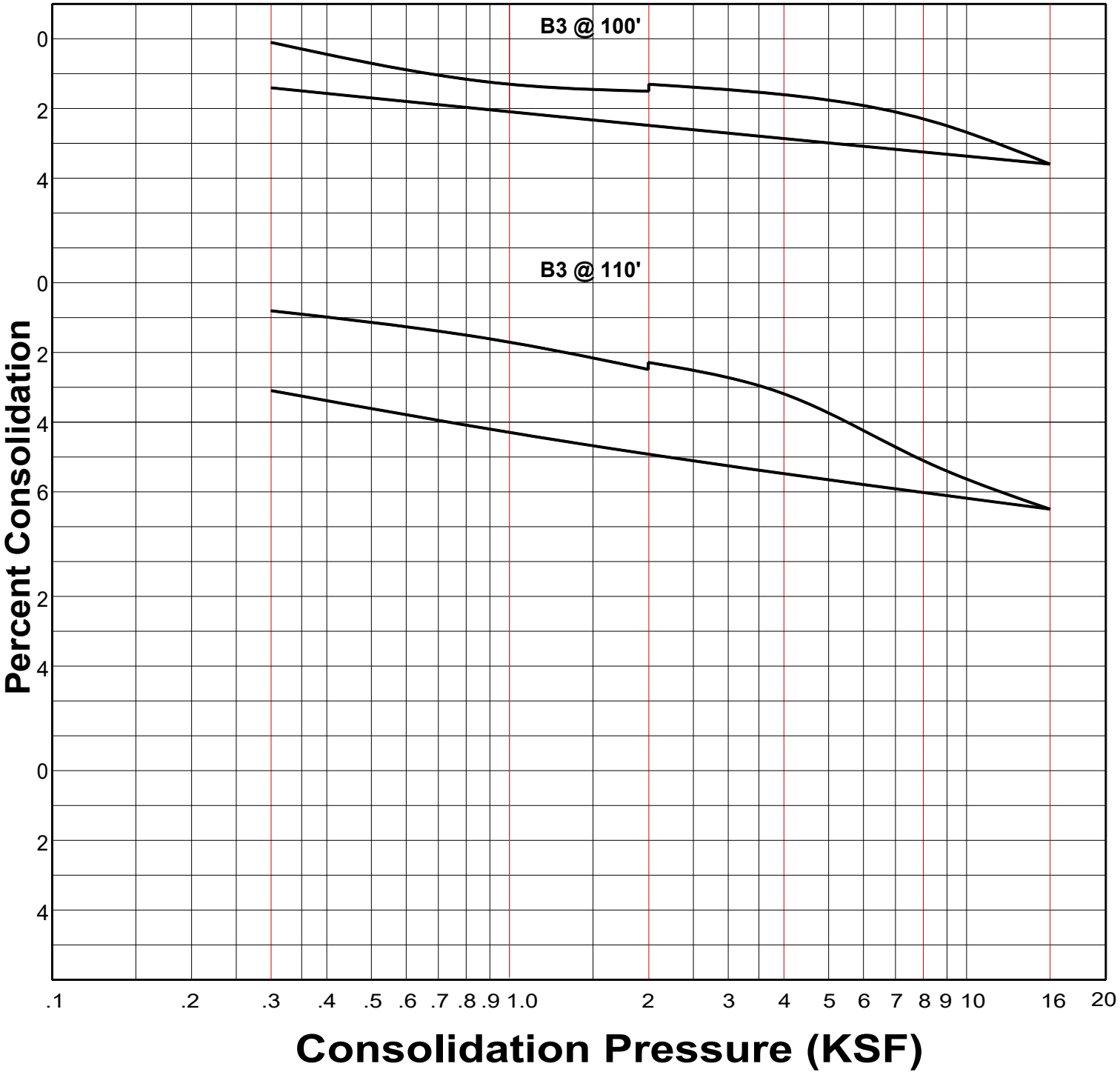
CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO LP
550 SHATTO PLACE, LOS ANGELES

FILE NO. 21666 | **PLATE: C-4**

WATER ADDED AT 2 KSF

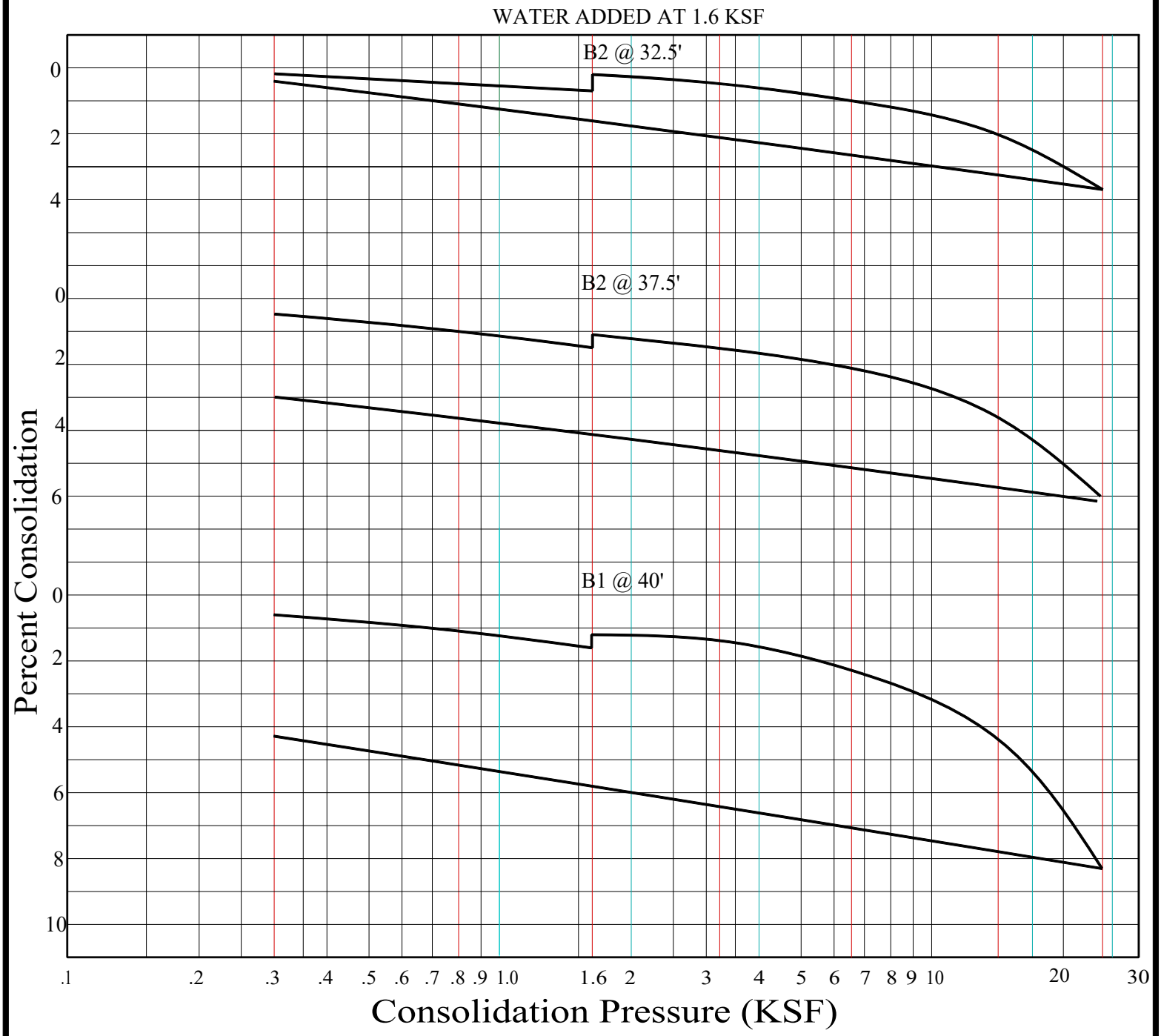


CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO LP
550 SHATTO PLACE, LOS ANGELES

FILE NO. 21666 | **PLATE: C-5**

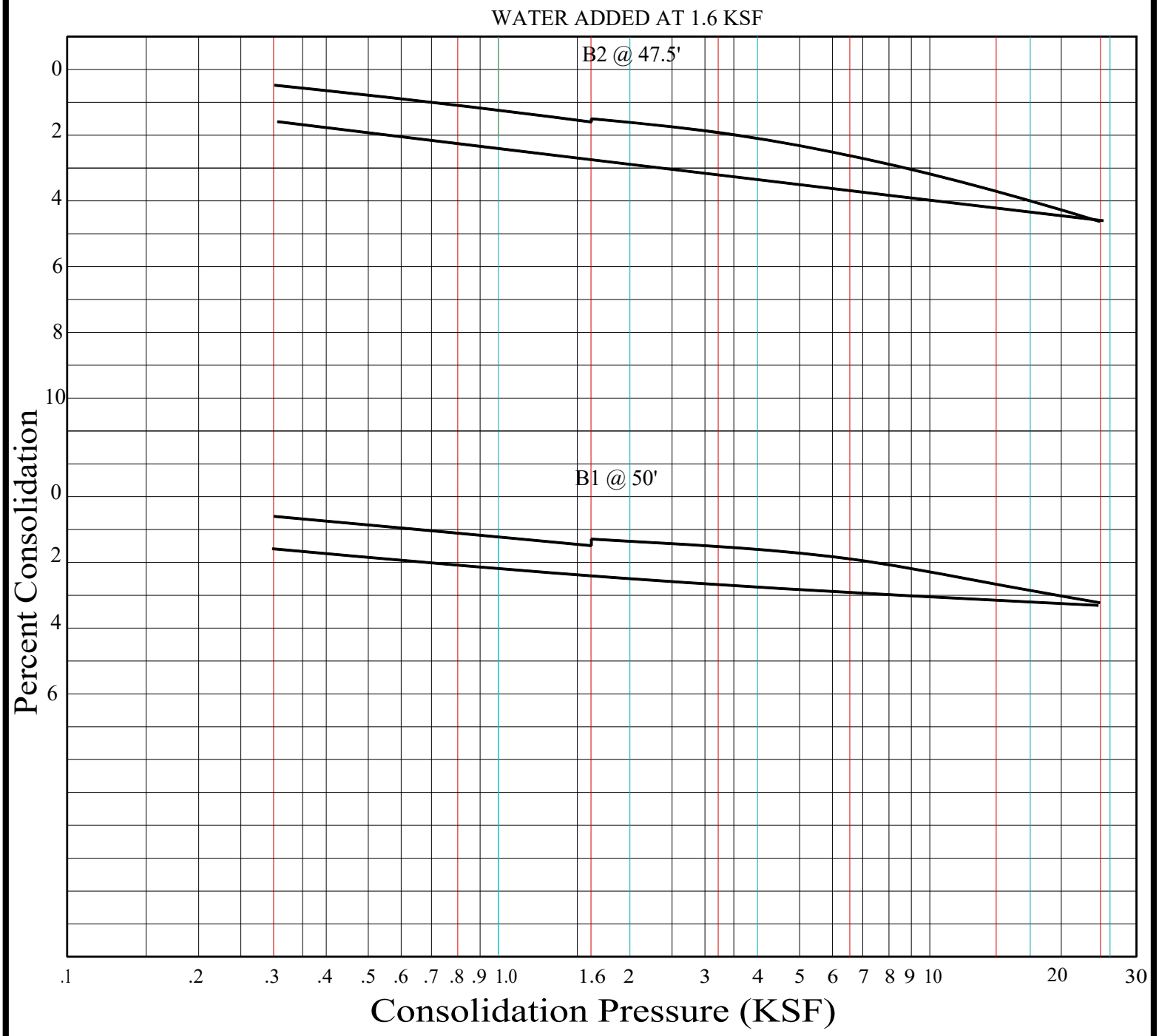


CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

URBAN OFFERINGS

FILE NO. 21503 | **PLATE: C-1**



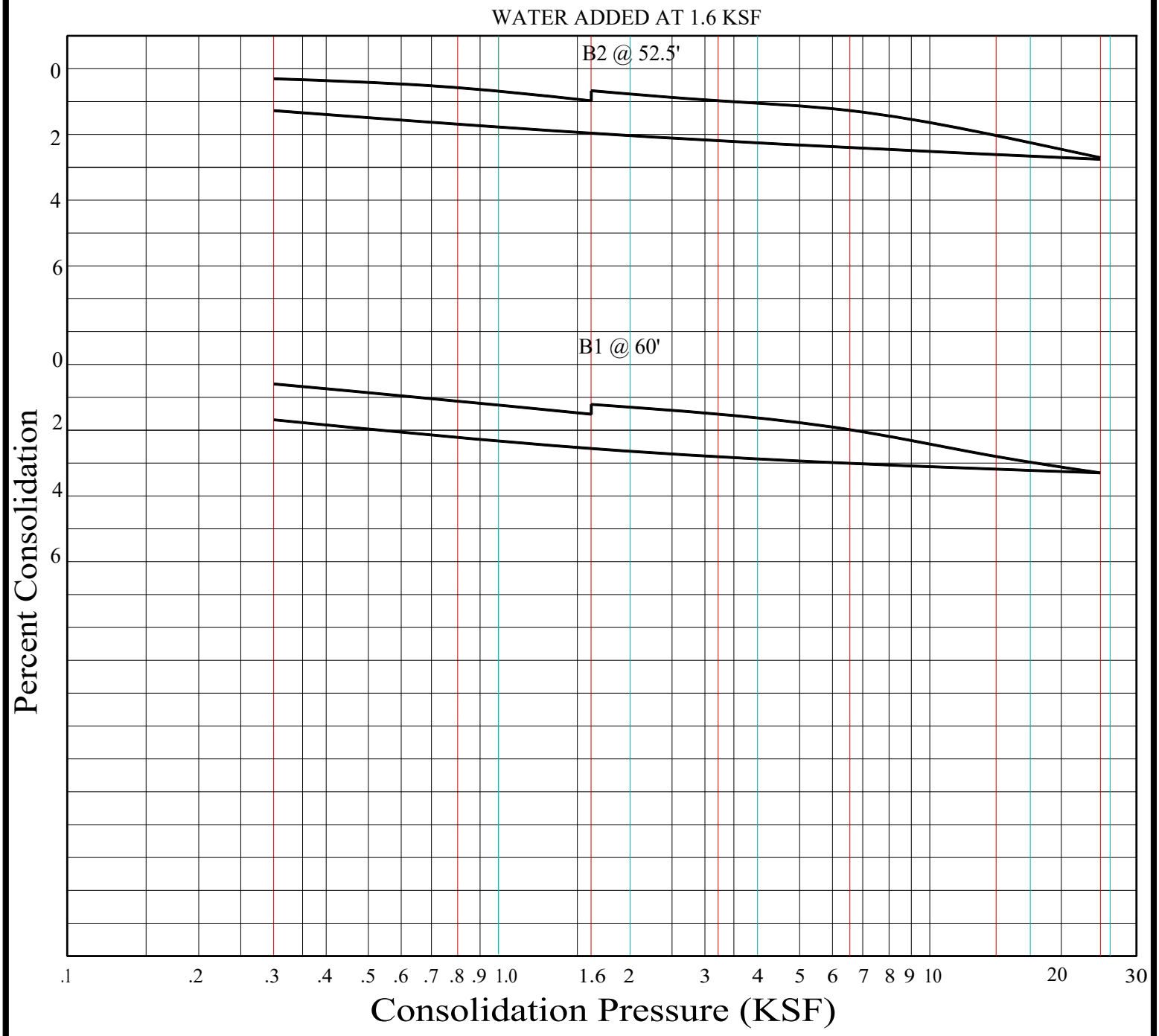
CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO PLACE
WEST 6TH STREET, LOS ANGELES

FILE NO. 21503

PLATE: C-2



CONSOLIDATION TEST

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO PLACE
WEST 6TH STREET, LOS ANGELES

FILE NO. 21503

PLATE: C-3

ASTM D-1557

SAMPLE	TP1 @ 1-5'
SOIL TYPE:	ML
MAXIMUM DENSITY pcf.	122.7
OPTIMUM MOISTURE %	11.5

ASTM D 4829

SAMPLE	TP1 @ 1-5'
SOIL TYPE:	ML
EXPANSION INDEX UBC STANDARD 18-2	118
EXPANSION CHARACTER	HIGH

SULFATE CONTENT

SAMPLE	TP1 @ 1-5'	B1 @ 37.5'	B1 @ 42.5'	B1 @ 47.5'	B1 @ 52.5'
SULFATE CONTENT: (percentage by weight)	< 0.2 %	> 0.2 %	> 0.2 %	< 0.2 %	< 0.1 %

COMPACTION/EXPANSION/SULFATE DATA SHEET

Geotechnologies, Inc.
Consulting Geotechnical Engineers

TF SHATTO, LP

FILE NO. 21666 | PLATE: D-1

SULFATE CONTENT

SAMPLE	B3 @ 37.5'	B3 @ 42.5'	B3 @ 50'	B3 @ 60'	B3 @ 70'
SULFATE CONTENT: (percentage by weight)	> 0.20 %	> 0.20 %	> 0.20 %	> 0.10 %	> 0.20 %

ASTM D-1557

SAMPLE	B1 @ 1-5'	B2 @ 1-5'
SOIL TYPE:	SM	ML
MAXIMUM DENSITY pcf.	126.0	126.6
OPTIMUM MOISTURE %	10.1	10.5

ASTM D 4829

SAMPLE	B1 @ 1-5'	B2 @ 1-5'	B1 @ 35'
SOIL TYPE:	SM	ML	BEDROCK
EXPANSION INDEX UBC STANDARD 18-2	50	94	13
EXPANSION CHARACTER	MODERATE	HIGH	VERY LOW

SULFATE CONTENT

SAMPLE	B1 @ 1- 5'	B2 @ 1-5'	B1 @ 35'
SULFATE CONTENT: (percentage by weight)	< 0.10%	< 0.10%	< 0.10%

COMPACTION/EXPANSION/SULFATE DATA SHEET

Geotechnologies, Inc.
Consulting Geotechnical Engineers

URBAN OFFERINGS

FILE NO. 21503 | PLATE: D

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

PRELIMINARY SOIL REPORT APPROVAL LETTER

September 11, 2018

LOG # 103798-01
SOILS/GEOLOGY FILE - 2

To: Vincent P. Bertoni, AICP, Deputy Advisory Agency
c/o planning.expedited@lacity.org
Department of City Planning
200 N. Spring Street, 7th Floor, Room 750

From: Jesus Adolfo Acosta, Grading Division Chief
Department of Building and Safety

PROPOSED LEGAL: Vesting Tentative Tract VTT-82171, Lot 1 with 4 airspace lots 2 through 5
CURRENT LEGAL: Lots 10, 11, and 12 of Block 3 of the SHATTO PLACE TRACT (MP 6/86)
LOCATION: 3119 W. 6th Street (aka 522, 530 & 550 S. Shatto Place)

CURRENT REFERENCE REPORT/LETTER	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Preliminary Soil Report	21503	08/03/2018	Geotechnologies, Inc.

PREVIOUS REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Dept. Review Letter	103798	06/26/2018	LADBS
Geology/Soils Report	21503	11/22/2017	Geotechnologies, Inc.

The Grading Division of the Department of Building and Safety has reviewed Vesting Tentative Tract VTT-82171 for a 35-story mixed use structure with 4 levels of subterranean parking and the referenced preliminary soil report that provides a preliminary geotechnical engineering investigation to satisfy the requirements for filing a vesting tentative tract map with the Department of City Planning.

The proposed project consists of repurposing an existing church into a restaurant and construction of a 35-story (31-story above grade and 4 subterranean parking levels) mixed-use structure. According to the CDMG Seismic Hazard Zone Report 026 the historic high groundwater level is between the 10 and 20 foot contour levels based upon nearby wells depicted on the map.

The earth materials at the subsurface exploration locations consist of up to 5 feet of uncertified fill underlain by older alluvium and Puente Formation siltstone and claystone bedrock. The consultants recommend to support the proposed structure on mat-type foundations bearing in bedrock and a hydrostatic design for the subsurface retaining walls.

Vesting Tentative Tract VTT-82171 and the referenced reports are acceptable for allowing the Department of City Planning process to continue, provided the following conditions are included in the tract requirements:

1. Prior to issuance of any building permits, a site specific geology and soils investigation and recommendations for the future proposed structures and grading shall be submitted to the Grading Division for review and approval.

2. All foundations shall derive entire support from competent bedrock, as recommended.

3. This letter approves exclusively the option in which the structure is designed to withstand hydrostatic pressures, as a measure to control groundwater under permanent conditions.

4. The structure shall be connected to the public sewer system.

CASEY LEE JENSEN
Engineering Geologist Associate III

LEILA ETAAT
Structural Engineering Associate I

CLJ/LE:clj/le
Log No. 103798-01
213-482-0480

cc: Alex Irvine, Jeff Allen, Applicant
C. Y. Geotech, Inc., Project Consultant
LA District Office

OSHPD

File No. 21666

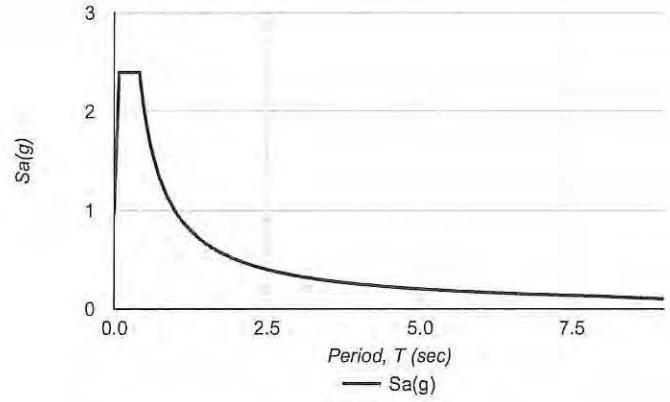
Latitude, Longitude: 34.0639, -118.2895

Date	1/22/2019, 11:54:18 AM
Design Code Reference Document	ASCE7-16
Risk Category	II
Site Class	C - Very Dense Soil and Soft Rock

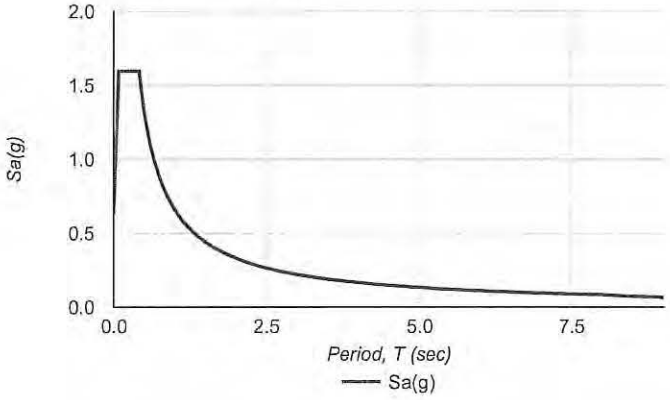
Type	Value	Description
S_S	1.994	MCE_R ground motion. (for 0.2 second period)
S_1	0.71	MCE_R ground motion. (for 1.0s period)
S_{MS}	2.393	Site-modified spectral acceleration value
S_{M1}	0.994	Site-modified spectral acceleration value
S_{DS}	1.595	Numeric seismic design value at 0.2 second SA
S_{D1}	0.663	Numeric seismic design value at 1.0 second SA

Type	Value	Description
SDC	D	Seismic design category
F_a	1.2	Site amplification factor at 0.2 second
F_v	1.4	Site amplification factor at 1.0 second
PGA	0.852	MCE_G peak ground acceleration
F_{PGA}	1.2	Site amplification factor at PGA
PGA_M	1.023	Site modified peak ground acceleration
T_L	8	Long-period transition period in seconds
SsRT	1.994	Probabilistic risk-targeted ground motion. (0.2 second)
SsUH	2.215	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration
SsD	2.461	Factored deterministic acceleration value. (0.2 second)
S1RT	0.71	Probabilistic risk-targeted ground motion. (1.0 second)
S1UH	0.79	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration.
S1D	0.789	Factored deterministic acceleration value. (1.0 second)
PGAd	0.997	Factored deterministic acceleration value. (Peak Ground Acceleration)
C_{RS}	0.9	Mapped value of the risk coefficient at short periods
C_{R1}	0.899	Mapped value of the risk coefficient at a period of 1 s

MCER Response Spectrum



Design Response Spectrum



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Geotechnologies, Inc.

Project: TF Shatto

File No.: 21666

Seismically Induced Lateral Soil Pressure on Retaining Wall

Input:

Height of Retaining Wall:	(H)	70.0 feet
Retained Soil Unit Weight:	(γ)	115.0 pcf
Short Duration Acceleration	(SDs)	1.595 g
Horizontal Ground Acceleration: (1/2 of Sds/2.5)	(k_h)	0.32 g

Seismic Increment (ΔP_{AE}):

$\Delta P_{AE} = (0.5*\gamma*H^2)*(0.75*k_h)$

ΔP_{AE} = 67408.7 lbs/ft

Force applied at 0.6H above the base of the wall
Transfer load to 2/3 of the height of the wall

$T*(2/3)*H = \Delta P_{AE}*0.6*H$

T = 60667.8 lbs/ft

$EFP = 2*T/H^2$

EFP = 24.8 pcf Triangular shape

Geotechnologies, Inc.

Project: TF Shatto, LP
File No.: 21666 Old Alluvium
Geologic Material

Soil Weight	γ	125 pcf
Internal Friction Angle	ϕ	26 degrees
Cohesion	c	440 psf
Height of Retaining Wall	H	25 feet

Cantilever Retaining Wall Design based on At Rest Earth Pressure

$\sigma'_h = K_o\sigma'_v$

$K_o = 1 - \sin\phi$ 0.562

$\sigma'_v = \gamma H$ 3125.0 psf

$\sigma'_h =$ 1755.1 psf

EFP = 70.2 pcf

$P_o =$ 21938.6 lbs/ft (based on a triangular distribution of pressure)

Design wall for an EFP of 70 pcf

Geotechnologies, Inc.

Project: TF Shatto, LP

File No.: 21666 Bedrock - Cross Bedded

Geologic Material

Soil Weight	γ	115	pcf
Internal Friction Angle	ϕ	20	degrees
Cohesion	c	415	psf
Height of Retaining Wall	H	25	feet

Cantilever Retaining Wall Design based on At Rest Earth Pressure

$\sigma'_h = K_o\sigma'_v$

$K_o = 1 - \sin\phi$	0.658	
$\sigma'_v = \gamma H$	2875.0	psf
σ'_h =	1891.7	psf
EFP =	75.7	pcf
P_o =	23646.2	lbs/ft

(based on a triangular distribution of pressure)

Design wall for an EFP of 76 pcf

Restrained Wall Design based on At Rest Earth Pressure

P_o =	23646.2	lbs/ft
$\sigma'_{h,\,max}$ =	47.3 H	
$\sigma'_{h,\,max}$ =	945.8	psf

(based on a trapezoidal distribution of pressure)

Design restrained wall for 43 H

Geotechnologies, Inc.

Project: TF Shatto, LP

File No.: 21666 Bedrock - Daylighted

Geologic Material

Soil Weight	γ	115 pcf
Internal Friction Angle	ϕ	13 degrees
Cohesion	c	180 psf
Height of Retaining Wall	H	25 feet

Cantilever Retaining Wall Design based on At Rest Earth Pressure

$\sigma'_h = K_o\sigma'_v$

$K_o = 1 - \sin\phi$	0.775	
$\sigma'_v = \gamma H$	2875.0 psf	
σ'_h =	2228.3 psf	
EFP =	89.1 pcf	
P_o =	27853.3 lbs/ft	(based on a triangular distribution of pressure)

Design wall for an EFP of 90 pcf

Geotechnologies, Inc.

Project: TF Shatto, LP
File No.: 21666 Old Alluvium - Undrained
Geologic Material

Soil Weight	γ	63 pcf
Internal Friction Angle	ϕ	26 degrees
Cohesion	c	440 psf
Height of Retaining Wall	H	25 feet

Cantilever Retaining Wall Design based on At Rest Earth Pressure

$\sigma'_h = K_o\sigma'_v$

$K_o = 1 - \sin\phi$	0.562	
$\sigma'_v = \gamma H$	1575.0 psf	
σ'_h =	884.6 psf	
EFP =	35.4 pcf	
P_o =	11057.1 lbs/ft	(based on a triangular distribution of pressure)

Design wall for an EFP of 35 pcf

Geotechnologies, Inc.

Project: TF Shatto, LP

File No.: 21666 Bedrock- Favorably Bedded- Undrained

Geologic Material

Soil Weight	γ	53 pcf
Internal Friction Angle	ϕ	20 degrees
Cohesion	c	415 psf
Height of Retaining Wall	H	25 feet

Cantilever Retaining Wall Design based on At Rest Earth Pressure

$\sigma'_h = K_o\sigma'_v$

$K_o = 1 - \sin\phi$ 0.658

$\sigma'_v = \gamma H$ 1325.0 psf

$\sigma'_h =$ 871.8 psf

EFP = 34.9 pcf

$P_o =$ 10897.8 lbs/ft (based on a triangular distribution of pressure)

Design wall for an EFP of 35 pcf

Geotechnologies, Inc.

Project: TF Shatto, LP
File No.: 21666 Bedrock- Daylighted - Undrained
Geologic Material

Soil Weight	γ	53	pcf
Internal Friction Angle	ϕ	13	degrees
Cohesion	c	180	psf
Height of Retaining Wall	H	25	feet

Cantilever Retaining Wall Design based on At Rest Earth Pressure

$\sigma'_h = K_o\sigma'_v$

$K_o = 1 - \sin\phi$ 0.775

$\sigma'_v = \gamma H$ 1325.0 psf

σ'_h = 1026.9 psf

EFP = 41.1 pcf

P_o = 12836.7 lbs/ft (based on a triangular distribution of pressure)

Design wall for an EFP of 41 pcf

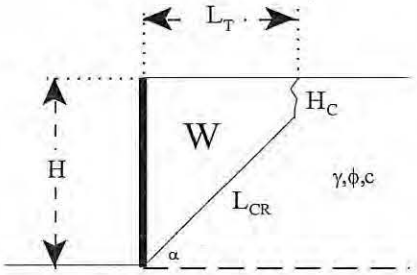
Geotechnologies, Inc.

Project: TF Shatto, LP
File No.: 21666
Description: Alluvium

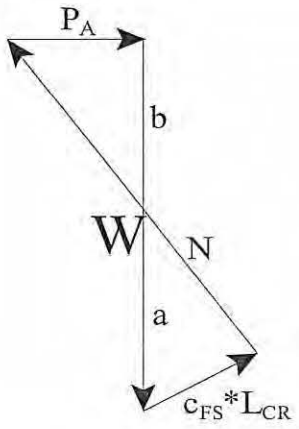
Shoring Design with Level Backfill
(Vector Analysis)

Input:

Shoring Height	(H)	20.00 feet
Unit Weight of Retained Soils	(γ)	125.0 pcf
Friction Angle of Retained Soils	(ϕ)	26.0 degrees
Cohesion of Retained Soils	(c)	440.0 psf
Factor of Safety	(FS)	1.25
		28
Factored Parameters:	(ϕ_{FS})	21.3 degrees
	(c_{FS})	352.0 psf



Failure Angle (α) degrees	Height of Tension Crack (H_c) feet	Area of Wedge (A) $feet^2$	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
20	-121.6	-19779	-2472336.9	414.1	-5917595.8	3445258.9	0.0
21	-511.1	-339681	-42460138.8	1481.9	-88378926.7	45918787.9	0.0
22	236.7	-68828	-8603558.7	-578.4	-15866368.2	7262809.5	0.0
23	96.9	-10594	-1324306.5	-196.9	-2195562.3	871255.8	0.0
24	61.3	-3771	-471374.5	-101.5	-710835.6	239461.1	0.0
25	45.0	-1746	-218252.9	-59.2	-302273.6	84020.7	0.0
26	35.7	-899	-112386.1	-35.9	-144115.5	31729.4	0.0
27	29.7	-474	-59299.6	-21.4	-70894.8	11595.3	0.0
28	25.5	-236	-29554.7	-11.8	-33140.5	3585.8	0.0
29	22.4	-93	-11624.2	-5.0	-12289.9	665.7	0.0
30	20.1	-2	-263.7	-0.1	-264.1	0.4	0.0
31	18.2	57	7181.1	3.5	6841.2	339.9	58.0
32	16.7	97	12165.8	6.3	11066.2	1099.6	207.5
33	15.4	124	15539.4	8.4	13542.2	1997.1	413.0
34	14.4	143	17822.5	10.0	14927.4	2895.1	651.6
35	13.5	155	19347.7	11.3	15618.9	3728.8	907.9
36	12.8	163	20334.4	12.3	15864.2	4470.2	1171.5
37	12.2	167	20931.6	13.0	15821.0	5110.5	1435.1
38	11.6	170	21243.0	13.7	15592.1	5650.9	1693.7
39	11.1	171	21342.3	14.1	15245.3	6097.0	1944.0
40	10.7	170	21282.6	14.5	14826.1	6456.6	2183.5
41	10.3	169	21103.1	14.8	14365.0	6738.1	2410.6
42	10.0	167	20832.6	15.0	13882.7	6950.0	2624.1
43	9.7	164	20493.0	15.1	13393.2	7099.9	2823.2
44	9.5	161	20100.9	15.2	12905.9	7195.1	3007.6
45	9.2	157	19669.0	15.2	12427.0	7242.0	3176.8



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 3176.8 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2*P_A/H^2$

EFP 15.9 pcf

Design Shoring for an Equivalent Fluid Pressure: 28 pcf

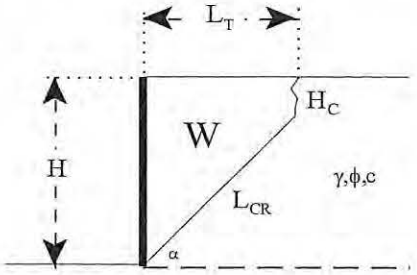
Geotechnologies, Inc.

Project: TF Shatto, LP
File No.: 21666
Description: Alluvium

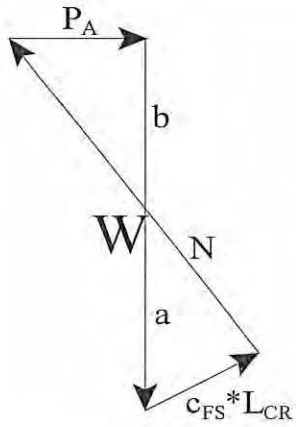
Shoring Design with Level Backfill (Vector Analysis)

Input:

Shoring Height	(H)	30.00 feet
Unit Weight of Retained Soils	(γ)	125.0 pcf
Friction Angle of Retained Soils	(ϕ)	26.0 degrees
Cohesion of Retained Soils	(c)	440.0 psf
Factor of Safety	(FS)	1.25
		28
Factored Parameters:	(ϕ_{FS})	21.3 degrees
	(c_{FS})	352.0 psf



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) $feet^2$	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
20	-121.6	-19092	-2386478.2	443.4	-6335369.8	3948891.6	0.0
21	-511.1	-339030	-42378729.8	1509.8	-90043124.0	47664394.2	0.0
22	236.7	-68210	-8526212.2	-551.7	-15134116.4	6607904.2	0.0
23	96.9	-10005	-1250686.1	-171.3	-1910140.6	659454.5	0.0
24	61.3	-3209	-401185.9	-77.0	-538728.0	137542.1	0.0
25	45.0	-1210	-151237.1	-35.6	-181544.8	30307.7	0.0
26	35.7	-387	-48314.1	-13.1	-52529.6	4215.5	0.0
27	29.7	16	2032.0	0.6	2022.6	9.4	0.9
28	25.5	234	29218.0	9.5	26862.1	2355.8	276.1
29	22.4	358	44752.3	15.6	38290.6	6461.7	871.9
30	20.1	431	53862.8	19.9	43168.8	10694.0	1633.5
31	18.2	474	59189.8	22.9	44687.7	14502.1	2475.0
32	16.7	497	62176.2	25.1	44441.9	17734.3	3346.1
33	15.4	509	63660.1	26.7	43270.6	20389.5	4216.9
34	14.4	513	64152.6	27.9	41632.6	22520.0	5068.9
35	13.5	512	63977.3	28.7	39784.4	24192.9	5890.9
36	12.8	507	63346.3	29.3	37871.5	25474.8	6676.0
37	12.2	499	62401.7	29.7	35976.1	26425.6	7420.4
38	11.6	490	61241.2	29.9	34143.7	27097.5	8121.9
39	11.1	479	59932.8	30.0	32398.1	27534.7	8779.5
40	10.7	468	58524.9	30.0	30750.3	27774.6	9393.1
41	10.3	456	57052.1	30.0	29203.6	27848.5	9963.0
42	10.0	444	55539.3	29.9	27756.7	27782.6	10489.8
43	9.7	432	54004.6	29.8	26405.9	27598.7	10974.5
44	9.5	420	52461.3	29.6	25146.1	27315.2	11417.8
45	9.2	407	50919.0	29.4	23971.5	26947.5	11820.7



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 11820.7 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2*P_A/H^2$

EFP 26.3 pcf

Design Shoring for an Equivalent Fluid Pressure: 28 pcf

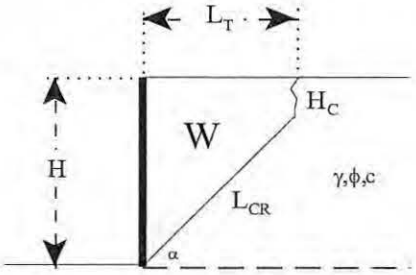
Geotechnologies, Inc.

Project: TF Shatto, LP
File No.: 21666
Description: Bedrock- Favorably oriented

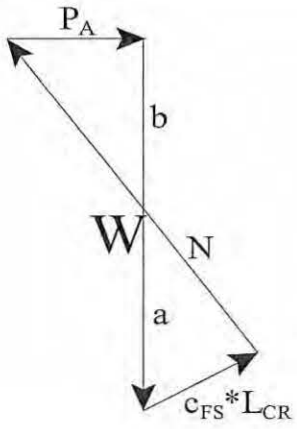
Shoring Design with Level Backfill
(Vector Analysis)

Input:

Shoring Height	(H)	20.00 feet
Unit Weight of Retained Soils	(γ)	115.0 pcf
Friction Angle of Retained Soils	(ϕ)	20.0 degrees
Cohesion of Retained Soils	(c)	415.0 psf
Factor of Safety	(FS)	1.25
		28
Factored Parameters:	(ϕ_{FS})	16.2 degrees
	(c_{FS})	332.0 psf



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) $feet^2$	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
20	44.9	-2222	-255482.6	-72.8	-353534.6	98052.0	0.0
21	35.7	-1142	-131384.4	-43.9	-168479.5	37095.0	0.0
22	29.8	-601	-69102.4	-26.0	-82654.3	13551.9	0.0
23	25.6	-298	-34314.9	-14.2	-38502.6	4187.7	0.0
24	22.5	-117	-13460.1	-6.0	-14238.4	778.3	0.0
25	20.1	-3	-340.7	-0.2	-341.3	0.6	0.0
26	18.2	71	8185.1	4.1	7795.3	389.8	67.1
27	16.7	120	13839.2	7.4	12576.0	1263.2	240.2
28	15.4	153	17624.6	9.8	15331.9	2292.7	477.5
29	14.3	175	20154.3	11.7	16834.2	3320.1	752.2
30	13.5	190	21818.4	13.1	17546.7	4271.7	1046.5
31	12.7	199	22873.0	14.2	17756.4	5116.6	1348.6
32	12.0	204	23491.4	15.0	17645.7	5845.7	1650.4
33	11.5	207	23793.4	15.7	17332.2	6461.2	1946.5
34	11.0	208	23863.3	16.2	16893.1	6970.2	2233.3
35	10.5	207	23761.9	16.5	16379.5	7382.3	2508.2
36	10.1	205	23533.2	16.8	15825.7	7707.6	2769.7
37	9.8	202	23209.9	17.0	15254.2	7955.6	3016.6
38	9.5	198	22816.1	17.1	14680.4	8135.7	3248.4
39	9.2	195	22370.2	17.1	14114.3	8255.9	3464.7
40	9.0	190	21886.0	17.1	13562.2	8323.8	3665.3
41	8.8	186	21374.0	17.1	13028.2	8345.8	3850.2
42	8.6	181	20842.4	17.1	12514.7	8327.7	4019.6
43	8.4	176	20297.2	17.0	12022.8	8274.5	4173.5
44	8.3	172	19743.4	16.9	11552.8	8190.7	4312.2
45	8.1	167	19184.7	16.8	11104.6	8080.1	4435.8



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 4435.8 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2*P_A/H^2$

EFP 22.2 pcf

Design Shoring for an Equivalent Fluid Pressure: 28 pcf

Geotechnologies, Inc.

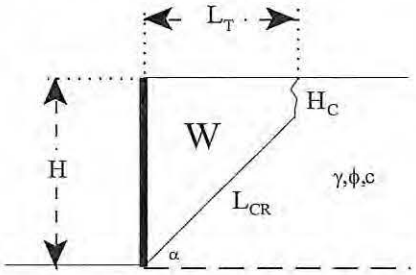
Project: TF Shatto, LP
File No.: 21666
Description: Bedrock- Adverse oriented

Shoring Design with Level Backfill
(Vector Analysis)

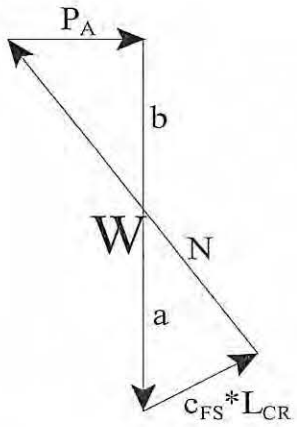
Input:

Shoring Height	(H)	20.00 feet
Unit Weight of Retained Soils	(γ)	115.0 pcf
Friction Angle of Retained Soils	(ϕ)	13.0 degrees
Cohesion of Retained Soils	(c)	180.0 psf
Factor of Safety	(FS)	1.25
Factored Parameters:	(ϕ_{FS})	10.5 degrees
	(c_{FS})	144.0 psf

28



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) $feet^2$	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
20	7.9	464	53307.7	35.3	30215.7	23092.0	3879.1
21	7.2	453	52122.9	35.7	27632.2	24490.8	4554.9
22	6.6	440	50650.4	35.7	25251.9	25398.5	5183.9
23	6.2	426	49039.3	35.4	23103.8	25935.4	5766.7
24	5.8	412	47375.7	35.0	21183.5	26192.2	6305.5
25	5.4	397	45710.3	34.5	19473.5	26236.8	6802.7
26	5.1	383	44072.5	34.0	17951.9	26120.6	7261.4
27	4.9	369	42479.4	33.4	16597.0	25882.4	7684.3
28	4.6	356	40939.9	32.7	15388.1	25551.8	8074.0
29	4.4	343	39458.5	32.1	14307.0	25151.6	8433.0
30	4.3	331	38036.6	31.5	13337.5	24699.1	8763.7
31	4.1	319	36673.6	30.9	12465.8	24207.8	9068.1
32	4.0	308	35368.0	30.3	11679.8	23688.2	9348.1
33	3.8	297	34117.5	29.7	10968.9	23148.6	9605.4
34	3.7	286	32919.5	29.1	10324.4	22595.2	9841.4
35	3.6	276	31771.4	28.6	9738.3	22033.0	10057.6
36	3.5	267	30670.2	28.0	9204.1	21466.1	10255.2
37	3.5	258	29613.2	27.5	8715.9	20897.3	10435.3
38	3.4	249	28597.8	27.0	8268.8	20329.1	10598.7
39	3.3	240	27621.5	26.5	7858.2	19763.2	10746.5
40	3.3	232	26681.8	26.0	7480.5	19201.2	10879.3
41	3.2	224	25776.4	25.6	7132.2	18644.1	10997.9
42	3.2	217	24903.2	25.2	6810.5	18092.7	11102.7
43	3.1	209	24060.2	24.7	6512.6	17547.6	11194.4
44	3.1	202	23245.6	24.3	6236.4	17009.1	11273.3
45	3.1	195	22457.5	23.9	5979.8	16477.7	11339.9



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 11339.9 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2*P_A/H^2$

EFP 56.7 pcf

Design Shoring for an Equivalent Fluid Pressure: 57 pcf

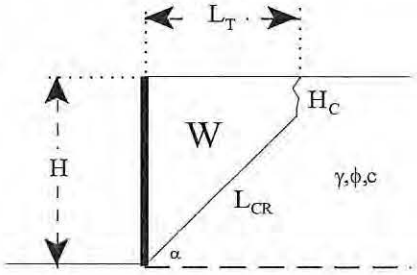
Geotechnologies, Inc.

Project: TF Shatto, LP
File No.: 21666
Description: Alluvium

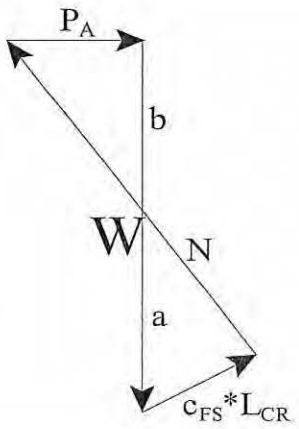
Shoring Design with Level Backfill
(Vector Analysis)

Input:

Shoring Height	(H)	30.00	feet
Unit Weight of Retained Soils	(γ)	125.0	pcf
Friction Angle of Retained Soils	(ϕ)	26.0	degrees
Cohesion of Retained Soils	(c)	440.0	psf
Factor of Safety	(FS)	1.25	
		28	
Factored Parameters:	(ϕ_{FS})	21.3	degrees
	(c_{FS})	352.0	psf



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) $feet^2$	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
20	-121.6	-19092	-2386478.2	443.4	-6335369.8	3948891.6	0.0
21	-511.1	-339030	-42378729.8	1509.8	-90043124.0	47664394.2	0.0
22	236.7	-68210	-8526212.2	-551.7	-15134116.4	6607904.2	0.0
23	96.9	-10005	-1250686.1	-171.3	-1910140.6	659454.5	0.0
24	61.3	-3209	-401185.9	-77.0	-538728.0	137542.1	0.0
25	45.0	-1210	-151237.1	-35.6	-181544.8	30307.7	0.0
26	35.7	-387	-48314.1	-13.1	-52529.6	4215.5	0.0
27	29.7	16	2032.0	0.6	2022.6	9.4	0.9
28	25.5	234	29218.0	9.5	26862.1	2355.8	276.1
29	22.4	358	44752.3	15.6	38290.6	6461.7	871.9
30	20.1	431	53862.8	19.9	43168.8	10694.0	1633.5
31	18.2	474	59189.8	22.9	44687.7	14502.1	2475.0
32	16.7	497	62176.2	25.1	44441.9	17734.3	3346.1
33	15.4	509	63660.1	26.7	43270.6	20389.5	4216.9
34	14.4	513	64152.6	27.9	41632.6	22520.0	5068.9
35	13.5	512	63977.3	28.7	39784.4	24192.9	5890.9
36	12.8	507	63346.3	29.3	37871.5	25474.8	6676.0
37	12.2	499	62401.7	29.7	35976.1	26425.6	7420.4
38	11.6	490	61241.2	29.9	34143.7	27097.5	8121.9
39	11.1	479	59932.8	30.0	32398.1	27534.7	8779.5
40	10.7	468	58524.9	30.0	30750.3	27774.6	9393.1
41	10.3	456	57052.1	30.0	29203.6	27848.5	9963.0
42	10.0	444	55539.3	29.9	27756.7	27782.6	10489.8
43	9.7	432	54004.6	29.8	26405.9	27598.7	10974.5
44	9.5	420	52461.3	29.6	25146.1	27315.2	11417.8
45	9.2	407	50919.0	29.4	23971.5	26947.5	11820.7



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 11820.7 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2*P_A/H^2$

EFP 26.3 pcf

Design Shoring for an Equivalent Fluid Pressure: 28 pcf

Geotechnologies, Inc.

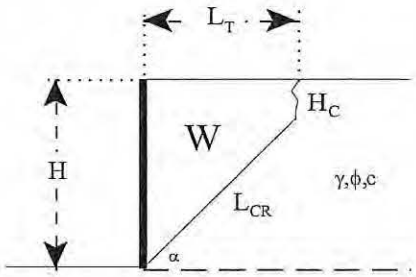
Project: TF Shatto, LP
File No.: 21666
Description: Bedrock - Favorably Oriented

Shoring Design with Level Backfill
(Vector Analysis)

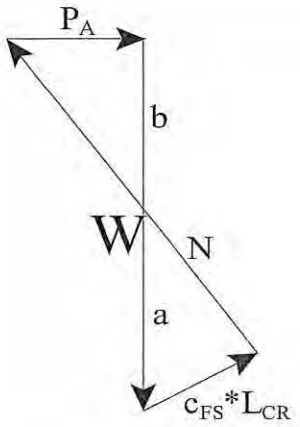
Input:

Shoring Height	(H)	40.00 feet
Unit Weight of Retained Soils	(γ)	125.0 pcf
Friction Angle of Retained Soils	(ϕ)	20.0 degrees
Cohesion of Retained Soils	(c)	415.0 psf
Factor of Safety	(FS)	1.25
Factored Parameters:	(ϕ_{FS})	16.2 degrees
	(c_{FS})	332.0 psf

28



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) $feet^2$	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
20	41.3	-147	-18432.9	-3.9	-18732.1	299.2	0.0
21	32.9	676	84511.5	19.9	76252.3	8259.2	688.6
22	27.4	1052	131561.6	33.7	106915.0	24646.6	2488.6
23	23.5	1233	154165.7	42.2	114153.6	40012.1	4746.9
24	20.7	1318	164694.3	47.6	112180.1	52514.2	7161.5
25	18.5	1350	168759.5	51.0	106592.4	62167.1	9585.9
26	16.7	1353	169176.2	53.1	99769.9	69406.4	11945.8
27	15.3	1340	167464.3	54.4	92761.8	74702.5	14203.9
28	14.2	1316	164491.1	55.0	86029.1	78462.0	16342.5
29	13.2	1286	160773.1	55.3	79760.1	81013.0	18354.7
30	12.4	1253	156627.8	55.3	74013.9	82613.9	20239.5
31	11.7	1218	152255.0	55.0	68788.6	83466.4	21999.3
32	11.1	1182	147782.5	54.6	64054.6	83727.9	23638.5
33	10.5	1146	143292.8	54.1	59771.2	83521.6	25162.1
34	10.1	1111	138839.3	53.5	55895.1	82944.3	26575.7
35	9.7	1076	134456.1	52.9	52383.8	82072.3	27884.9
36	9.3	1041	130164.5	52.2	49198.2	80966.3	29094.9
37	9.0	1008	125977.3	51.5	46302.7	79674.6	30211.0
38	8.7	975	121901.4	50.8	43665.5	78235.9	31237.8
39	8.5	944	117939.9	50.1	41258.6	76681.3	32179.9
40	8.3	913	114093.0	49.4	39057.0	75036.0	33041.2
41	8.1	883	110359.1	48.7	37038.9	73320.3	33825.5
42	7.9	854	106735.7	48.0	35185.1	71550.5	34536.0
43	7.7	826	103219.0	47.3	33478.8	69740.2	35175.9
44	7.6	798	99805.2	46.6	31904.9	67900.3	35747.8
45	7.5	772	96489.9	46.0	30450.3	66039.6	36254.1



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 36254.1 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2*P_A/H^2$

EFP 45.3 pcf

Design Shoring for an Equivalent Fluid Pressure: 45 pcf

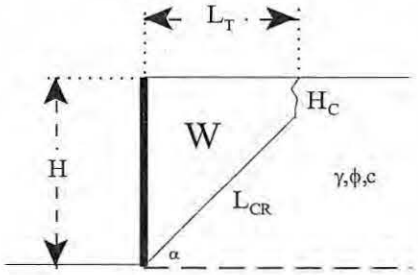
Geotechnologies, Inc.

Project: TF Shatto, LP
File No.: 21666
Description: Bedrock - Favorably Oriented

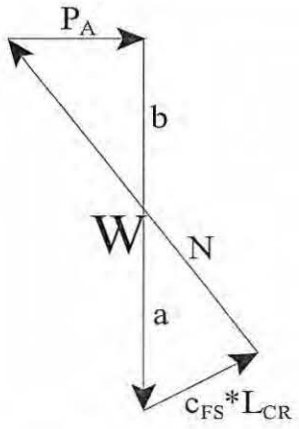
Shoring Design with Level Backfill
(Vector Analysis)

Input:

Shoring Height	(H)	50.00 feet
Unit Weight of Retained Soils	(γ)	125.0 pcf
Friction Angle of Retained Soils	(ϕ)	20.0 degrees
Cohesion of Retained Soils	(c)	415.0 psf
Factor of Safety	(FS)	1.25
		28
Factored Parameters:	(ϕ_{FS})	16.2 degrees
	(c_{FS})	332.0 psf



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) $feet^2$	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
20	41.3	1089	136112.7	25.4	123175.2	12937.5	851.5
21	32.9	1848	231047.8	47.8	183314.1	47733.7	3979.5
22	27.4	2166	270785.3	60.4	191617.3	79168.0	7993.7
23	23.5	2293	286682.4	67.8	183401.8	103280.6	12252.8
24	20.7	2328	291033.9	72.1	170179.8	120854.0	16481.2
25	18.5	2315	289388.0	74.6	156086.1	133301.9	20554.5
26	16.7	2276	284505.8	75.9	142639.4	141866.5	24417.1
27	15.3	2223	277861.2	76.4	130350.6	147510.5	28047.6
28	14.2	2162	270282.0	76.3	119327.2	150954.8	31441.8
29	13.2	2098	262250.8	75.9	109516.0	152734.8	34604.4
30	12.4	2032	254055.6	75.3	100806.0	153249.6	37544.4
31	11.7	1967	245870.7	74.4	93072.2	152798.5	40273.2
32	11.1	1902	237801.3	73.5	86193.7	151607.6	42802.6
33	10.5	1839	229910.3	72.4	80060.9	149849.4	45144.3
34	10.1	1778	222233.4	71.4	74577.2	147656.2	47309.7
35	9.7	1718	214789.4	70.3	69659.1	145130.3	49309.4
36	9.3	1661	207586.0	69.2	65234.6	142351.4	51153.4
37	9.0	1605	200623.6	68.1	61242.0	139381.6	52850.6
38	8.7	1551	193898.2	67.0	57628.3	136269.9	54409.4
39	8.5	1499	187402.9	66.0	54348.1	133054.8	55837.4
40	8.3	1449	181129.1	64.9	51362.4	129766.7	57141.2
41	8.1	1401	175067.4	63.9	48637.5	126429.9	58327.0
42	7.9	1354	169207.6	62.9	46144.2	123063.4	59400.3
43	7.7	1308	163539.7	62.0	43857.4	119682.4	60366.0
44	7.6	1264	158053.8	61.0	41755.0	116298.7	61228.4
45	7.5	1222	152739.9	60.1	39818.0	112921.9	61991.4



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 61991.4 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2*P_A/H^2$

EFP 49.6 pcf

Design Shoring for an Equivalent Fluid Pressure: 50 pcf

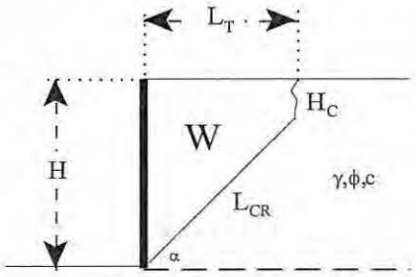
Geotechnologies, Inc.

Project: TF Shatto, LP
File No.: 21666
Description: Bedrock - Favorably Oriented

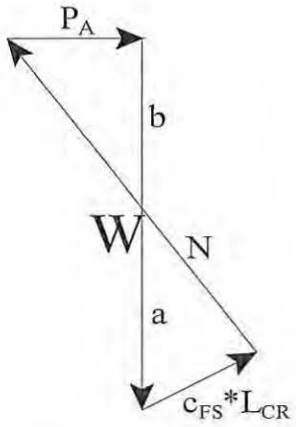
Shoring Design with Level Backfill
(Vector Analysis)

Input:

Shoring Height	(H)	60.00 feet
Unit Weight of Retained Soils	(γ)	120.0 pcf
Friction Angle of Retained Soils	(ϕ)	20.0 degrees
Cohesion of Retained Soils	(c)	415.0 psf
Factor of Safety	(FS)	1.25
		28
Factored Parameters:	(ϕ_{FS})	16.2 degrees
	(c_{FS})	332.0 psf



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) $feet^2$	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
20	43.0	2400	288058.6	49.6	240650.8	47407.9	3120.3
21	34.2	3161	379368.6	71.9	275709.4	103659.3	8642.0
22	28.5	3449	413840.6	84.0	266657.3	147183.3	14861.3
23	24.5	3534	424052.1	90.9	245865.0	178187.1	21139.3
24	21.5	3523	422738.3	94.6	223187.1	199551.3	27213.4
25	19.2	3463	415618.5	96.5	201772.2	213846.3	32974.1
26	17.4	3379	405517.6	97.1	182521.1	222996.5	38380.7
27	16.0	3283	393927.3	97.0	165539.7	228387.5	43425.6
28	14.8	3181	381672.8	96.4	150660.1	231012.7	48116.8
29	13.7	3077	369224.7	95.4	137635.9	231588.8	52469.9
30	12.9	2974	356855.0	94.2	126216.7	230638.2	56503.8
31	12.2	2873	344720.8	92.9	116174.8	228546.1	60238.1
32	11.5	2774	332910.8	91.5	107311.9	225598.9	63692.2
33	11.0	2679	321471.6	90.0	99459.4	222012.2	66884.4
34	10.5	2587	310424.1	88.5	92474.7	217949.4	69832.0
35	10.1	2498	299773.0	87.0	86237.9	213535.1	72550.7
36	9.7	2413	289513.4	85.6	80648.2	208865.2	75054.9
37	9.4	2330	279634.2	84.1	75620.7	204013.5	77357.7
38	9.1	2251	270120.8	82.7	71083.3	199037.5	79471.1
39	8.8	2175	260956.7	81.3	66975.2	193981.6	81405.7
40	8.6	2101	252124.6	80.0	63244.3	188880.3	83171.1
41	8.4	2030	243607.0	78.6	59846.2	183760.8	84775.9
42	8.2	1962	235386.5	77.4	56742.8	178643.7	86227.8
43	8.1	1895	227446.4	76.2	53901.2	173545.2	87533.6
44	7.9	1831	219770.5	75.0	51292.8	168477.7	88699.3
45	7.8	1770	212343.6	73.8	48893.1	163450.6	89730.3



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 89730.3 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2*P_A/H^2$

EFP 49.9 pcf

Design Shoring for an Equivalent Fluid Pressure: 50 pcf

Geotechnologies, Inc.

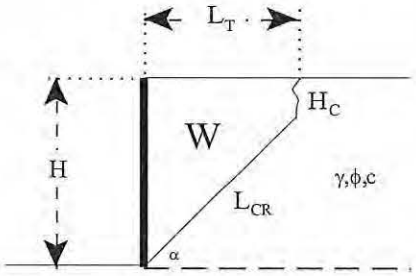
Project: TF Shatto, LP
File No.: 21666
Description: Bedrock - Favorably Oriented

Shoring Design with Level Backfill
(Vector Analysis)

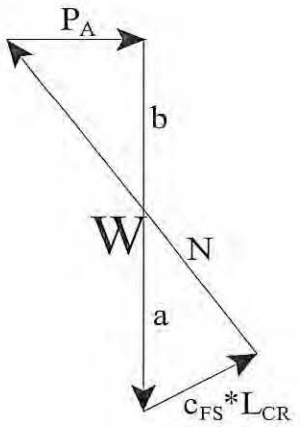
Input:

Shoring Height	(H)	70.00 feet
Unit Weight of Retained Soils	(γ)	120.0 pcf
Friction Angle of Retained Soils	(ϕ)	20.0 degrees
Cohesion of Retained Soils	(c)	415.0 psf
Factor of Safety	(FS)	1.25
Factored Parameters:	(ϕ_{FS})	16.2 degrees
	(c_{FS})	332.0 psf

28



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) $feet^2$	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
20	43.0	4186	502361.9	78.8	382558.0	119803.8	7885.3
21	34.2	4855	582565.6	99.8	382771.1	199794.4	16656.8
22	28.5	5057	606897.3	110.7	351359.6	255537.8	25802.0
23	24.5	5065	607808.6	116.5	315113.2	292695.4	34724.1
24	21.5	4983	597929.2	119.2	281186.8	316742.4	43195.1
25	19.2	4857	582890.1	120.1	251265.9	331624.1	51134.8
26	17.4	4712	565441.3	119.9	225390.6	340050.7	58527.3
27	16.0	4558	547010.9	119.0	203128.5	343882.3	65385.7
28	14.8	4403	528369.5	117.7	183958.2	344411.3	71736.1
29	13.7	4250	509940.4	116.0	167391.7	342548.7	77609.5
30	12.9	4100	491954.9	114.2	153008.8	338946.1	83038.0
31	12.2	3954	474534.6	112.3	140458.4	334076.2	88052.8
32	11.5	3814	457736.9	110.3	129451.1	328285.9	92683.3
33	11.0	3680	441581.1	108.4	119749.0	321832.1	96956.6
34	10.5	3551	426063.8	106.4	111156.8	314907.0	100897.7
35	10.1	3426	411168.5	104.5	103513.2	307655.4	104528.9
36	9.7	3307	396871.2	102.6	96684.6	300186.6	107870.8
37	9.4	3193	383143.7	100.7	90559.9	292583.8	110941.7
38	9.1	3083	369956.3	98.9	85046.1	284910.2	113758.1
39	8.8	2977	357278.7	97.2	80064.7	277214.0	116334.8
40	8.6	2876	345081.4	95.5	75549.7	269531.7	118684.9
41	8.4	2778	333335.7	93.9	71444.8	261890.9	120820.4
42	8.2	2683	322014.3	92.3	67701.9	254312.4	122751.6
43	8.1	2592	311091.1	90.8	64279.8	246811.3	124488.0
44	7.9	2505	300541.9	89.4	61143.0	239398.9	126037.6
45	7.8	2420	290343.6	88.0	58260.7	232082.9	127407.8



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 127407.8 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2*P_A/H^2$

EFP 52.0 pcf

Design Shoring for an Equivalent Fluid Pressure: 52 pcf

Geotechnologies, Inc.

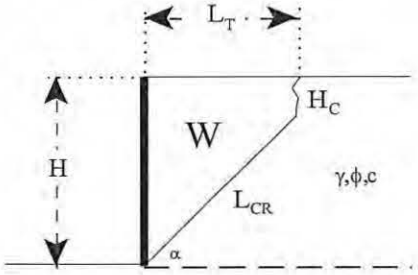
Project: TF Shatto, LP
File No.: 21666
Description: Bedrock - Adverse Oriented

Shoring Design with Level Backfill
(Vector Analysis)

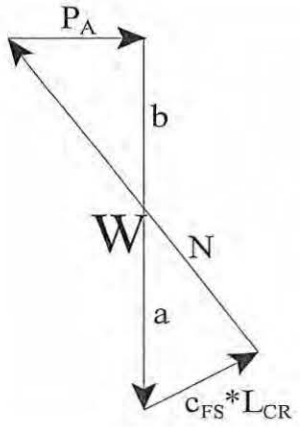
Input:

Shoring Height	(H)	40.00 feet
Unit Weight of Retained Soils	(γ)	125.0 pcf
Friction Angle of Retained Soils	(ϕ)	13.0 degrees
Cohesion of Retained Soils	(c)	180.0 psf
Factor of Safety	(FS)	1.25
Factored Parameters:	(ϕ_{FS})	10.5 degrees
	(c_{FS})	144.0 psf

28



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) $feet^2$	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
20	7.3	2125	265654.2	95.7	81781.5	183872.7	30887.5
21	6.6	2027	253338.3	93.1	72099.6	181238.7	33707.4
22	6.1	1934	241734.3	90.5	64061.2	177673.0	36263.3
23	5.7	1847	230851.5	87.9	57321.6	173529.9	38584.1
24	5.3	1765	220663.2	85.3	51618.6	169044.5	40695.4
25	5.0	1689	211126.4	82.9	46751.9	164374.5	42619.4
26	4.7	1618	202192.7	80.5	42566.3	159626.3	44375.4
27	4.5	1551	193813.2	78.3	38941.0	154872.2	45980.2
28	4.3	1488	185941.2	76.1	35780.4	150160.8	47448.4
29	4.1	1428	178533.0	74.1	33008.6	145524.4	48792.6
30	3.9	1372	171548.6	72.2	30564.3	140984.2	50024.0
31	3.8	1320	164951.5	70.3	28398.1	136553.4	51152.2
32	3.6	1270	158708.9	68.6	26469.3	132239.6	52185.8
33	3.5	1222	152791.0	67.0	24744.6	128046.5	53132.1
34	3.4	1177	147171.1	65.4	23196.2	123974.9	53997.7
35	3.3	1135	141824.8	63.9	21800.9	120023.9	54788.4
36	3.2	1094	136730.5	62.5	20539.3	116191.2	55509.3
37	3.2	1055	131868.4	61.2	19394.9	112473.4	56164.7
38	3.1	1018	127220.6	59.9	18353.7	108866.9	56758.8
39	3.1	982	122771.1	58.7	17403.8	105367.3	57294.8
40	3.0	948	118505.1	57.6	16534.8	101970.3	57775.9
41	3.0	915	114409.3	56.5	15737.8	98671.5	58204.8
42	2.9	884	110471.6	55.4	15005.3	95466.3	58583.7
43	2.9	853	106680.9	54.4	14330.5	92350.4	58914.6
44	2.9	824	103027.1	53.5	13707.6	89319.5	59199.4
45	2.8	796	99500.9	52.6	13131.4	86369.4	59439.4



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 59439.4 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2*P_A/H^2$

EFP 74.3 pcf

Design Shoring for an Equivalent Fluid Pressure: 74 pcf

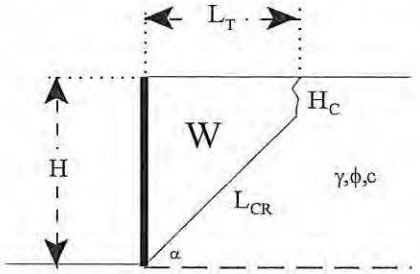
Geotechnologies, Inc.

Project: TF Shatto, LP
File No.: 21666
Description: Bedrock - Adverse Oriented

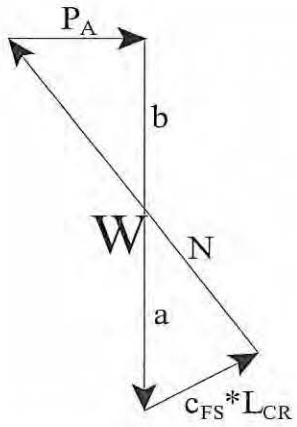
Shoring Design with Level Backfill
(Vector Analysis)

Input:

Shoring Height	(H)	50.00 feet
Unit Weight of Retained Soils	(γ)	125.0 pcf
Friction Angle of Retained Soils	(ϕ)	13.0 degrees
Cohesion of Retained Soils	(c)	180.0 psf
Factor of Safety	(FS)	1.25
		28
Factored Parameters:	(ϕ_{FS})	10.5 degrees
	(c_{FS})	144.0 psf



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) $feet^2$	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
20	7.3	3362	420199.8	124.9	106773.7	313426.1	52650.4
21	6.6	3199	399874.6	121.0	93709.8	306164.8	56941.6
22	6.1	3048	380957.9	117.2	82963.8	297994.1	60821.0
23	5.7	2907	363368.2	113.5	74018.8	289349.4	64336.4
24	5.3	2776	347002.7	109.9	66493.5	280509.2	67529.2
25	5.0	2654	331754.9	106.5	60102.0	271652.9	70434.8
26	4.7	2540	317522.3	103.3	54626.8	262895.5	73083.8
27	4.5	2434	304210.1	100.3	49900.2	254309.9	75502.4
28	4.3	2334	291732.1	97.4	45791.3	245940.8	77713.4
29	4.1	2240	280010.7	94.7	42196.6	237814.0	79736.3
30	3.9	2152	268976.4	92.2	39033.7	229942.7	81588.3
31	3.8	2069	258567.2	89.8	36235.8	222331.4	83284.3
32	3.6	1990	248727.7	87.5	33748.9	214978.8	84837.2
33	3.5	1915	239408.4	85.3	31528.4	207880.0	86258.5
34	3.4	1845	230565.1	83.3	29537.7	201027.4	87558.2
35	3.3	1777	222158.2	81.4	27746.1	194412.1	88745.0
36	3.2	1713	214152.0	79.5	26128.0	188024.0	89826.7
37	3.2	1652	206514.6	77.8	24661.7	181852.9	90810.1
38	3.1	1594	199217.3	76.2	23328.9	175888.4	91701.0
39	3.1	1538	192234.0	74.6	22114.0	170120.0	92504.9
40	3.0	1484	185541.2	73.1	21003.6	164537.6	93226.3
41	3.0	1433	179117.5	71.7	19986.1	159131.5	93869.2
42	2.9	1384	172943.6	70.4	19051.5	153892.1	94437.2
43	2.9	1336	167001.7	69.1	18191.1	148810.6	94933.2
44	2.9	1290	161275.7	67.9	17397.4	143878.3	95359.9
45	2.8	1246	155750.9	66.7	16663.9	139087.0	95719.5



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 95719.5 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2*P_A/H^2$

EFP 76.6 pcf

Design Shoring for an Equivalent Fluid Pressure: 77 pcf

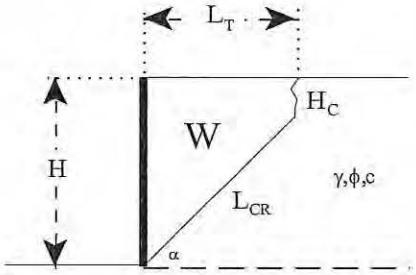
Geotechnologies, Inc.

Project: TF Shatto, LP
File No.: 21666
Description: Bedrock - Adverse Oriented

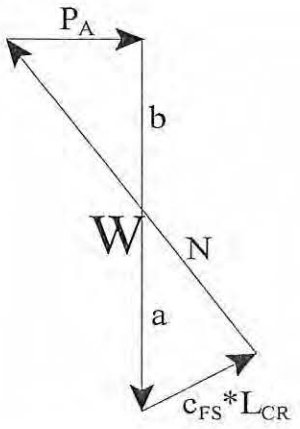
Shoring Design with Level Backfill
(Vector Analysis)

Input:

Shoring Height	(H)	60.00 feet
Unit Weight of Retained Soils	(γ)	120.0 pcf
Friction Angle of Retained Soils	(ϕ)	13.0 degrees
Cohesion of Retained Soils	(c)	180.0 psf
Factor of Safety	(FS)	1.25
		28
Factored Parameters:	(ϕ_{FS})	10.5 degrees
	(c_{FS})	144.0 psf



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) $feet^2$	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
20	7.6	4867	583982.7	153.3	131008.0	452974.7	76092.2
21	6.9	4627	555229.9	148.1	114722.5	440507.4	81927.2
22	6.4	4405	528603.7	143.2	101385.1	427218.6	87195.9
23	5.9	4199	503933.2	138.4	90321.6	413611.6	91965.9
24	5.5	4009	481039.2	133.9	81040.1	399999.2	96295.0
25	5.2	3831	459750.7	129.7	73175.1	386575.5	100232.3
26	4.9	3666	439909.7	125.7	66450.8	373458.9	103820.0
27	4.7	3511	421374.0	121.9	60655.4	360718.7	107094.3
28	4.4	3367	404016.7	118.4	55624.5	348392.2	110086.4
29	4.2	3231	387724.5	115.0	51228.7	336495.8	112823.1
30	4.1	3103	372397.4	111.9	47365.0	325032.4	115328.0
31	3.9	2983	357946.4	108.9	43950.5	313995.9	117621.3
32	3.8	2869	344292.5	106.1	40918.1	303374.4	119720.8
33	3.7	2761	331365.6	103.4	38212.7	293152.9	121642.0
34	3.6	2659	319102.9	100.9	35788.8	283314.1	123398.5
35	3.5	2562	307448.8	98.6	33608.8	273839.9	125002.2
36	3.4	2470	296353.0	96.3	31641.0	264712.0	126463.7
37	3.3	2381	285770.7	94.2	29858.8	255911.9	127792.1
38	3.2	2297	275661.6	92.2	28239.7	247421.9	128995.7
39	3.2	2217	265989.2	90.3	26764.4	239224.8	130081.5
40	3.1	2139	256720.6	88.5	25416.6	231304.0	131055.8
41	3.1	2065	247825.9	86.8	24182.0	223643.9	131924.1
42	3.0	1994	239278.1	85.1	23048.5	216229.6	132691.1
43	3.0	1925	231052.5	83.6	22005.4	209047.2	133360.9
44	3.0	1859	223126.7	82.1	21043.5	202083.2	133937.2
45	2.9	1796	215480.1	80.7	20154.7	195325.4	134422.7



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 134422.7 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2*P_A/H^2$

EFP 74.7 pcf

Design Shoring for an Equivalent Fluid Pressure: 77 pcf

Geotechnologies, Inc.

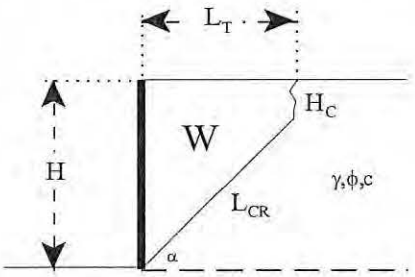
Project: TF Shatto, LP
File No.: 21666
Description: Bedrock - Adverse Oriented

Shoring Design with Level Backfill
(Vector Analysis)

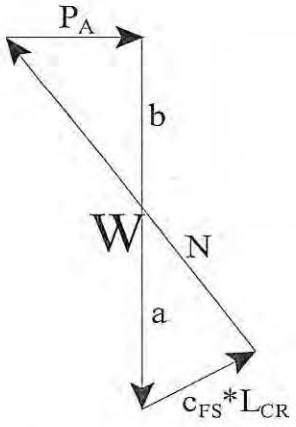
Input:

Shoring Height	(H)	70.00 feet
Unit Weight of Retained Soils	(γ)	120.0 pcf
Friction Angle of Retained Soils	(ϕ)	13.0 degrees
Cohesion of Retained Soils	(c)	180.0 psf
Factor of Safety	(FS)	1.25
Factored Parameters:	(ϕ_{FS})	10.5 degrees
	(c_{FS})	144.0 psf

28



Failure Angle (α) degrees	Height of Tension Crack (H_C) feet	Area of Wedge (A) feet^2	Weight of Wedge (W) lbs/lineal foot	Length of Failure Plane (L_{CR}) feet	a lbs/lineal foot	b lbs/lineal foot	Active Pressure (P_A) lbs/lineal foot
20	7.6	6652	798285.9	182.5	156000.2	642285.8	107893.3
21	6.9	6320	758426.8	176.0	136332.7	622094.1	115699.4
22	6.4	6014	721660.5	169.9	120287.6	601372.9	122741.0
23	5.9	5731	687689.6	164.0	107018.9	580670.8	129111.3
24	5.5	5469	656230.1	158.5	95915.0	560315.1	134889.1
25	5.2	5225	627022.2	153.4	86525.3	540496.9	140141.4
26	4.9	4999	599833.4	148.5	78511.2	521322.2	144925.4
27	4.7	4787	574457.7	143.9	71614.5	502843.1	149289.8
28	4.4	4589	550713.3	139.7	65635.3	485078.0	153276.9
29	4.2	4404	528440.3	135.6	60416.7	468023.5	156922.9
30	4.1	4229	507497.4	131.9	55834.3	451663.1	160259.1
31	3.9	4065	487760.2	128.3	51788.3	435971.9	163313.0
32	3.8	3909	469118.6	124.9	48197.7	420920.9	166108.2
33	3.7	3762	451475.0	121.8	44996.6	406478.5	168665.7
34	3.6	3623	434742.7	118.8	42130.4	392612.3	171003.7
35	3.5	3490	418844.3	116.0	39554.0	379290.3	173138.1
36	3.4	3364	403710.8	113.3	37229.7	366481.1	175082.9
37	3.3	3244	389280.2	110.8	35125.6	354154.6	176850.6
38	3.2	3129	375497.0	108.4	33214.9	342282.1	178452.0
39	3.2	3019	362311.2	106.2	31474.7	330836.5	179896.6
40	3.1	2914	349677.3	104.0	29885.4	319791.9	181192.7
41	3.1	2813	337554.6	102.0	28430.2	309124.4	182347.8
42	3.0	2716	325905.9	100.1	27094.6	298811.3	183368.0
43	3.0	2622	314697.3	98.2	25866.0	288831.3	184259.0
44	3.0	2532	303898.1	96.5	24733.3	279164.8	185025.4
45	2.9	2446	293480.1	94.8	23687.1	269793.0	185671.2



Design Equations (Vector Analysis):

$a = c_{FS}*L_{CR}*\sin(90+\phi_{FS})/\sin(\alpha-\phi_{FS})$

$b = W-a$

$P_A = b*\tan(\alpha-\phi_{FS})$

$EFP = 2*P_A/H^2$

Maximum Active Pressure Resultant

$P_{A,\,max}$ 185671.2 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

$EFP = 2*P_A/H^2$

EFP 75.8 pcf

Design Shoring for an Equivalent Fluid Pressure: 77 pcf

Appendix G
Greenhouse Gas Worksheets

Greenhouse Gases – Existing Site Operational Emission Calculation Worksheets

ESA

514-550 Shatto Place-Existing Operations

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	27.84	1000sqft	1.00	27,843.00	0
Elementary School	170.00	Student	0.52	14,212.57	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	802.68	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor linearly adjusted to account for RPS of year 2018.

Land Use - Updated to reflect existing project office building and pre-dedicated lot acreage

Vehicle Trips - Operational mobile for existing office building is calculated externally

Energy Use - Elementray school and General Office Building utilize historical data for energy intensity

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	2.00	1.00
tblConstructionPhase	NumDays	4.00	2.00
tblConstructionPhase	NumDays	200.00	100.00

tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	10.00	5.00
tblLandUse	LandUseSquareFeet	27,840.00	27,843.00
tblLandUse	LotAcreage	0.64	1.00
tblLandUse	LotAcreage	0.33	0.52
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	6.00	1.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	6.00	4.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	7.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	802.68
tblSolidWaste	SolidWasteGenerationRate	25.89	30.66
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	1.29	0.00
tblVehicleTrips	WD_TR	11.03	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1717	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9100e-003	4.9100e-003	1.0000e-005	0.0000	5.2500e-003
Energy	2.7700e-003	0.0252	0.0212	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003	0.0000	218.5551	218.5551	7.4300e-003	1.9300e-003	219.3164
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	12.5205	0.0000	12.5205	0.7399	0.0000	31.0190
Water						0.0000	0.0000		0.0000	0.0000	1.7006	41.9659	43.6665	0.1762	4.4400e-003	49.3935
Total	**0.1745**	**0.0252**	**0.0237**	**1.5000e-004**	**0.0000**	**1.9200e-003**	**1.9200e-003**	**0.0000**	**1.9200e-003**	**1.9200e-003**	**14.2210**	**260.5259**	**274.7469**	**0.9236**	**6.3700e-003**	**299.7341**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1717	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9100e-003	4.9100e-003	1.0000e-005	0.0000	5.2500e-003
Energy	2.7700e-003	0.0252	0.0212	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003	0.0000	218.5551	218.5551	7.4300e-003	1.9300e-003	219.3164
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	12.5205	0.0000	12.5205	0.7399	0.0000	31.0190
Water						0.0000	0.0000		0.0000	0.0000	1.7006	41.9659	43.6665	0.1762	4.4400e-003	49.3935
Total	**0.1745**	**0.0252**	**0.0237**	**1.5000e-004**	**0.0000**	**1.9200e-003**	**1.9200e-003**	**0.0000**	**1.9200e-003**	**1.9200e-003**	**14.2210**	**260.5259**	**274.7469**	**0.9236**	**6.3700e-003**	**299.7341**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Elementary School	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Elementary School	0.00	0.00	0.00	65.00	30.00	5.00	63	25	12
General Office Building	0.00	0.00	0.00	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Elementary School	0.544547	0.044708	0.198656	0.126890	0.018261	0.005879	0.019662	0.030939	0.001958	0.002113	0.004656	0.000702	0.001029
General Office Building	0.544547	0.044708	0.198656	0.126890	0.018261	0.005879	0.019662	0.030939	0.001958	0.002113	0.004656	0.000702	0.001029

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	191.1296	191.1296	6.9100e-003	1.4300e-003	191.7280
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	191.1296	191.1296	6.9100e-003	1.4300e-003	191.7280
NaturalGas Mitigated	2.7700e-003	0.0252	0.0212	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003	0.0000	27.4254	27.4254	5.3000e-004	5.0000e-004	27.5884
NaturalGas Unmitigated	2.7700e-003	0.0252	0.0212	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003	0.0000	27.4254	27.4254	5.3000e-004	5.0000e-004	27.5884

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Elementary School	167566	9.0000e-004	8.2100e-003	6.9000e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9420	8.9420	1.7000e-004	1.6000e-004	8.9951
General Office Building	346367	1.8700e-003	0.0170	0.0143	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4835	18.4835	3.5000e-004	3.4000e-004	18.5933
Total		**2.7700e-003**	**0.0252**	**0.0212**	**1.5000e-004**		**1.9100e-003**	**1.9100e-003**		**1.9100e-003**	**1.9100e-003**	**0.0000**	**27.4254**	**27.4254**	**5.2000e-004**	**5.0000e-004**	**27.5884**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Elementary School	167566	9.0000e-004	8.2100e-003	6.9000e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9420	8.9420	1.7000e-004	1.6000e-004	8.9951
General Office Building	346367	1.8700e-003	0.0170	0.0143	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4835	18.4835	3.5000e-004	3.4000e-004	18.5933
Total		**2.7700e-003**	**0.0252**	**0.0212**	**1.5000e-004**		**1.9100e-003**	**1.9100e-003**		**1.9100e-003**	**1.9100e-003**	**0.0000**	**27.4254**	**27.4254**	**5.2000e-004**	**5.0000e-004**	**27.5884**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Elementary School	100625	36.6365	1.3200e-003	2.7000e-004	36.7512
General Office Building	424327	154.4931	5.5800e-003	1.1500e-003	154.9768
Total		**191.1296**	**6.9000e-003**	**1.4200e-003**	**191.7280**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Elementary School	100625	36.6365	1.3200e-003	2.7000e-004	36.7512
General Office Building	424327	154.4931	5.5800e-003	1.1500e-003	154.9768
Total		**191.1296**	**6.9000e-003**	**1.4200e-003**	**191.7280**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1717	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9100e-003	4.9100e-003	1.0000e-005	0.0000	5.2500e-003
Unmitigated	0.1717	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9100e-003	4.9100e-003	1.0000e-005	0.0000	5.2500e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0195					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1520					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4000e-004	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9100e-003	4.9100e-003	1.0000e-005	0.0000	5.2500e-003
Total	**0.1717**	**2.0000e-005**	**2.5600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.9100e-003**	**4.9100e-003**	**1.0000e-005**	**0.0000**	**5.2500e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0195					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1520					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4000e-004	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9100e-003	4.9100e-003	1.0000e-005	0.0000	5.2500e-003
Total	**0.1717**	**2.0000e-005**	**2.5600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.9100e-003**	**4.9100e-003**	**1.0000e-005**	**0.0000**	**5.2500e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	43.6665	0.1762	4.4400e-003	49.3935
Unmitigated	43.6665	0.1762	4.4400e-003	49.3935

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Elementary School	0.412121 / 1.05974	6.3712	0.0137	3.6000e-004	6.8210
General Office Building	4.94811 / 3.03271	37.2953	0.1625	4.0700e-003	42.5725
Total		**43.6665**	**0.1762**	**4.4300e-003**	**49.3935**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Elementary School	0.412121 / 1.05974	6.3712	0.0137	3.6000e-004	6.8210
General Office Building	4.94811 / 3.03271	37.2953	0.1625	4.0700e-003	42.5725
Total		**43.6665**	**0.1762**	**4.4300e-003**	**49.3935**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	12.5205	0.7399	0.0000	31.0190
Unmitigated	12.5205	0.7399	0.0000	31.0190

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Elementary School	31.02	6.2968	0.3721	0.0000	15.6000
General Office Building	30.66	6.2237	0.3678	0.0000	15.4190
Total		**12.5205**	**0.7399**	**0.0000**	**31.0190**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Elementary School	31.02	6.2968	0.3721	0.0000	15.6000
General Office Building	30.66	6.2237	0.3678	0.0000	15.4190
Total		**12.5205**	**0.7399**	**0.0000**	**31.0190**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

550 Shatto Place - Operational Mobile Emissions with EMFAC2017 and SAFE
Mobile Source Emissions Calculations

			CO_2	CH_4	N_2O	$MTCO_2e$[1]
Scenario	**Year**	**VMT/day**	**GHG Emissions (metric tons/day)**			
Existing	2020	422	0.17	0.00	0.00	0.17

Scenario	**Year**	**VMT/year**	**GHG Emissions (metric tons/year)**			
Existing	2020	154,178	61.23	0.00	0.00	62.37

Notes:

1) Assumes Global Warming Potential of CO_2 = 1, CH_4 = 25, and N_2O = 298

Sources:

- EMFAC2017 (v1.0.3) Emissions Inventory
- ESA 2020

550 Shatto Place - Operational Mobile Emissions with EMFAC2017 and SAFE

Data Pivot Table Summary

Region	South Coast AQMD

Row Labels	Sum of ROG_TOTAL	Sum of NOx_TOTEX	Sum of CO_TOTEX	Sum of SOx_TOTEX	Sum of PM10_TOTAL	Sum of PM2.5_TOTAL	Sum of CO2_TOTEX	Sum of CH4_TOTEX	Sum of N2O_TOTEX	Sum of VMT
2020	83.47099158	180.3654176	755.1161284	1.977805972	28.53754001	12.91494089	203483.5335	13.24570066	11.56050389	464792657.2
Grand Total	**83.47099158**	**180.3654176**	**755.1161284**	**1.977805972**	**28.53754001**	**12.91494089**	**203483.5335**	**13.24570066**	**11.56050389**	**464792657.2**

Tons/day

Year	Sum of ROG_TOTAL	Sum of NOx_TOTEX	Sum of CO_TOTEX	Sum of SOx_TOTEX	Sum of PM10_TOTAL	Sum of PM2.5_TOTAL	Sum of CO2_TOTEX	Sum of CH4_TOTEX	Sum of N2O_TOTEX	Sum of VMT
2020	83.47099158	180.3654176	755.1161284	1.977805972	28.53754001	12.91494089	203483.5335	13.24570066	11.56050389	464792657.2

Emission Factors

	lbs/mile						metric ton/mile		
Year	**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2_5**	**CO2**	**CH4**	**N2O**
2020	0.000359175	0.000776111	0.00324926	8.51049E-06	0.000122797	5.55729E-05	0.00039716	2.5853E-08	2.25639E-08

Greenhouse Gases – Modified Project Construction Emission Calculation Worksheets

ESA

514-550 Shatto Place - Construction

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	32.77	1000sqft	0.10	32,774.00	0
Enclosed Parking with Elevator	470.00	Space	0.49	188,000.00	0
Other Non-Asphalt Surfaces	96.97	1000sqft	0.20	96,971.00	0
City Park	0.75	Acre	0.10	32,855.00	0
Health Club	5.15	1000sqft	0.10	5,153.00	0
High Turnover (Sit Down Restaurant)	24.43	1000sqft	0.10	24,435.00	0
Recreational Swimming Pool	4.64	1000sqft	0.10	4,642.00	0
Apartments High Rise	422.00	Dwelling Unit	0.50	449,330.00	1190

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Updated based on Project specifications

Construction Phase - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Off-road Equipment -

Off-road Equipment - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Off-road Equipment - Updated based on Project specifications

Trips and VMT - Calculated externally

Demolition -

Grading - Updated based on Project specifications

Construction Off-road Equipment Mitigation - Updated based on Project mitigations

Table Name	Column Name	Default Value	New Value
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00

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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstructionPhase	NumDaysWeek	5.00	6.00
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tblLandUse	LandUseSquareFeet	4,640.00	4,642.00
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2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1722	1.7319	1.3280	2.4200e-003	0.2799	0.0888	0.3687	0.1370	0.0823	0.2193	0.0000	211.7954	211.7954	0.0629	0.0000	213.3670
2022	0.2950	2.5192	2.5346	4.5100e-003	0.0858	0.1246	0.2104	0.0441	0.1190	0.1631	0.0000	382.7951	382.7951	0.0751	0.0000	384.6722
2023	1.4355	2.7202	3.0803	5.3100e-003	0.0000	0.1243	0.1243	0.0000	0.1199	0.1199	0.0000	445.4806	445.4806	0.0762	0.0000	447.3861
2024	0.7585	1.0147	1.4523	2.3500e-003	0.0000	0.0459	0.0459	0.0000	0.0440	0.0440	0.0000	202.6696	202.6696	0.0384	0.0000	203.6283
Maximum	**1.4355**	**2.7202**	**3.0803**	**5.3100e-003**	**0.2799**	**0.1246**	**0.3687**	**0.1370**	**0.1199**	**0.2193**	**0.0000**	**445.4806**	**445.4806**	**0.0762**	**0.0000**	**447.3861**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0303	0.1770	1.4726	2.4200e-003	0.1091	3.8800e-003	0.1130	0.0534	3.8800e-003	0.0573	0.0000	211.7951	211.7951	0.0629	0.0000	213.3667
2022	0.0348	0.3421	3.1241	4.5100e-003	0.0335	5.9500e-003	0.0394	0.0172	5.9500e-003	0.0231	0.0000	263.9986	263.9986	0.0473	0.0000	265.1798
2023	1.1305	0.3453	3.9349	5.3100e-003	0.0000	6.6000e-003	6.6000e-003	0.0000	6.6000e-003	6.6000e-003	0.0000	287.4182	287.4182	0.0440	0.0000	288.5176
2024	0.6701	0.2564	2.3343	2.3500e-003	0.0000	4.5300e-003	4.5300e-003	0.0000	4.5300e-003	4.5300e-003	0.0000	192.5211	192.5211	0.0368	0.0000	193.4399
Maximum	**1.1305**	**0.3453**	**3.9349**	**5.3100e-003**	**0.1091**	**6.6000e-003**	**0.1130**	**0.0534**	**6.6000e-003**	**0.0573**	**0.0000**	**287.4182**	**287.4182**	**0.0629**	**0.0000**	**288.5176**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**29.89**	**85.97**	**-29.43**	**0.00**	**61.00**	**94.54**	**78.17**	**61.00**	**94.26**	**83.23**	**0.00**	**23.09**	**23.09**	**24.42**	**0.00**	**23.10**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**7-1-2021**	**9-30-2021**	0.8552	0.0591
2	**10-1-2021**	**12-31-2021**	1.0455	0.1478
3	**1-1-2022**	**3-31-2022**	0.8337	0.1616
4	**4-1-2022**	**6-30-2022**	0.7167	0.1098
5	**7-1-2022**	**9-30-2022**	0.6326	0.0532
6	**10-1-2022**	**12-31-2022**	0.6326	0.0532
7	**1-1-2023**	**3-31-2023**	0.9249	0.3283
8	**4-1-2023**	**6-30-2023**	0.9351	0.3319
9	**7-1-2023**	**9-30-2023**	1.1111	0.3947
10	**10-1-2023**	**12-31-2023**	1.1953	0.4248
11	**1-1-2024**	**3-31-2024**	0.7662	0.3843
12	**4-1-2024**	**6-30-2024**	0.7277	0.3988
13	**7-1-2024**	**9-30-2024**	0.2728	0.1410
		Highest	1.1953	0.4248

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2021	9/30/2021	6	79	
2	Grading/Excavation	Grading	10/1/2021	1/31/2022	6	105	
3	Utilities/ Trenching	Trenching	1/1/2022	1/31/2022	6	26	
4	Foundations - Intermittent Pour	Building Construction	2/1/2022	5/31/2022	6	103	
5	Building Construction - Intermittent Pour	Building Construction	6/1/2022	1/31/2024	6	523	
6	Architectural Coating/Finishing	Architectural Coating	1/1/2023	7/31/2024	6	495	
7	Renovation of Existing Use	Building Construction	8/1/2023	7/31/2024	6	314	
8	Paving	Paving	5/1/2024	7/31/2024	6	79	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.69

Residential Indoor: 909,893; Residential Outdoor: 303,298; Non-Residential Indoor: 94,676; Non-Residential Outdoor: 31,559; Striped

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading/Excavation	Bore/Drill Rigs	1	8.00	221	0.50
Grading/Excavation	Excavators	2	8.00	158	0.38
Grading/Excavation	Graders	0	6.00	187	0.41
Grading/Excavation	Rubber Tired Dozers	1	8.00	247	0.40
Grading/Excavation	Sweepers/Scrubbers	1	8.00	64	0.46
Grading/Excavation	Tractors/Loaders/Backhoes	2	8.00	97	0.37

Utilities/ Trenching	Sweepers/Scrubbers	1	8.00	64	0.46
Utilities/ Trenching	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Foundations - Intermittent Pour	Cranes	1	8.00	231	0.29
Foundations - Intermittent Pour	Forklifts	1	8.00	89	0.20
Foundations - Intermittent Pour	Generator Sets	0	8.00	84	0.74
Foundations - Intermittent Pour	Pumps	3	8.00	84	0.74
Foundations - Intermittent Pour	Sweepers/Scrubbers	1	8.00	64	0.46
Foundations - Intermittent Pour	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Foundations - Intermittent Pour	Welders	0	8.00	46	0.45
Building Construction - Intermittent Pour	Cranes	1	8.00	231	0.29
Building Construction - Intermittent Pour	Forklifts	1	8.00	89	0.20
Building Construction - Intermittent Pour	Generator Sets	1	8.00	84	0.74
Building Construction - Intermittent Pour	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction - Intermittent Pour	Welders	3	8.00	46	0.45
Architectural Coating/Finishing	Air Compressors	1	8.00	78	0.48
Renovation of Existing Use	Aerial Lifts	1	8.00	63	0.31
Renovation of Existing Use	Cranes	0	6.00	231	0.29
Renovation of Existing Use	Forklifts	1	8.00	89	0.20
Renovation of Existing Use	Generator Sets	1	8.00	84	0.74
Renovation of Existing Use	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Renovation of Existing Use	Welders	0	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Grading/Excavation	7	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Utilities/ Trenching	2	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Foundations - Intermittent Pour	7	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Building Construction - Intermittent Pour	7	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating/Finishing	1	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Renovation of Existing Use	4	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT
Paving	4	0.00	0.00	0.00	0.00	0.00	0.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Alternative Fuel for Construction Equipment

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0345	0.0000	0.0345	5.2200e-003	0.0000	5.2200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0787	0.7780	0.5725	9.5000e-004		0.0411	0.0411		0.0384	0.0384	0.0000	83.2318	83.2318	0.0213	0.0000	83.7639
Total	**0.0787**	**0.7780**	**0.5725**	**9.5000e-004**	**0.0345**	**0.0411**	**0.0756**	**5.2200e-003**	**0.0384**	**0.0436**	**0.0000**	**83.2318**	**83.2318**	**0.0213**	**0.0000**	**83.7639**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0134	0.0000	0.0134	2.0300e-003	0.0000	2.0300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0111	0.0481	0.5814	9.5000e-004		1.4800e-003	1.4800e-003		1.4800e-003	1.4800e-003	0.0000	83.2317	83.2317	0.0213	0.0000	83.7638
Total	**0.0111**	**0.0481**	**0.5814**	**9.5000e-004**	**0.0134**	**1.4800e-003**	**0.0149**	**2.0300e-003**	**1.4800e-003**	**3.5100e-003**	**0.0000**	**83.2317**	**83.2317**	**0.0213**	**0.0000**	**83.7638**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Grading/Excavation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2454	0.0000	0.2454	0.1318	0.0000	0.1318	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0935	0.9539	0.7555	1.4600e-003		0.0477	0.0477		0.0439	0.0439	0.0000	128.5636	128.5636	0.0416	0.0000	129.6031
Total	**0.0935**	**0.9539**	**0.7555**	**1.4600e-003**	**0.2454**	**0.0477**	**0.2931**	**0.1318**	**0.0439**	**0.1757**	**0.0000**	**128.5636**	**128.5636**	**0.0416**	**0.0000**	**129.6031**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0957	0.0000	0.0957	0.0514	0.0000	0.0514	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0192	0.1289	0.8912	1.4600e-003		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	128.5635	128.5635	0.0416	0.0000	129.6030
Total	**0.0192**	**0.1289**	**0.8912**	**1.4600e-003**	**0.0957**	**2.4000e-003**	**0.0981**	**0.0514**	**2.4000e-003**	**0.0538**	**0.0000**	**128.5635**	**128.5635**	**0.0416**	**0.0000**	**129.6030**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Grading/Excavation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0858	0.0000	0.0858	0.0441	0.0000	0.0441	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0259	0.2570	0.2408	4.8000e-004		0.0125	0.0125		0.0115	0.0115	0.0000	42.3298	42.3298	0.0137	0.0000	42.6721
Total	**0.0259**	**0.2570**	**0.2408**	**4.8000e-004**	**0.0858**	**0.0125**	**0.0983**	**0.0441**	**0.0115**	**0.0556**	**0.0000**	**42.3298**	**42.3298**	**0.0137**	**0.0000**	**42.6721**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0335	0.0000	0.0335	0.0172	0.0000	0.0172	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3300e-003	0.0424	0.2933	4.8000e-004		7.9000e-004	7.9000e-004		7.9000e-004	7.9000e-004	0.0000	42.3298	42.3298	0.0137	0.0000	42.6720
Total	**6.3300e-003**	**0.0424**	**0.2933**	**4.8000e-004**	**0.0335**	**7.9000e-004**	**0.0343**	**0.0172**	**7.9000e-004**	**0.0180**	**0.0000**	**42.3298**	**42.3298**	**0.0137**	**0.0000**	**42.6720**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Utilities/ Trenching - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.6600e-003	0.0452	0.0540	7.0000e-005		2.7400e-003	2.7400e-003		2.5200e-003	2.5200e-003	0.0000	6.4559	6.4559	2.0900e-003	0.0000	6.5081
Total	**4.6600e-003**	**0.0452**	**0.0540**	**7.0000e-005**		**2.7400e-003**	**2.7400e-003**		**2.5200e-003**	**2.5200e-003**	**0.0000**	**6.4559**	**6.4559**	**2.0900e-003**	**0.0000**	**6.5081**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.3000e-003	0.0206	0.0554	7.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	6.4559	6.4559	2.0900e-003	0.0000	6.5081
Total	**1.3000e-003**	**0.0206**	**0.0554**	**7.0000e-005**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**6.4559**	**6.4559**	**2.0900e-003**	**0.0000**	**6.5081**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Foundations - Intermittent Pour - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0979	0.9076	0.9474	1.6800e-003		0.0474	0.0474		0.0456	0.0456	0.0000	145.9244	145.9244	0.0234	0.0000	146.5096
Total	**0.0979**	**0.9076**	**0.9474**	**1.6800e-003**		**0.0474**	**0.0474**		**0.0456**	**0.0456**	**0.0000**	**145.9244**	**145.9244**	**0.0234**	**0.0000**	**146.5096**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0162	0.1659	1.3273	1.6800e-003		2.5200e-003	2.5200e-003		2.5200e-003	2.5200e-003	0.0000	121.9337	121.9337	0.0157	0.0000	122.3250
Total	**0.0162**	**0.1659**	**1.3273**	**1.6800e-003**		**2.5200e-003**	**2.5200e-003**		**2.5200e-003**	**2.5200e-003**	**0.0000**	**121.9337**	**121.9337**	**0.0157**	**0.0000**	**122.3250**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Building Construction - Intermittent Pour - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1667	1.3093	1.2924	2.2700e-003		0.0619	0.0619		0.0594	0.0594	0.0000	188.0850	188.0850	0.0359	0.0000	188.9825
Total	**0.1667**	**1.3093**	**1.2924**	**2.2700e-003**		**0.0619**	**0.0619**		**0.0594**	**0.0594**	**0.0000**	**188.0850**	**188.0850**	**0.0359**	**0.0000**	**188.9825**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1131	1.4481	2.2700e-003		2.5100e-003	2.5100e-003		2.5100e-003	2.5100e-003	0.0000	93.2792	93.2792	0.0158	0.0000	93.6747
Total	**0.0110**	**0.1131**	**1.4481**	**2.2700e-003**		**2.5100e-003**	**2.5100e-003**		**2.5100e-003**	**2.5100e-003**	**0.0000**	**93.2792**	**93.2792**	**0.0158**	**0.0000**	**93.6747**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Building Construction - Intermittent Pour - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2612	2.0729	2.1705	3.8500e-003		0.0917	0.0917		0.0881	0.0881	0.0000	318.9730	318.9730	0.0597	0.0000	320.4641
Total	**0.2612**	**2.0729**	**2.1705**	**3.8500e-003**		**0.0917**	**0.0917**		**0.0881**	**0.0881**	**0.0000**	**318.9730**	**318.9730**	**0.0597**	**0.0000**	**320.4641**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0185	0.1808	2.4441	3.8500e-003		3.9400e-003	3.9400e-003		3.9400e-003	3.9400e-003	0.0000	158.2168	158.2168	0.0265	0.0000	158.8801
Total	**0.0185**	**0.1808**	**2.4441**	**3.8500e-003**		**3.9400e-003**	**3.9400e-003**		**3.9400e-003**	**3.9400e-003**	**0.0000**	**158.2168**	**158.2168**	**0.0265**	**0.0000**	**158.8801**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Building Construction - Intermittent Pour - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0211	0.1691	0.1864	3.3000e-004		6.9700e-003	6.9700e-003		6.6900e-003	6.6900e-003	0.0000	27.6056	27.6056	5.0800e-003	0.0000	27.7327
Total	**0.0211**	**0.1691**	**0.1864**	**3.3000e-004**		**6.9700e-003**	**6.9700e-003**		**6.6900e-003**	**6.6900e-003**	**0.0000**	**27.6056**	**27.6056**	**5.0800e-003**	**0.0000**	**27.7327**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.5800e-003	0.0149	0.2109	3.3000e-004		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	13.6942	13.6942	2.2700e-003	0.0000	13.7509
Total	**1.5800e-003**	**0.0149**	**0.2109**	**3.3000e-004**		**3.2000e-004**	**3.2000e-004**		**3.2000e-004**	**3.2000e-004**	**0.0000**	**13.6942**	**13.6942**	**2.2700e-003**	**0.0000**	**13.7509**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating/Finishing - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.0954					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0399	0.2710	0.3767	6.2000e-004		0.0147	0.0147		0.0147	0.0147	0.0000	53.1077	53.1077	3.1800e-003	0.0000	53.1871
Total	**1.1353**	**0.2710**	**0.3767**	**6.2000e-004**		**0.0147**	**0.0147**		**0.0147**	**0.0147**	**0.0000**	**53.1077**	**53.1077**	**3.1800e-003**	**0.0000**	**53.1871**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.0954					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1800e-003	0.0268	0.3811	6.2000e-004		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	53.1076	53.1076	3.1800e-003	0.0000	53.1871
Total	**1.1016**	**0.0268**	**0.3811**	**6.2000e-004**		**8.2000e-004**	**8.2000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**53.1076**	**53.1076**	**3.1800e-003**	**0.0000**	**53.1871**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating/Finishing - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6425					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0221	0.1487	0.2208	3.6000e-004		7.4300e-003	7.4300e-003		7.4300e-003	7.4300e-003	0.0000	31.1497	31.1497	1.7500e-003	0.0000	31.1936
Total	**0.6646**	**0.1487**	**0.2208**	**3.6000e-004**		**7.4300e-003**	**7.4300e-003**		**7.4300e-003**	**7.4300e-003**	**0.0000**	**31.1497**	**31.1497**	**1.7500e-003**	**0.0000**	**31.1936**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6425					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6300e-003	0.0157	0.2236	3.6000e-004		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	31.1497	31.1497	1.7500e-003	0.0000	31.1935
Total	**0.6462**	**0.0157**	**0.2236**	**3.6000e-004**		**4.8000e-004**	**4.8000e-004**		**4.8000e-004**	**4.8000e-004**	**0.0000**	**31.1497**	**31.1497**	**1.7500e-003**	**0.0000**	**31.1935**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.8 Renovation of Existing Use - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0389	0.3762	0.5330	8.5000e-004		0.0179	0.0179		0.0171	0.0171	0.0000	73.4000	73.4000	0.0134	0.0000	73.7349
Total	**0.0389**	**0.3762**	**0.5330**	**8.5000e-004**		**0.0179**	**0.0179**		**0.0171**	**0.0171**	**0.0000**	**73.4000**	**73.4000**	**0.0134**	**0.0000**	**73.7349**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0105	0.1377	1.1097	8.5000e-004		1.8400e-003	1.8400e-003		1.8400e-003	1.8400e-003	0.0000	76.0937	76.0937	0.0143	0.0000	76.4504
Total	**0.0105**	**0.1377**	**1.1097**	**8.5000e-004**		**1.8400e-003**	**1.8400e-003**		**1.8400e-003**	**1.8400e-003**	**0.0000**	**76.0937**	**76.0937**	**0.0143**	**0.0000**	**76.4504**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.8 Renovation of Existing Use - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0510	0.4943	0.7440	1.1800e-003		0.0217	0.0217		0.0208	0.0208	0.0000	102.5517	102.5517	0.0185	0.0000	103.0150
Total	**0.0510**	**0.4943**	**0.7440**	**1.1800e-003**		**0.0217**	**0.0217**		**0.0208**	**0.0208**	**0.0000**	**102.5517**	**102.5517**	**0.0185**	**0.0000**	**103.0150**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0145	0.1873	1.5461	1.1800e-003		2.4200e-003	2.4200e-003		2.4200e-003	2.4200e-003	0.0000	106.3147	106.3147	0.0198	0.0000	106.8085
Total	**0.0145**	**0.1873**	**1.5461**	**1.1800e-003**		**2.4200e-003**	**2.4200e-003**		**2.4200e-003**	**2.4200e-003**	**0.0000**	**106.3147**	**106.3147**	**0.0198**	**0.0000**	**106.8085**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.9 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0218	0.2027	0.3010	4.8000e-004		9.8200e-003	9.8200e-003		9.0800e-003	9.0800e-003	0.0000	41.3626	41.3626	0.0130	0.0000	41.6871
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0218**	**0.2027**	**0.3010**	**4.8000e-004**		**9.8200e-003**	**9.8200e-003**		**9.0800e-003**	**9.0800e-003**	**0.0000**	**41.3626**	**41.3626**	**0.0130**	**0.0000**	**41.6871**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.8600e-003	0.0386	0.3538	4.8000e-004		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003	0.0000	41.3625	41.3625	0.0130	0.0000	41.6870
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.8600e-003**	**0.0386**	**0.3538**	**4.8000e-004**		**1.3000e-003**	**1.3000e-003**		**1.3000e-003**	**1.3000e-003**	**0.0000**	**41.3625**	**41.3625**	**0.0130**	**0.0000**	**41.6870**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

514-550 Shatto Place
Total On-Road Emissions

514-550 Shatto Place

Total On-Road Emissions

313 Max construction days per year

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Idling per Day (minutes)	Regional Emissions (MT/yr) Total CO2e
Demolition	2021					
Total Haul Trips	1060					
Hauling	18	66	8	20	15	45.77
Vendor	0	66	8	6.9	15	0.00
Worker	14	66	8	14.7	0	4.18
Grading/Excavation	2021					
Total Haul Trips	14000					
Hauling	162	87	8	20	15	543.03
Vendor	0	87	8	6.9	15	0.00
Worker	18	87	8	14.7	0	7.08
Utilities/Trenching	2022					
Total Haul Trips	0					
Hauling	0	21	8	20	15	0.00
Vendor	0	21	8	6.9	15	0.00
Worker	6	21	8	14.7	0	0.55
Foundations - Intermittent Pour	2022					
Total Haul Trips (Concrete)	5339					
Hauling	52	86	8	20	15	168.87
Vendor	108	86	8	6.9	15	120.59
Worker	488	86	8	14.7	0	184.67
Building Construction - Intermitt	2022					
Total Haul Trips (Concrete)	n/a					
Hauling	52	436	8	20	15	856.14
Vendor	108	436	8	6.9	15	611.38
Worker	488	436	8	14.7	0	936.22
Architectural Coating/Finishing	2023					
Total Haul Trips	0					
Hauling	0	413	8	20	15	0.00
Vendor	0	413	8	6.9	15	0.00
Worker	98	413	8	14.7	0	173.39
Paving	2024					
Total Haul Trips	0					
Hauling	0	66	8	20	15	0.00
Vendor	0	66	8	6.9	15	0.00
Worker	10	66	8	14.7	0	2.77
Core & Shell Renovation of Chur	2023					
Total Haul Trips	220					
Hauling	2	262	8	20	15	18.78
Vendor	0	262	8	6.9	15	0.00
Worker	10	262	8	14.7	0	11.22

514-550 Shatto Place
Running Emissions

514-550 Shatto Place
Running Emissions

	Running Emissions Factor (grams/mile)		
	CO2	CH4	N2O
2021Hauling Hauling	1479.86127	0.08024282	0.23485895
2021Vendor Vendor	1278.49613	0.04349507	0.18389358
2021Worker Worker	305.638719	0.00490997	0.00684634
2022Hauling Hauling	1438.05743	0.07903854	0.22834706
2022Vendor Vendor	1241.05151	0.04153519	0.17850954
2022Worker Worker	297.421819	0.00429787	0.0062225
2023Hauling Hauling	1361.03203	0.07739449	0.21628901
2023Vendor Vendor	1182.89475	0.0395565	0.16983582
2023Worker Worker	289.683893	0.00377192	0.00569037
2024Hauling Hauling	1342.26891	0.07772514	0.21337247
2024Vendor Vendor	1165.94656	0.03960974	0.16765887
2024Worker Worker	283.595381	0.0033661	0.00525653
GWP	1	25	290

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Regional Emissions (MT/year) CO2	CH4	N2O	CO2e
Demolition	2021							
Total Haul Trips	1060							
Hauling	18	66	8	20	35.16	0.05	1.62	36.83
Vendor	0	66	8	6.9	0.00	0.00	0.00	0.00
Worker	14	66	8	14.7	4.15	0.00	0.03	4.18
				Total (pounds/day)	39.31	0.05	1.65	41.01
Grading/Excavation	2021							
Total Haul Trips	14000							
Hauling	162	87	8	20	417.14	0.57	19.20	436.91
Vendor	0	87	8	6.9	0.00	0.00	0.00	0.00
Worker	18	87	8	14.7	7.04	0.00	0.05	7.08
				Total (pounds/day)	424.18	0.57	19.24	443.99
Utilities/Trenching	2022							
Total Haul Trips	0							
Hauling	0	21	8	20	0.00	0.00	0.00	0.00
Vendor	0	21	8	6.9	0.00	0.00	0.00	0.00
Worker	6	21	8	14.7	0.55	0.00	0.00	0.55

514-550 Shatto Place
Running Emissions

	Running Emissions Factor (grams/mile)		
	CO2	CH4	N2O
2021Hauling Hauling	1479.86127	0.08024282	0.23485895
2021Vendor Vendor	1278.49613	0.04349507	0.18389358
2021Worker Worker	305.638719	0.00490997	0.00684634
2022Hauling Hauling	1438.05743	0.07903854	0.22834706
2022Vendor Vendor	1241.05151	0.04153519	0.17850954
2022Worker Worker	297.421819	0.00429787	0.0062225
2023Hauling Hauling	1361.03203	0.07739449	0.21628901
2023Vendor Vendor	1182.89475	0.0395565	0.16983582
2023Worker Worker	289.683893	0.00377192	0.00569037
2024Hauling Hauling	1342.26891	0.07772514	0.21337247
2024Vendor Vendor	1165.94656	0.03960974	0.16765887
2024Worker Worker	283.595381	0.0033661	0.00525653
GWP	1	25	290

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day (miles)	Regional Emissions (MT/year) CO2	CH4	N2O	CO2e
				Total (pounds/day)	0.55	0.00	0.00	0.55
Foundations - Intermittent	2022							
Total Haul Trips (Concrete)	5339							
Hauling	52	86	8	20	128.62	0.18	5.92	134.72
Vendor	108	86	8	6.9	79.54	0.07	3.32	82.92
Worker	488	86	8	14.7	183.49	0.07	1.11	184.67
				Total (pounds/day)	391.64	0.31	10.35	402.31
Building Construction - Inte	2022							
Total Haul Trips (Concrete)	n/a							
Hauling	52	436	8	20	652.07	0.90	30.03	683.00
Vendor	108	436	8	6.9	403.23	0.34	16.82	420.38
Worker	488	436	8	14.7	930.24	0.34	5.64	936.22
				Total (pounds/day)	1985.54	1.57	52.49	2039.60
Architectural Coating/Finisl	2023							
Total Haul Trips	0							
Hauling	0	413	8	20	0.00	0.00	0.00	0.00
Vendor	0	413	8	6.9	0.00	0.00	0.00	0.00
Worker	98	413	8	14.7	172.35	0.06	0.98	173.39
				Total (pounds/day)	172.35	0.06	0.98	173.39
Paving	2024							
Total Haul Trips	0							
Hauling	0	66	8	20	0.00	0.00	0.00	0.00
Vendor	0	66	8	6.9	0.00	0.00	0.00	0.00
Worker	10	66	8	14.7	2.75	0.00	0.01	2.77
				Total (pounds/day)	2.75	0.00	0.01	2.77
Core & Shell Renovation of	2023							
Total Haul Trips	220							
Hauling	2	262	8	20	14.26	0.02	0.66	14.94
Vendor	0	262	8	6.9	0.00	0.00	0.00	0.00
Worker	10	262	8	14.7	11.16	0.00	0.06	11.22
				Total (pounds/day)	25.42	0.02	0.72	26.17

514-550 Shatto Place
Idling Emissions

514-550 Shatto Place
Idling Emissions

		Idling Emissions Factor (grams/minute)		
		CO2	CH4	N2O
2021Hauling	Hauling	479.722185	0.01111311	0.07573574
2021Vendor	Vendor	255.427454	0.00654879	0.04004536
2021Worker	Worker	0	0	0
2022Hauling	Hauling	486.56663	0.01105837	0.07681957
2022Vendor	Vendor	258.490517	0.00651153	0.04053409
2022Worker	Worker	0	0	0
2023Hauling	Hauling	466.791389	0.01109333	0.07371941
2023Vendor	Vendor	248.001759	0.0065298	0.03888891
2023Worker	Worker	0	0	0
2024Hauling	Hauling	461.877718	0.01113899	0.07294934
2024Vendor	Vendor	245.284071	0.00652813	0.03847475
2024Worker	Worker	0	0	0
	GWP	1	25	290

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	Idling minutes per Day (miles)	Regional Emissions (MT/year) CO2	CH4	N2O	CO2e
Demolition	2021							
Total Haul Trips	1060							
Hauling	18	66	8	15	8.55	0.00	0.39	8.94
Vendor	0	66	8	15	0.00	0.00	0.00	0.00
Worker	14	66	8	0	0.00	0.00	0.00	0.00
				Total (pounds/day)	8.55	0.00	0.39	8.94
Grading/Excavation	2021							
Total Haul Trips	14000							
Hauling	162	87	8	15	101.42	0.06	4.64	106.12
Vendor	0	87	8	15	0.00	0.00	0.00	0.00
Worker	18	87	8	0	0.00	0.00	0.00	0.00
				Total (pounds/day)	101.42	0.06	4.64	106.12
Utilities/Trenching	2022							
Total Haul Trips	0							
Hauling	0	21	8	15	0.00	0.00	0.00	0.00
Vendor	0	21	8	15	0.00	0.00	0.00	0.00
Worker	6	21	8	0	0.00	0.00	0.00	0.00

514-550 Shatto Place
Idling Emissions

		Idling Emissions Factor (grams/minute)		
		CO2	CH4	N2O
2021Hauling	Hauling	479.722185	0.01111311	0.07573574
2021Vendor	Vendor	255.427454	0.00654879	0.04004536
2021Worker	Worker	0	0	0
2022Hauling	Hauling	486.56663	0.01105837	0.07681957
2022Vendor	Vendor	258.490517	0.00651153	0.04053409
2022Worker	Worker	0	0	0
2023Hauling	Hauling	466.791389	0.01109333	0.07371941
2023Vendor	Vendor	248.001759	0.0065298	0.03888891
2023Worker	Worker	0	0	0
2024Hauling	Hauling	461.877718	0.01113899	0.07294934
2024Vendor	Vendor	245.284071	0.00652813	0.03847475
2024Worker	Worker	0	0	0
GWP		1	25	290

Construction Phase	Daily One-Way Trips	Haul Days per Phase (days)	Work Hours per Day (hours/day)	Idling minutes per Day (miles)	Regional Emissions (MT/year) CO2	CH4	N2O	CO2e
				Total (pounds/day)	0.00	0.00	0.00	0.00
Foundations - Intermittent	2022							
Total Haul Trips (Concrete)	5339							
Hauling	52	86	8	15	32.64	0.02	1.49	34.15
Vendor	108	86	8	15	36.01	0.02	1.64	37.67
Worker	488	86	8	0	0.00	0.00	0.00	0.00
				Total (pounds/day)	68.65	0.04	3.13	71.83
Building Construction - Inte	2022							
Total Haul Trips (Concrete)	n/a							
Hauling	52	436	8	15	165.47	0.09	7.58	173.14
Vendor	108	436	8	15	182.58	0.11	8.30	190.99
Worker	488	436	8	0	0.00	0.00	0.00	0.00
				Total (pounds/day)	348.05	0.21	15.88	364.14
Architectural Coating/Finisl	2023							
Total Haul Trips	0							
Hauling	0	413	8	15	0.00	0.00	0.00	0.00
Vendor	0	413	8	15	0.00	0.00	0.00	0.00
Worker	98	413	8	0	0.00	0.00	0.00	0.00
				Total (pounds/day)	0.00	0.00	0.00	0.00
Paving	2024							
Total Haul Trips	0							
Hauling	0	66	8	15	0.00	0.00	0.00	0.00
Vendor	0	66	8	15	0.00	0.00	0.00	0.00
Worker	10	66	8	0	0.00	0.00	0.00	0.00
				Total (pounds/day)	0.00	0.00	0.00	0.00
Core & Shell Renovation of	2023							
Total Haul Trips	220							
Hauling	2	262	8	15	3.67	0.00	0.17	3.84
Vendor	0	262	8	15	0.00	0.00	0.00	0.00
Worker	10	262	8	0	0.00	0.00	0.00	0.00
				Total (pounds/day)	3.67	0.00	0.17	3.84

Greenhouse Gases – Modified Project Operational Emission Calculation Worksheets

ESA

514-550 Shatto Place - Operations

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	32.77	1000sqft	0.10	32,774.00	0
Enclosed Parking with Elevator	470.00	Space	0.49	188,000.00	0
Other Non-Asphalt Surfaces	96.97	1000sqft	0.20	96,971.00	0
City Park	0.75	Acre	0.10	32,855.00	0
Health Club	5.15	1000sqft	0.10	5,153.00	0
High Turnover (Sit Down Restaurant)	24.43	1000sqft	0.10	24,435.00	0
Recreational Swimming Pool	4.64	1000sqft	0.10	4,642.00	0
Apartments High Rise	422.00	Dwelling Unit	0.50	449,330.00	1190

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	626.48	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor linearly adjusted to account for RPS of year 2024.

Land Use - Updated based on Project specifications

Construction Phase - Updated based on Project specifications

Off-road Equipment - Operations run

Off-road Equipment - Operations run

Off-road Equipment - Operations Run

Off-road Equipment - Operations run

Off-road Equipment - Operations run

Off-road Equipment - Operations run

Off-road Equipment - Operations run

Off-road Equipment - Operations run

Trips and VMT - Calculated externally

Demolition -

Grading - Updated based on Project specifications

Architectural Coating - Operations run

Vehicle Trips - calculated externally

Woodstoves - Site plans do not designate any woodstoves. It is assumed that emissions from BBQ pits and community fireplaces are accounted for already in the residential emissions (i.e., cooking on bbq replaces cooking at home).

Energy Use - Added lighting energy intensity equivalent to the parking lot defaults from Appendix D since these are covered outdoor spaces presumed to have lighting. Conservative assumption.

Water And Wastewater - Updated with Project specifications

Construction Off-road Equipment Mitigation - Operations run

Energy Mitigation -

Water Mitigation - Updated per Project specifications

Waste Mitigation - Based on City's Sustainability Plan

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	FuelType	Diesel	CNG
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	20.00	79.00
tblConstructionPhase	NumDays	4.00	105.00
tblConstructionPhase	NumDays	200.00	103.00
tblConstructionPhase	NumDays	200.00	523.00
tblConstructionPhase	NumDays	10.00	495.00
tblConstructionPhase	NumDays	200.00	314.00
tblConstructionPhase	NumDays	10.00	79.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
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tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblEnergyUse	LightingElect	0.00	0.35
tblEnergyUse	T24E	164.54	161.25
tblEnergyUse	T24E	3.92	3.50
tblEnergyUse	T24E	4.60	4.11
tblEnergyUse	T24E	2.25	2.01

tblEnergyUse	T24E	8.11	7.24
tblEnergyUse	T24NG	4,385.94	4,166.64
tblEnergyUse	T24NG	10.02	9.92
tblEnergyUse	T24NG	13.65	13.51
tblEnergyUse	T24NG	42.98	42.55
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	358.70	0.00
tblFireplaces	NumberNoFireplace	42.20	422.00
tblFireplaces	NumberWood	21.10	0.00
tblGrading	AcresOfGrading	0.00	3.00
tblLandUse	LandUseSquareFeet	32,770.00	32,774.00
tblLandUse	LandUseSquareFeet	96,970.00	96,971.00
tblLandUse	LandUseSquareFeet	32,670.00	32,855.00
tblLandUse	LandUseSquareFeet	5,150.00	5,153.00
tblLandUse	LandUseSquareFeet	24,430.00	24,435.00
tblLandUse	LandUseSquareFeet	4,640.00	4,642.00
tblLandUse	LandUseSquareFeet	422,000.00	449,330.00
tblLandUse	LotAcreage	0.75	0.10
tblLandUse	LotAcreage	4.23	0.49
tblLandUse	LotAcreage	2.23	0.20
tblLandUse	LotAcreage	0.75	0.10
tblLandUse	LotAcreage	0.12	0.10
tblLandUse	LotAcreage	0.56	0.10
tblLandUse	LotAcreage	0.11	0.10
tblLandUse	LotAcreage	6.81	0.50
tblLandUse	Population	1,207.00	1,190.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
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tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00

tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CO2IntensityFactor	1227.89	626.48
tblSolidWaste	SolidWasteGenerationRate	194.12	307.33
tblSolidWaste	SolidWasteGenerationRate	0.06	0.00
tblSolidWaste	SolidWasteGenerationRate	30.48	0.04
tblSolidWaste	SolidWasteGenerationRate	29.36	0.00
tblSolidWaste	SolidWasteGenerationRate	290.72	22.27
tblSolidWaste	SolidWasteGenerationRate	26.45	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
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tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	HaulingTripLength	20.00	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
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tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	VendorTripLength	6.90	0.00

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tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
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tblTripsAndVMT	WorkerTripNumber	462.00	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00

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tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
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tblVehicleTrips	WD_TR	32.93	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	33.82	0.00
tblWater	IndoorWaterUseRate	27,494,998.81	15,100,254.00
tblWater	IndoorWaterUseRate	5,824,334.92	326,925.50
tblWater	IndoorWaterUseRate	304,587.19	0.00

tblWater	IndoorWaterUseRate	7,415,328.59	10,498,860.00
tblWater	IndoorWaterUseRate	274,424.19	1,086.24
tblWater	OutdoorWaterUseRate	17,333,803.60	9,519,726.00
tblWater	OutdoorWaterUseRate	893,611.01	0.00
tblWater	OutdoorWaterUseRate	3,569,753.66	200,373.70
tblWater	OutdoorWaterUseRate	186,682.47	0.00
tblWater	OutdoorWaterUseRate	473,318.85	670,140.00
tblWater	OutdoorWaterUseRate	168,195.47	665.76
tblWoodstoves	NumberCatalytic	21.10	0.00
tblWoodstoves	NumberNoncatalytic	21.10	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.1758	0.0502	4.3582	2.3000e-004		0.0241	0.0241		0.0241	0.0241	0.0000	7.1246	7.1246	6.8600e-003	0.0000	7.2961
Energy	0.0531	0.4720	0.3239	2.9000e-003		0.0367	0.0367		0.0367	0.0367	0.0000	1,733.4577	1,733.4577	0.0660	0.0212	1,741.4268
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	66.9139	0.0000	66.9139	3.9545	0.0000	165.7765
Water						0.0000	0.0000		0.0000	0.0000	8.2255	128.7388	136.9643	0.8508	0.0212	164.5462
Total	**2.2289**	**0.5221**	**4.6821**	**3.1300e-003**	**0.0000**	**0.0609**	**0.0609**	**0.0000**	**0.0609**	**0.0609**	**75.1394**	**1,869.3211**	**1,944.4605**	**4.8781**	**0.0424**	**2,079.0456**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.1758	0.0502	4.3582	2.3000e-004		0.0241	0.0241		0.0241	0.0241	0.0000	7.1246	7.1246	6.8600e-003	0.0000	7.2961
Energy	0.0531	0.4720	0.3239	2.9000e-003		0.0367	0.0367		0.0367	0.0367	0.0000	1,721.0641	1,721.0641	0.0654	0.0211	1,728.9835
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	13.3828	0.0000	13.3828	0.7909	0.0000	33.1553
Water						0.0000	0.0000		0.0000	0.0000	8.2255	128.7388	136.9643	0.8508	0.0212	164.5462
Total	**2.2289**	**0.5221**	**4.6821**	**3.1300e-003**	**0.0000**	**0.0609**	**0.0609**	**0.0000**	**0.0609**	**0.0609**	**21.6083**	**1,856.9275**	**1,878.5358**	**1.7140**	**0.0423**	**1,933.9812**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**71.24**	**0.66**	**3.39**	**64.86**	**0.28**	**6.98**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	0.00	0.00	0.00		
City Park	0.00	0.00	0.00		
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Health Club	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Recreational Swimming Pool	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.00	0.00	0.00	40.20	19.20	40.60	86	11	3
City Park	0.00	0.00	0.00	33.00	48.00	19.00	66	28	6
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
General Office Building	0.00	0.00	0.00	33.00	48.00	19.00	77	19	4
Health Club	0.00	0.00	0.00	16.90	64.10	19.00	52	39	9
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00	8.50	72.50	19.00	37	20	43
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Recreational Swimming Pool	0.00	0.00	0.00	33.00	48.00	19.00	52	39	9

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
City Park	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
Enclosed Parking with Elevator	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
General Office Building	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
Health Club	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
High Turnover (Sit Down Restaurant)	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
Other Non-Asphalt Surfaces	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845
Recreational Swimming Pool	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004891	0.000712	0.000845

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,195.1336	1,195.1336	0.0553	0.0115	1,199.9277
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,207.5272	1,207.5272	0.0559	0.0116	1,212.3709
NaturalGas Mitigated	0.0531	0.4720	0.3239	2.9000e-003		0.0367	0.0367		0.0367	0.0367	0.0000	525.9305	525.9305	0.0101	9.6400e-003	529.0559
NaturalGas Unmitigated	0.0531	0.4720	0.3239	2.9000e-003		0.0367	0.0367		0.0367	0.0367	0.0000	525.9305	525.9305	0.0101	9.6400e-003	529.0559

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	3.797e+006	0.0205	0.1750	0.0745	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	202.6226	202.6226	3.8800e-003	3.7100e-003	203.8267
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	337900	1.8200e-003	0.0166	0.0139	1.0000e-004		1.2600e-003	1.2600e-003		1.2600e-003	1.2600e-003	0.0000	18.0316	18.0316	3.5000e-004	3.3000e-004	18.1388
Health Club	92547.9	5.0000e-004	4.5400e-003	3.8100e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9387	4.9387	9.0000e-005	9.0000e-005	4.9681
High Turnover (Sit Down Restaurant)	5.62811e+006	0.0304	0.2759	0.2318	1.6600e-003		0.0210	0.0210		0.0210	0.0210	0.0000	300.3376	300.3376	5.7600e-003	5.5100e-003	302.1223
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0531**	**0.4720**	**0.3239**	**2.9100e-003**		**0.0367**	**0.0367**		**0.0367**	**0.0367**	**0.0000**	**525.9305**	**525.9305**	**0.0101**	**9.6400e-003**	**529.0559**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	3.797e+006	0.0205	0.1750	0.0745	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	202.6226	202.6226	3.8800e-003	3.7100e-003	203.8267
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	337900	1.8200e-003	0.0166	0.0139	1.0000e-004		1.2600e-003	1.2600e-003		1.2600e-003	1.2600e-003	0.0000	18.0316	18.0316	3.5000e-004	3.3000e-004	18.1388
Health Club	92547.9	5.0000e-004	4.5400e-003	3.8100e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9387	4.9387	9.0000e-005	9.0000e-005	4.9681
High Turnover (Sit Down Restaurant)	5.62811e+006	0.0304	0.2759	0.2318	1.6600e-003		0.0210	0.0210		0.0210	0.0210	0.0000	300.3376	300.3376	5.7600e-003	5.5100e-003	302.1223
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0531**	**0.4720**	**0.3239**	**2.9100e-003**		**0.0367**	**0.0367**		**0.0367**	**0.0367**	**0.0000**	**525.9305**	**525.9305**	**0.0101**	**9.6400e-003**	**529.0559**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.66977e+006	474.4915	0.0220	4.5400e-003	476.3948
City Park	0	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	1.02272e+006	290.6228	0.0135	2.7800e-003	291.7886
General Office Building	409675	116.4159	5.3900e-003	1.1100e-003	116.8829
Health Club	55961.6	15.9024	7.4000e-004	1.5000e-004	15.9662
High Turnover (Sit Down Restaurant)	1.0573e+006	300.4500	0.0139	2.8800e-003	301.6552
Other Non-Asphalt Surfaces	33939.8	9.6446	4.5000e-004	9.0000e-005	9.6833
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
Total		**1,207.5272**	**0.0559**	**0.0116**	**1,212.3709**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.62615e+006	462.0979	0.0214	4.4300e-003	463.9515
City Park	0	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	1.02272e+006	290.6228	0.0135	2.7800e-003	291.7886
General Office Building	409675	116.4159	5.3900e-003	1.1100e-003	116.8829
Health Club	55961.6	15.9024	7.4000e-004	1.5000e-004	15.9662
High Turnover (Sit Down Restaurant)	1.0573e+006	300.4500	0.0139	2.8800e-003	301.6552
Other Non-Asphalt Surfaces	33939.8	9.6446	4.5000e-004	9.0000e-005	9.6833
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
Total		**1,195.1336**	**0.0553**	**0.0114**	**1,199.9277**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.1758	0.0502	4.3582	2.3000e-004		0.0241	0.0241		0.0241	0.0241	0.0000	7.1246	7.1246	6.8600e-003	0.0000	7.2961
Unmitigated	2.1758	0.0502	4.3582	2.3000e-004		0.0241	0.0241		0.0241	0.0241	0.0000	7.1246	7.1246	6.8600e-003	0.0000	7.2961

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1738					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8705					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1315	0.0502	4.3582	2.3000e-004		0.0241	0.0241		0.0241	0.0241	0.0000	7.1246	7.1246	6.8600e-003	0.0000	7.2961
Total	**2.1758**	**0.0502**	**4.3582**	**2.3000e-004**		**0.0241**	**0.0241**		**0.0241**	**0.0241**	**0.0000**	**7.1246**	**7.1246**	**6.8600e-003**	**0.0000**	**7.2961**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1738					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.8705					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1315	0.0502	4.3582	2.3000e-004		0.0241	0.0241		0.0241	0.0241	0.0000	7.1246	7.1246	6.8600e-003	0.0000	7.2961
Total	**2.1758**	**0.0502**	**4.3582**	**2.3000e-004**		**0.0241**	**0.0241**		**0.0241**	**0.0241**	**0.0000**	**7.1246**	**7.1246**	**6.8600e-003**	**0.0000**	**7.2961**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	136.9643	0.8508	0.0212	164.5462
Unmitigated	136.9643	0.8508	0.0212	164.5462

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	15.1003 / 9.51973	90.7182	0.4960	0.0124	106.8261
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0.326925 / 0.200374	1.9460	0.0107	2.7000e-004	2.2947
Health Club	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	10.4989 / 0.67014	44.2937	0.3440	8.4700e-003	55.4178
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0.00108624 / 0.0006657	6.4700e-003	4.0000e-005	0.0000	7.6200e-003
Total		**136.9643**	**0.8508**	**0.0212**	**164.5462**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	15.1003 / 9.51973	90.7182	0.4960	0.0124	106.8261
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0.326925 / 0.200374	1.9460	0.0107	2.7000e-004	2.2947
Health Club	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	10.4989 / 0.67014	44.2937	0.3440	8.4700e-003	55.4178
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0.00108624 / 0.0006657	6.4700e-003	4.0000e-005	0.0000	7.6200e-003
Total		**136.9643**	**0.8508**	**0.0212**	**164.5462**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	13.3828	0.7909	0.0000	33.1553
Unmitigated	66.9139	3.9545	0.0000	165.7765

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	307.33	62.3852	3.6869	0.0000	154.5567
City Park	0	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Health Club	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	22.27	4.5206	0.2672	0.0000	11.1996
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
Total		**66.9139**	**3.9545**	**0.0000**	**165.7765**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	61.466	12.4770	0.7374	0.0000	30.9113
City Park	0	0.0000	0.0000	0.0000	0.0000
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0.008	1.6200e-003	1.0000e-004	0.0000	4.0200e-003
Health Club	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	4.454	0.9041	0.0534	0.0000	2.2399
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
Total		**13.3828**	**0.7909**	**0.0000**	**33.1553**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

550 Shatto Place - Operational Mobile Emissions with EMFAC2017 and SAFE
Mobile Source Emissions Calculations

			CO_2	CH_4	N_2O	$MTCO_2e$[1]
Scenario	**Year**	**VMT/day**	**GHG Emissions (metric tons/day)**			
Mitigated Project	2024	3,748	2.47	0.00	0.00	2.55

Scenario	**Year**	**VMT/year**	**GHG Emissions (metric tons/year)**			
Mitigated Project	2024	1,368,178	901.49	0.09	0.09	929.94

Notes:

1) Assumes Global Warming Potential of CO_2 = 1, CH_4 = 25, and N_2O = 298

Sources:

- EMFAC2017 (v1.0.3) Emissions Inventory
- ESA 2020

550 Shatto Place - Operational Mobile Emissions with EMFAC2017 and SAFE

Data Pivot Table Summary

Region	South Coast AQMD

Row Labels	Sum of ROG_TOTAL	Sum of NOx_TOTEX	Sum of CO_TOTEX	Sum of SOx_TOTEX	Sum of PM10_TOTAL	Sum of PM2.5_TOTAL	Sum of CO2_TOTEX	Sum of CH4_TOTEX	Sum of N2O_TOTEX	Sum of VMT
2024	66.57288044	117.6594478	602.0125419	1.81996108	27.98343305	11.874863	187702.0413	11.14530176	10.31761096	479355909.1
Grand Total	**66.57288044**	**117.6594478**	**602.0125419**	**1.81996108**	**27.98343305**	**11.874863**	**187702.0413**	**11.14530176**	**10.31761096**	**479355909.1**

Tons/day

Year	Sum of ROG_TOTAL	Sum of NOx_TOTEX	Sum of CO_TOTEX	Sum of SOx_TOTEX	Sum of PM10_TOTAL	Sum of PM2.5_TOTAL	Sum of CO2_TOTEX	Sum of CH4_TOTEX	Sum of N2O_TOTEX	Sum of VMT
2024	66.57288044	117.6594478	602.0125419	1.81996108	27.98343305	11.874863	187702.0413	11.14530176	10.31761096	479,355,909.12

Emission Factors

	lbs/mile						metric ton/mile		
Year	**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2_5**	**CO2**	**CH4**	**N2O**
2024	0.00027776	0.000490906	0.002511756	7.59336E-06	0.000116754	4.95451E-05	0.000355228	2.10926E-08	1.95262E-08

Region	South Coast AQMD
Vehicle Categor	(Multiple Items)

Row Labels	Sum of ROG_TOTAL	Sum of NOx_TOTEX	Sum of CO_TOTEX	Sum of SOx_TOTEX	Sum of PM10_TOTAL	Sum of PM2.5_TOTAL	Sum of CO2_TOTEX	Sum of CH4_TOTEX	Sum of N2O_TOTEX	Sum of VMT
2024	25.88196277	90.5871316	201.7098473	0.681875036	8.506231826	3.74788488	72660.64577	7.52459807	7.06383215	100040864
Grand Total	**25.88196277**	**90.5871316**	**201.7098473**	**0.681875036**	**8.506231826**	**3.74788488**	**72660.64577**	**7.52459807**	**7.06383215**	**100040864**

Tons/day

Year	Sum of ROG_TOTAL	Sum of NOx_TOTEX	Sum of CO_TOTEX	Sum of SOx_TOTEX	Sum of PM10_TOTAL	Sum of PM2.5_TOTAL	Sum of CO2_TOTEX	Sum of CH4_TOTEX	Sum of N2O_TOTEX	Sum of VMT
2024	25.88196277	90.5871316	201.7098473	0.681875036	8.506231826	3.74788488	72660.64577	7.52459807	7.06383215	100,040,863.97

Emission Factors 0.21

	lbs/mile						metric ton/mile		
Year	**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2_5**	**CO2**	**CH4**	**N2O**
2024	0.000517428	0.001811003	0.004032549	1.36319E-05	0.000170055	7.49271E-05	0.000658897	6.82341E-08	6.40558E-08

550 Shatto Place
Greenhouse Gases

Emergency Generator Emissions

Conversion Factors

CO2 g/gal	10.21	Climate Registry, Table 13.7: https://www.theclimateregistry.org/wp-content/uploads/2014/11/2016-Climate-Registry-Default-Emission-Factors.pdf
CH4 g/gal	0.58	Climate Registry, Table 13.7: https://www.theclimateregistry.org/wp-content/uploads/2014/11/2016-Climate-Registry-Default-Emission-Factors.pdf
N2O g/gal	0.26	IPCC AR4
GWP CH4	25	IPCC AR4
GWP N2O	298	
CO2e g/gal	10,302	
CO2 g/gal	10,210	
CO2/CO2e	0.9911	

Emergency Generator

Ratings:	1,500
	2,012
	-
	-
Load Factor:	0.74
Engine Emissions Tier:	Rule 1470 Compliant
Operating Hours per Unit:	2
	50

Emergency Generator Emissions

Units	Greenhouse Gases [4]	
	CO_2	CO_2e
g/kW-hr	—	—
g/hp-hr	526.17	530.91
lbs/hr	1727.10	1,742.66
lbs/day	3,454.20	3,485.32
lbs/yr	86,355.04	87,133.00
tons/yr	43.18	43.57
metric tons/yr	**39.17**	**39.52**

Notes:

4 Emission factor for CO2: U.S. Environmental Protection Agency, AP-42 Compilation of Air Pollutant Emission Factors, Fifth Edition, Section 3.4, Table 3.4-1.
Emissions of GHGs assume 99.11% of the CO2e emissions occur as CO2, based on Climate Registry emission factors as referenced above.

Source: ESA 2020.

Appendix H
Hazard Reports

AEI Consultants

June 11, 2020

Ms. Ly Tang
TF Shatto LP
517-1177 West Hastings Street, V6E 2K3
Vancouver, BC

Subject: Mitigation Monitoring Program Addendum
514 and 550 Shatto Place
Los Angeles, California 90020
AEI Project No. 422435

Dear Ms. Tang:

AEI Consultants (AEI) was retained by TF Shatto LP ("the Client") to conduct a review of prior environmental reports prepared for 514 and 550 Shatto Place in Los Angeles, California ("the Site") and to assess whether the approved Mitigation Monitoring Program is adequate for the Site. This review has been conducted in general accordance with the scope of services presented in AEI's authorized proposal number 70488.

The Site is currently occupied by a four-story office building located on the east side of Shatto Place. It is AEI's understanding that the Site will be redeveloped into a mixed-use commercial and residential development with a four-level subterranean parking garage.

DOCUMENT REVIEW

AEI was provided with the following documents, which were prepared for the Site:

- *Master Conditional Use Permit, Transit Oriented Communities Affordable Housing Incentive Project Approval, Waiver of Dedication and Improvements, Site Plan Review*, dated December 18, 2019, prepared by the City of Los Angeles, California.
- *Mitigation Monitoring Program (MMP)* for the Site, prepared by the City of Los Angeles.
- *Phase I Environmental Site* Assessment (ESA) for the Site, dated November 14, 2019, prepared by AEI, under AEI Project Number 411477.
- *Phase I Environmental Site Assessment* for the Site, dated October 2, 2017, prepared by Hazard Management Consulting (HMC).
- *Subsurface Investigation Report* for the Site, dated September 20, 2018, prepared by HMC.
- *Sustainable Communities Environmental Assessment* for the Site, dated May 2019, prepared by ICF and Environmental Science Associates.

Case No. ZA-2018-3985-MCUP-TOC-WDI-SPR Master Conditional Use Permit, 522, 530, 550 South Shatto Place, 3119 West 6th Street, Los Angeles, CA, dated December 18, 2019. The November 19, 2019 Phase I ESA completed by AEI identified the Site as located in the City of Los Angeles Department of Building and Safety (LADBS) and Department of Planning's "Methane Zone". Methane Zone sites include properties immediately surrounding gas sources and where testing and mitigation are required by the LADBS. AEI recommended that a methane assessment be conducted for the Site prior to any future redevelopment activities.

Based on the results of the subsurface investigation completed by HMC in 2018, HMC identified the following recommendations:

- Prior to redevelopment, a Soil and Groundwater Management Plan should be prepared to guide the removal of potentially volatile organic compounds (VOC) impacted soil and groundwater during redevelopment activities.
- Prior to redevelopment, a South Coast Air Quality Management Distric (SCAQMD) Site Specific Mitigation Plan should be obtained. Soil monitoring should be completed during excavation in accordance with SCAQMD's Rule 1166 and the Site Specific Mitigation Plan. If soils with elevated PID readings are encountered, these soils should be profiled for appropriate off-Site disposal.
- Prior to dewatering activities, a National Pollutant Discharge Elimination System (NPDES) permit should be obtained from the Los Angeles California Regional Water Quality Control Board (LARWQCB) to discharge treated water to the municipal sewer and/or stormwater systems. If the subterranean parking garage is designed with a waterproofing envelop to forego a permanent dewatering system and for permit requirements, a waterproofing/building envelope contractor should be consulted to determine the feasibility of such a design and for permit requirements.
- Since methane gas was detected in soil gas at concentrations exceeding the lower explosion limit (LEL) for methane and the Sites location in the LADBS Methane Zone, a methane mitigation system is required for the new building. The LADBS should be consulted to determine whether a Site-specific methane gas mitigation system will be required based on the concentrations detected and planned construction design. Given the construction anticipated to convert the church building to a restaurant including the likely installation of subsurface piping for future water, sewer and other utilities, HMC recommends as a protective measure that all concrete cuts and utility penetrations on the slab be sealed to add an additional measure of protection against potential vapor intrusion.

The MMP has been prepared to ensure that the mitigation measures identified in the Sustainable Communities Environmental Assessment (SCEA) are implemented, thereby minimizing identified environmental effects. The following Mitigation Measures (MM) have been identified:

- MM HAZ-1: A Site Specific Soil Mitigation Plan (SMP) will be prepared that will provide guidance to contractors for appropriate handling, screening, and management of potentially impacted or impacted soils that may be encountered at the Project Site during grading and excavation activities. These procedures will include training for construction personnel on the

appropriate procedures for identification of suspected impacted soils; requirements for testing and collection of potentially contaminated soils; segregation of potentially impacted soils; and applicable soil handling and disposal procedures.

- MM HAZ-2: A Groundwater Management Plan (GWMP) will be prepared that includes training and protocol procedures to contractors for avoiding contact with groundwater during excavation and construction of the Project and appropriate disposal protocols of contaminated groundwater.
- MM HAZ-3: All concrete cuts and utility penetrations into the building pad(s) or concrete slab(s) that underlie the former church building that may occur during the remodeling/repurposing of the existing school building will be sealed to add an additional measure of protection against potential vapor intrusion.

CONCLUSIONS

Based upon review of the provided documents listed above, AEI concurs the MMP is adequate for the new, expanded Project Site, except for the following:

The Site is located in the City of Los Angeles designated Methane Zone. Since the *Subsurface Investigation Report* (HMC, 2018) indicated methane gas was detected in soil gas at concentrations exceeding the lower explosion limit (LEL) for methane, the LADBS should be consulted to confirm if a Site-specific methane gas mitigation system will be required based on the concentrations detected and planned construction design.

- As part of the MMP HAZ-3, AEI recommends conducting a pathway assessment/visual monitoring of the sealing of penetrations after construction. An environmental professional should be on-site to monitor the sealing process. The use of a vapor-barrier type wrap is recommended.
- In addition to implementing a GWMP during construction activities, AEI recommends the inclusion of adequate design measures to manage the potential for groundwater infiltration. Design measures may include: waterproofing the entire subgrade area, use of waterproofing that is compatible with the Site constituents of concern, and sealing of electrical conduits, piping, etc. to close off preferential pathways.

REPORT LIMITATIONS

AEI's conclusions, and/or recommendations, stated in this document are based on the data and information obtained or provided as part of this Addendum. AEI makes no warranty, expressed or implied, except that the services have been performed in accordance with generally accepted environmental property assessment practices applicable at the time and location when and where this Addendum was completed.

CLOSING

AEI appreciated the opportunity to support this important project. If there are any questions regarding our review, please do not hesitate to contact Mr. Gene Belli at (732) 414-2720.

Sincerely,
AEI Consultants

Valerie Marshall
Vice President, Site Mitigation

Eugene A. Belli, REPA, CHMM
Executive Vice President

AEI Consultants
2207 West 190th Street
Torrance, California 90504

October 16, 2020
J3590r2

TF Shatto LP
C/o Ly Tang, Senior Development Manager
FORME Development
11400 W. Olympic Blvd
Suite 860
Los Angeles, CA 90064
T: 604 862 2172
ly@formedevelopment.com

METHANE
SPECIALISTS

5210 Lewis Road
Suite 1
Agoura Hills, CA 91301

TEL: 805.987.5356
FAX: 805.987.3968

methanespecialists.com

Subject: Methane Mitigation System Design Intent at 514-550 S. Shatto Place, Los Angeles, CA 90020.

Development at the project is to include the remodeling of an existing school building, formerly a church, built entirely on grade and the construction of a new mixed-use tower with 40 stories, including apartment units, commercial on L1 and L2, and 4 levels of subterranean parking. The total pre-dedicated parcel area is reported to be approximately 66,441 square feet, and the post-dedicated lot area is approximately 73,407 square feet. Per the environmental report provided by the client, depth of groundwater is approximately 23-33 feet bsg.

The site lies within the methane zone as defined by the City of Los Angeles Department of Building and Safety. Per the Phase II Environmental report provided by the client, this site is a Methane Zone Design Level 5.

Due to the nature of the project site having a high water table as well as methane concerns, the standard methane mitigation system may not be practical for the proposed development. In lieu of the standard requirements for projects in the methane zone with a design level 5, the design intent of this project is as follows:

Methane Specialists will coordinate with the waterproofing/building envelope consultant to choose a membrane that performs well as a waterproofing membrane and is an LA City approved methane barrier. Methane Specialists will also pursue a modification to eliminate the permanent dewatering requirement and vent piping requirement. In lieu of the dewatering and vent piping systems that are required per the Methane Ordinance, Methane Specialists will propose through the modification, to slope the bottom of the mat slab 1%. This, along with the waterproofing/methane membrane, will allow potential methane and vapor to move outside the building limits. In order for this system to function properly, the structural mat slab and subterranean walls need to be designed hydrostatically. Methane Specialists will coordinate this with the project's Structural Engineer.

Due to the methane levels found on this site, an active system will also need to be included. Methane Specialists will design the methane gas detection system for the lowest level of the proposed building. Due to the proposed modification eliminating the vent piping, dewatering and mechanical extraction systems, there will be no need for vent riser methane detectors. This detection system will need to be tied into the mechanical system designed by your MEP engineer which will be coordinated by Methane Specialists.

I look forward to answering any questions you may have.

Sincerely,

Jay Kasondra

Jay Kasondra
Methane Specialists

AEI Consultants

September 19, 2019 (Revised November 14, 2019)
Site Visit Date September 12, 2019

PHASE I
ENVIRONMENTAL SITE ASSESSMENT

Property Identification:
Office Building
514 Shatto Place
Los Angeles, Los Angeles County, California 90020

AEI Project No. 411477

Prepared For:
Rimkus Building Consultants
927 E. New Haven Avenue Suite 315
Melbourne, Florida 32901

Prepared By:
AEI Consultants
20 Gibson Place, Suite 310
Freehold, New Jersey 07728
(732) 414-2720

AEI Main Contact: Eugene A. Belli, REPA, CHMM

Environmental Due Diligence

Building Assessments

Site Investigation & Remediation

Energy Performance & Benchmarking

Industrial Hygiene

Construction Risk Management

Zoning Analysis Reports & ALTA Surveys

AEI Consultants

September 19, 2019 (Revised November 14, 2019)

Rimkus Building Consultants
927 E. New Haven Avenue Suite 315
Melbourne, Florida 32901

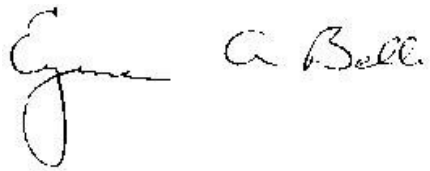
Subject: PHASE I ENVIRONMENTAL SITE ASSESSMENT
514 Shatto Place
514 Shatto Place, Los Angeles, California 90020
AEI Project No. 411477

Dear Mr. John Donlan:

AEI Consultants is pleased to provide the results of the Phase I Environmental Site Assessment (Phase I ESA) report of the above referenced address (the "subject property"). This assessment was authorized and performed in accordance with the scope of services outlined in the contract, the scope and limitations of ASTM Standard Practice E1527-13, and the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (40 CFR Part 312).

We appreciate the opportunity to provide services to you. If you have any questions concerning this report, or if we can assist you in any other matter, please contact me at (732) 414-2720 or gbelli@aeiconsultants.com.

Sincerely,



Eugene A. Belli, REPA, CHMM
Executive Vice President
AEI Consultants

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LIST OF COMMONLY USED ABBREVIATIONS

Units	
µg/L	Micrograms per Liter
mg/kg	Milligrams per Kilogram
mg/L	Milligrams per Liter
pCi/L	PicoCuries per Liter
ppb	Parts per Billion
ppm	Parts per Million
Acronyms	
ACM	Asbestos-Containing Material
AHERA	Asbestos Hazard Emergency Response Act
APN	Assessor's Parcel Number
AST	Aboveground Storage Tank
AUL	Activity and Use Limitation
bgs	Below Ground Surface
BTEX	Benzene, Toluene, Ethylbenzene, and Xylenes
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CERCLIS	Comprehensive Environmental Response Compensation and Liability Information System
COC	Contaminant of Concern
CREC	Controlled Recognized Environmental Condition
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
GPR	Ground-Penetrating Radar
HREC	Historical Recognized Environmental Condition
HVAC	Heating, Ventilation and Air Conditioning
HWS	Hazardous Waste Site
LBP	Lead-Based Paint
LCP	Lead Containing Paint
LLP	Landowner Liability Protection
LQG	Large Quantity Generator
LUST	Leaking Underground Storage Tank
MCL	Maximum Contaminant Level
MTBE	Methyl Tertiary Butyl Ether
ND	None Detected
NESHAP	National Emission Standards for Hazardous Air Pollutants
NFA	No Further Action
NOV	Notice of Violation
NPL	National Priorities List
O&M	Operations and Maintenance
OSHA	Occupational Safety and Health Administration
PCB	Polychlorinated Biphenyl
PCE	Perchloroethylene, Tetrachloroethylene, Tetrachloroethene, PERC
RCRA	Resource Conservation and Recovery Act

REC	Recognized Environmental Condition
RP	Responsible Party
SDS	Safety Data Sheet
SEMS	Superfund Enterprise Management System
SQG	Small Quantity Generator
SVOC	Semi-Volatile Organic Compound
TCE	Trichloroethylene, Trichloroethene
TPH	Total Petroleum Hydrocarbons
TPHd	Total Petroleum Hydrocarbons (diesel range)
TPHg	Total Petroleum Hydrocarbons (gasoline range)
TPHo	Total Petroleum Hydrocarbons (oil range)
TRPH	Total Recoverable Petroleum Hydrocarbons
USDA	United States Department of Agriculture
USGS	United States Geological Survey
UST	Underground Storage Tank
VOC	Volatile Organic Compound

PROJECT SUMMARY

514 Shatto Place
514 Shatto Place, Los Angeles, Los Angeles County, California 90020

Report Section	Acceptable	Requires O&M	Additional Research Required	Phase II	Abatement Required	Costs	Comments
Historical Summary	✔						
Regulatory Database Records Review	✔						
Asbestos-Containing Materials		✔				$400	ACMs were identified at the property in an Asbestos Survey completed on September 11, 2019 by EFI Global. These materials should be managed in an O&M Plan
USTs	✔						
ASTs	✔						
Radon	✔						
Lead in Drinking Water	✔						
Lead-Based Paint	✔						
PCBs	✔						
Waste Sites	✔						
RECs on Neighboring Properties	✔						
On-Site Operations	✔						
Hazardous Materials	✔						
Wetlands	✔						
Dry Cleaners	✔						
Mold	✔						
Other	✔						

COMMENT	
RECs	None

COMMENT	
CRECs	None
HRECs	None
Other	• Based on a prior asbestos survey conducted by others (September 11,2019), asbestos was identified at the property. The building materials were in good condition and can be effectively managed as part of an asbestos Operations and Maintenance (O&M) Plan until such time as renovation or demolition activities necessitate their removal. An O&M Plan was not in place at the Property. • According to the City of Los Angeles Department of Building & Safety and Department of Planning, the subject property is located near significant oil production areas known as "Methane Zones". Methane Zone sites include properties immediately surrounding gas sources and where testing and mitigation are required by the City of Los Angeles Department of Building and Safety. Due to the potential environmental risk associated with construction in Methane Zones, the property owner is required to conduct a methane assessment prior to the redevelopment of the subject property (Division 71 of the Los Angeles Building Code). AEI recommends that a methane assessment be conducted for the subject property prior to any future redevelopment activities.

EXECUTIVE SUMMARY

AEI Consultants (AEI) was retained by Rimkus Building Consultants to conduct a Phase I ESA in conformance with the contract and the scope and limitations of ASTM Standard Practice E1527-13 and the EPA Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) for the property located at 514 Shatto Place, Los Angeles, Los Angeles County, California. Any exceptions to, or deletions from, this practice are described in Sections 1.4, 1.5, and 1.6 of this report.

PROPERTY DESCRIPTION

PROPERTY INFORMATION	
Subject Property Name	Office Building
Street Address(es)	514 Shatto Place
City	Los Angeles
State	California
Location	east side of Shatto Place
Vicinity Characteristics	Commercial
Approximate Site Acreage/Source	0.35/Los Angeles County Assessor's Office (LACAO)
Subject Property Type	Office
Subject Property Use(s)	Office
Assessor Parcel Number(s)	5077-004-025
SITE AND BUILDING INFORMATION	
Number of Buildings	1
Year(s) of Construction	1962
Number of Floors/Stories	4
Basement or Subgrade Area(s)	None identified
Number of Units	1
Building Area (SF)/Source	27,843/LACAO
Building Description(s)	Four-story, brick- and metal-frame, rectangular commercial building on a concrete slab foundation with composite roof
Building Occupant(s)	American Federation of State and County Municipal Employees (AFSCME) Union, as well as associated affiliates/ subsidiaries
Additional Improvements	None identified
Current On-site Operations	Administrative/office activities
Current Use of Hazardous Substances	None identified
UTILITY PROVIDER INFORMATION	
Natural Gas Provider	Southern California Gas
Electricity Provider	Los Angeles Department of Water and Power (LADWP)
Heating System Fuel Source	Natural gas
Cooling System Power Source	Electricity
Potable Water Provider or Source	LADWP
Sewage Disposal Provider or Treatment System	City of Los Angeles
REGULATORY INFORMATION	
Regulatory Database Listings	None identified
Institutional Controls	None identified

Engineering Controls	None identified
Environmental Liens	None identified

Based on a review of historical sources, the subject property was originally developed with a single-family residence from 1910 to 1962, and was redeveloped with the current office building in 1962. The building has been used solely for office/administrative activities since construction. AEI did not identify potential environmental concerns in association with the current or historical use of the subject property.

The immediately surrounding properties consist of the following:

Direction from Site	Tenant/Use (Address)	Regulatory Database Listing(s)
North	World Mission University (500 Shatto Place)	None
East	Multi-family residence and parking lot (511-519 Westmoreland Avenue)	None
South	New Covenant Academy (3119 West 6th Street)	532 Shatto (presumed-adjacent): UST
West	Shatto Place followed by offices (515 Shatto Place) and parking garage (523 Shatto Place)	523 Shatto: Los Angeles HAZMAT

If the surrounding properties are listed in the regulatory database, please refer to Section 5.1 for discussion.

Based upon topographic map interpretation, the direction of groundwater flow beneath the subject property is inferred to be to the west. Based on groundwater monitoring data for a nearby Shatto Investment Co. site at 3151 West 6th Street (located approximately 200 feet southwest of the subject property) obtained from the Regional Water Quality Control Board (RWQCB) GeoTracker database, groundwater is presumed to be present at an estimated depth of 20 to 30 feet bgs.

CONCLUSIONS

AEI has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-13 of 514 Shatto Place, Los Angeles, Los Angeles County, California, the Property. Any exceptions to or deletions from this practice are described in Section 1.5 of this report.

This assessment has revealed no evidence of Recognized Environmental Conditions (RECs) or Controlled Recognized Environmental Conditions (CRECs) in connection with the subject property.

Other Environmental Considerations include, but are not limited to, de minimis conditions and/ or business environmental risks such as the presence of ACMs, LBP, radon, mold, and lead in drinking water, which can have a material environmental or environmentally-driven impact on the business associated with the current or planned use of a parcel of commercial real estate, not necessarily limited to those environmental issues required to be investigated in the ASTM Standard. These may also affect the liabilities and financial obligations of the client, the health and safety of site occupants, and the value and marketability of the subject property.

This assessment also included Other Environmental Considerations identified at Section 8.0. The following related issues of concern were identified:

- Based on a prior asbestos survey conducted by others (September 11,2019), asbestos was identified at the property. The building materials were in good condition and can be effectively managed as part of an asbestos Operations and Maintenance (O&M) Plan until such time as renovation or demolition activities necessitate their removal. An O&M Plan was not in place at the Property.
- According to the City of Los Angeles Department of Building & Safety and Department of Planning, the subject property is located near significant oil production areas known as "Methane Zones". Methane Zone sites include properties immediately surrounding gas sources and where testing and mitigation are required by the City of Los Angeles Department of Building and Safety. Due to the potential environmental risk associated with construction in Methane Zones, the property owner is required to conduct a methane assessment prior to the redevelopment of the subject property (Division 71 of the Los Angeles Building Code).

RECOMMENDATIONS

Based on this assessment, AEI recommends the following:

- Given the good condition of the identified ACM, these materials can be effectively managed as part of an asbestos O&M Plan until such time as renovation or demolition activities necessitate their removal. The objective of an O&M Plan is to implement a practical management approach to controlling identified ACM within the subject property. The O&M Plan is designed to cleanup existing contamination, minimize future fiber release by controlling disturbance of ACM, and monitor the condition of the ACM until it is removed.
- AEI recommends that a methane assessment be conducted for the subject property prior to any future redevelopment activities.

1.0 INTRODUCTION

This report documents the methods and findings of the Phase I ESA performed in conformance with the contract and scope and limitations of ASTM Standard Practice E1527-13 and the EPA Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) for the property located at 514 Shatto Place, Los Angeles, Los Angeles County, California (Appendix A: Figures and Appendix B: Property Photographs).

1.1 SCOPE OF WORK

The purpose of the Phase I ESA is to assist the client in identifying potential RECs, in accordance with ASTM E1527-13, associated with the presence of any hazardous substances or petroleum products, their use, storage, and disposal at and in the vicinity of the subject property. Property assessment activities focused on: 1) a review of federal, state, tribal and local databases that identify and describe underground fuel tank sites, leaking underground fuel tank sites, hazardous waste generation sites, and hazardous waste storage and disposal facility sites within the ASTM approximate minimum search distance; 2) a property and surrounding site reconnaissance, and interviews with the past and present owners and current occupants and operators to identify potential environmental contamination; and 3) a review of historical sources to help ascertain previous land use at the site and in the surrounding area.

The goal of AEI Consultants in conducting the environmental site assessment was to identify the presence or likely presence of any hazardous substances or petroleum products on the subject property that may indicate an existing release, a past release, or a material threat of a release of any hazardous substance or petroleum product into the soil, groundwater, or surface water of the subject property. If such conditions were identified, they would be characterized as one of the following:

Recognized Environmental Condition (REC) - is defined by the ASTM Standard Practice E1527-13 as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

Historical Recognized Environmental Condition (HREC) - A past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

Controlled Recognized Environmental Condition (CREC) - A past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

De minimis Conditions - Are conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis are not recognized environmental conditions nor controlled recognized environmental conditions.

Other Environmental Considerations include, but are not limited to, de minimis conditions and/or business environmental risks (BERs) such as the presence of ACMs, LBP, radon, mold, and lead in drinking water, which can have a material environmental or environmentally-driven impact on the business associated with the current or planned use of a parcel of commercial real estate, not necessarily limited to those environmental issues required to be investigated in the ASTM Standard. These may also affect the liabilities and financial obligations of the client, the health and safety of site occupants, and the value and marketability of the subject property.

1.2 Additional Services

Other Environmental Considerations such as ACMs, LBP, lead in drinking water, radon, mold, and wetlands can result in business environmental risks for property owners which may disrupt current or planned operations or cash flow and are generally beyond the scope of a Phase I assessment as defined by ASTM E1527-13. Based upon the agreed-on scope of services this ESA did not include subsurface or other invasive assessments, business environmental risks, or other services not specifically identified and discussed herein.

1.3 Significant Assumptions

The following assumptions are made by AEI in this report. AEI relied on information derived from secondary sources including governmental agencies, the client, designated representatives of the client, property contact, property owner, property owner representatives, computer databases, and personal interviews. AEI has reviewed and evaluated the thoroughness and reliability of the information derived from secondary sources including government agencies, the client, designated representatives of the client, property contact, property owner, property owner representatives, computer databases, or personal interviews. It appears that all information obtained from outside sources and reviewed for this assessment is thorough and reliable. However, AEI cannot guarantee the thoroughness or reliability of this information.

Groundwater flow, unless otherwise specified by on-site well data or well data from the subject property or nearby sites, is inferred from contour information depicted on the USGS topographic maps. AEI assumes the subject property has been correctly and accurately identified by the client, designated representative of the client, property contact, property owner, and property owner's representatives.

1.4 Limitations

Property conditions, as well as local, state, tribal, and federal regulations can change significantly over time. Therefore, the recommendations and conclusions presented as a result of this assessment apply strictly to the environmental regulations and property conditions existing at the time the assessment was performed. Available information has been analyzed using currently accepted assessment techniques and it is believed that the inferences made are reasonably

representative of the property. AEI makes no warranty, expressed or implied, except that the services have been performed in accordance with generally accepted environmental property assessment practices applicable at the time and location of the assessment.

Considerations identified by ASTM as beyond the scope of a Phase I ESA that may affect business environmental risk at a given property include the following: ACMs, radon, LBP, lead in drinking water, wetlands, regulatory compliance, cultural and historical resources, industrial hygiene, health and safety, ecological resources, endangered species, indoor air quality, mold, and high voltage lines. These environmental issues or conditions may warrant assessment based on the type of the property transaction; however, they are considered non-scope issues under ASTM Standard Practice E1527-13.

If requested by the client, these non-scope issues are discussed herein. Otherwise, the purpose of this assessment is solely to satisfy one of the requirements for qualification of the innocent landowner defense, contiguous property owner or bona fide prospective purchaser under CERCLA. ASTM Standard Practice E1527-13 and the United States EPA Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) constitute the "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice" as defined in:

1. 42 U.S.C. § 9601(35)(B), referenced in the ASTM Standard Practice E1527-13.
2. Sections 101(35)(B) (ii) and (iii) of CERCLA and referenced in the EPA Standards and Practices for All Appropriate Inquiries (40 CFR Part 312).
3. 42 U.S.C. § 9601(40) and 42 U.S.C. § 9607(q).

The Phase I ESA is not, and should not be construed as, a warranty or guarantee about the presence or absence of environmental contaminants that may affect the property. Neither is the assessment intended to assure clear title to the property in question. The sole purpose of assessment into property title records is to ascertain a historical basis of prior land use. All findings, conclusions, and recommendations stated in this report are based upon facts, circumstances, and industry-accepted procedures for such services as they existed at the time this report was prepared (i.e., federal, state, and local laws, rules, regulations, market conditions, economic conditions, political climate, and other applicable matters). All findings, conclusions, and recommendations stated in this report are based on the data and information provided, and observations and conditions that existed on the date and time of the property reconnaissance.

Responses received from local, state, or federal agencies or other secondary sources of information after the issuance of this report may change certain facts, findings, conclusions, or circumstances to the report. A change in any fact, circumstance, or industry-accepted procedure upon which this report was based may adversely affect the findings, conclusions, and recommendations expressed in this report.

AEI's limited radon screening, if included, is intended to provide a preliminary screening to evaluate the potential presence of elevated radon concentrations at the site. The proposed scope is not intended to define the full extent of the presence of radon at the subject property. As such, the results should be used for lending purposes only. The recommendations and conclusions presented as a result of the limited preliminary radon screening apply strictly to the property

conditions existing at the time the sampling was performed. The sample analytical results are only valid for the time, place, and condition of the site at the time of collection and AEI does not warrant that the results will be repeatable or are representative of past or future conditions.

1.5 Limiting Conditions/Deviations

Limiting conditions were not identified during the course of this assessment, except for the following:

- AEI observed a representative sample of floors within the interior of the building. In addition, AEI observed common and exterior areas of the property, including list the common and exterior areas inspected. Based on the nature of property occupancy, this method of assessment is presumed to be appropriate due to the size of the subject property..

1.6 Data Gaps and Data Failure

According to ASTM E1527-13, data gaps occur when the Environmental Professional is unable to obtain information required by the Standard, despite good faith efforts to gather such information. Pursuant to ASTM E1527-13, only significant data gaps, defined as those that affect the ability of the Environmental Professional to identify RECs, need to be documented.

Data failure is one type of data gap. According to ASTM E1527-13, data failure occurs when all of the standard historical sources that are reasonably ascertainable and likely to be useful have been reviewed and yet the objectives have not been met. Pursuant to ASTM E1527-13, historical sources are required to document property use back to the property's first developed use or back to 1940, whichever is earlier, or periods of five years or greater.

1.6.1 Data Failure

AEI did not identify evidence of data failure during the course of this assessment.

1.6.2 Data Gaps

AEI did not identify significant data gaps which affected our ability to identify RECs.

1.7 Reliance

All reports, both verbal and written, are for the benefit of Rimkus Building Consultants. This report has no other purpose and may not be relied upon by any other person or entity without the written consent of AEI. Either verbally or in writing, third parties may come into possession of this report or all or part of the information generated as a result of this work. In the absence of a written agreement with AEI granting such rights, no third parties shall have rights of recourse or recovery whatsoever under any course of action against AEI, its officers, employees, vendors, successors, or assigns. Reliance is provided in accordance with AEI's Proposal and Standard Terms and Conditions executed by Rimkus Building Consultants on September 5, 2019. The limitation of liability defined in the Terms and Conditions is the aggregate limit of AEI's liability to the client and all relying parties.

2.0 SITE AND VICINITY DESCRIPTION

2.1 SITE LOCATION AND DESCRIPTION

PROPERTY INFORMATION	
Subject Property Name	Office Building
Street Address(es)	514 Shatto Place
City	Los Angeles
State	California
Location	east side of Shatto Place
Vicinity Characteristics	Commercial
Approximate Site Acreage/Source	0.35/Los Angeles County Assessor's Office (LACAO)
Subject Property Type	Office
Subject Property Use(s)	Office
Assessor Parcel Number(s)	5077-004-025
SITE AND BUILDING INFORMATION	
Number of Buildings	1
Year(s) of Construction	1962
Number of Floors/Stories	4
Basement or Subgrade Area(s)	None identified
Number of Units	1
Building Area (SF)/Source	27,843/LACAO
Building Description(s)	Four-story, brick- and metal-frame, rectangular commercial building on a concrete slab foundation with composite roof
Building Occupant(s)	American Federation of State and County Municipal Employees (AFSCME) Union, as well as associated affiliates/ subsidiaries
Additional Improvements	None identified
Current On-site Operations	Administrative/office activities
Current Use of Hazardous Substances	None identified
UTILITY PROVIDER INFORMATION	
Natural Gas Provider	Southern California Gas
Electricity Provider	Los Angeles Department of Water and Power (LADWP)
Heating System Fuel Source	Natural gas
Cooling System Power Source	Electricity
Potable Water Provider or Source	LADWP
Sewage Disposal Provider or Treatment System	City of Los Angeles
REGULATORY INFORMATION	
Regulatory Database Listings	None identified
Institutional Controls	None identified
Engineering Controls	None identified
Environmental Liens	None identified

Refer to Appendix A: Figures and Appendix B: Property Photographs for site location and description.

2.2 Site and Vicinity Characteristics

The immediately surrounding properties consist of the following:

Direction from Site	Tenant/Use (Address)	Regulatory Database Listing(s)
North	World Mission University (500 Shatto Place)	None
East	Multi-family residence and parking lot (511-519 Westmoreland Avenue)	None
South	New Covenant Academy (3119 West 6th Street)	532 Shatto (presumed-adjacent): UST
West	Shatto Place followed by offices (515 Shatto Place) and parking garage (523 Shatto Place)	523 Shatto: Los Angeles HAZMAT

If the surrounding properties are listed in the regulatory database, please refer to Section 5.1 for discussion.

2.3 Physical Setting

Geology: According to information obtained from the USGS, the area surrounding the subject property is underlain by nonmarine deposits of the Pleistocene era.

According to the United States Department of Agriculture's Report and General Soil Map for Los Angeles County, the area surrounding the subject property is underlain by soils of the Ramona-Placentia association. The soils of this association occur only in the Los Angeles basin. They are on gently sloping terraces between elevations from near sea level and 1,300 feet.

Ramona soils in the Los Angeles basin are over 60 inches deep, are well drained and have slow subsoil permeability. They are characterized by brown to reddish-brown, heavy loam, loam, or sandy loam surface layers about 18 inches thick. Subsoils are brown to reddish-brown, dense clay loam or clay about 30 inches thick. The substratum is brown to reddish-brown loam or light clay loam. Some subsoils may be stratified beds of silt to sand. Areas with up to 60 percent by volume stones and cobbles also occur. Available water holding capacity is 8.0 to 10.0 inches for 60 inches of soil depth. Water holding capacity is reduced by the percentage of coarse fragments in those areas containing stones and cobbles.

Placentia soils are over 18 inches deep, are moderately well drained and have very slow subsoil permeability. They are characterized by brown to reddish-brown loam or sandy loam surface layers abruptly underlain by a dense, dark reddish-brown, clay loam subsoil at about 18 inches. The substratum occurs at about 48 inches and is brown loam. The dense subsoil restricts the movement of air and water and the development of roots and is therefore considered limiting for effective soil depth. Occasional areas have subsoils composed mainly of gravelly deposits and some have an iron-cemented hardpan. Available water-holding capacity is about 2.0 to 2.5 inches for 18 inches of effective soil depth.

USGS Topographic Map:	Hollywood, CA, California Quadrangle
Nearest surface water to subject property:	MacArthur Lake Park/0.7 miles southeast
Gradient Direction/Source:	West/topographic map interpretation

Estimated Depth to Groundwater/Source:	20-30 feet bgs/groundwater monitoring data for nearby Shatto Investment Company site at 3151 West 6th Street, located approximately 200 feet southwest of the subject property
Wetlands:	No / National Wetlands Inventory
Flood Zone Information:	Zone X / Fema Map 06037C1610F dated September 26, 2008

Note: Groundwater flow direction can be influenced locally and regionally by the presence of local wetland features, surface topography, recharge and discharge areas, horizontal and vertical inconsistencies in the types and location of subsurface soils, and proximity to water pumping wells. Depth and gradient of the water table can change seasonally in response to variation in precipitation and recharge, and over time, in response to urban development such as storm water controls, impervious surfaces, pumping wells, cleanup activities, dewatering, seawater intrusion barrier projects near the coast, and other factors.

3.0 HISTORICAL REVIEW OF SITE AND VICINITY

3.1 HISTORICAL SUMMARY

Reasonably ascertainable standard historical sources as outlined in ASTM Standard E1527-13 were used to determine previous uses and occupancies of the subject property that are likely to have led to RECs in connection with the subject property. A chronological summary of historical data found, including but not limited to aerial photographs, historical city directories, Sanborn fire insurance maps, and agency records, is as follows:

Date Range	Subject Property Description/Use	Source(s)
1894-1907	Undeveloped	Sanborn Map, Historical Topographic Maps
1910-1962	Single-family residence (514 Shatto Place)	Aerial Photographs, Building Records, City Directories, Sanborn Maps
1962-Present	Office building (514 Shatto Place)	Aerial Photographs, Assessor's Record, Building Records, City Directories, Sanborn Maps, Interviews, Onsite Observations

Based on a review of historical sources, the subject property was originally developed with a single-family residence from 1910 to 1962, and was redeveloped with the current office building in 1962. The building has been used solely for office/administrative activities since construction. AEI did not identify potential environmental concerns in association with the current or historical use of the subject property.

3.2 AERIAL PHOTOGRAPHS

AEI reviewed aerial photographs of the subject property and surrounding area. A search was made of the EDR collection of aerial photographs. Aerial photographs were reviewed for the following years:

Year(s)	Subject Property Description	Adjacent Site Descriptions
1923, 1928, 1938, 1948, 1952, 1954	Appears developed with a single-family residence	NORTH: Appears developed with a single-family residence EAST: Appears developed with single-family residences SOUTH: Appears developed with a single-family residence WEST: Appears developed with single-family residences beyond Shatto Place

Year(s)	Subject Property Description	Adjacent Site Descriptions
1964	The present-day office building is visible	NORTH: No significant changes visible EAST: No significant changes visible SOUTH: The present-day commercial building is visible WEST: The present-day commercial building is visible at 515 Shatto Place, as well as a parking lot
1972, 1977, 1981	No significant changes visible	NORTH: The present-day office building is visible EAST: No significant changes visible SOUTH: No significant changes visible WEST: The present-day commercial building and parking garage are visible
1989	No significant changes visible	NORTH: No significant changes visible EAST: The present-day commercial building and parking lot are visible SOUTH: No significant changes visible WEST: No significant changes visible
1994, 2002, 2005, 2009, 2012, 2016	No significant changes visible	No significant changes visible

AEI did not identify potential environmental concerns in association with the historical use of the subject property during the aerial photograph review.

Copies of historical aerial photographs are provided in the report appendices.

3.3 Sanborn Fire Insurance Maps

Sanborn Fire Insurance maps were developed in the late 1800s and early 1900s for use as an assessment tool for fire insurance rates in urbanized areas. A search was made of the EDR collection of Sanborn Fire Insurance maps.

The following maps were reviewed:

Year(s)	Subject Property Description (Listed Address)	Adjacent Site Descriptions
1907	Depicted as a vacant lot	NORTH: Depicted as a vacant lot EAST: Depicted with a single-family dwelling and a vacant lot SOUTH: Depicted as a vacant lot WEST: Depicted with Shatto Place, followed by vacant lots

Year(s)	Subject Property Description (Listed Address)	Adjacent Site Descriptions
1921, 1950, 1954, 1955, 1961	Depicted with a single-family dwelling and freestanding garage (514 Shatto Place)	NORTH: Depicted with a single-family dwelling EAST: Depicted with single-family dwellings SOUTH: Depicted with a single-family dwelling WEST: Depicted with single-family dwellings
1968, 1970	Depicted with an office building (514 Shatto Place)	NORTH: Depicted with an office building EAST: No significant changes depicted SOUTH: Depicted with the First English Lutheran Church and Elementary School WEST: Depicted with offices and an open-deck garage

AEI did not identify potential environmental concerns in association with the historical use of the subject property during the Sanborn map review.

Copies of historical Sanborn maps are provided in the report appendices.

3.4 City Directories

A search of historical city directories was conducted for the subject property utilizing EDR. The following table summarizes the results of the city directory search.

Year(s)	Address - Occupant Listed
1924, 1929, 1933, 1937, 1942, 1951, 1958	Residential listings
1962	Phi Theta Pi International Fraternity
1964, 1970	Peck CL Contractor
1967, 1971, 1976, 1981, 1986, 1990, 1991, 1995, 2000, 2006, 2010, 2014	Office listings

AEI did not identify potential environmental concerns in association with the historical use of the subject property during the city directory review.

Copies of historical city directories are provided in the report appendices.

3.5 HISTORICAL TOPOGRAPHIC MAPS

A search of historical topographic maps was conducted for the subject property utilizing NETR Online (www.historicaerials.com). Topographic maps were reviewed for the following years:

Year(s)	Subject Property Description	Adjacent Site Descriptions
1894, 1896, 1898, 1900, 1902, 1904, 1906, 1908, 1910, 1913, 1915	No structures or features depicted	NORTH: No structures or features depicted EAST: No structures or features depicted SOUTH: No structures or features depicted WEST: A road is shown in the current location of Shatto Place, followed by an area with no structures or features depicted
1921, 1928, 1931, 1932	Depicted with a structure resembling a residence	Depicted with structures resembling residences
1955, 1963, 1968, 1975, 1982, 1995	Shaded to indicate an area of urban development	NORTH: Shaded to indicate an area of urban development EAST: Shaded to indicate an area of urban development SOUTH: Depicted with a church WEST: Shaded to indicate an area of urban developmentstructures or features depicted

AEI did not identify potential environmental concerns in association with the historical use of the subject property during the historic topographic map review.

Due to copyright considerations, historical topographic maps are not provided in the report appendices.

4.0 REGULATORY AGENCY RECORDS REVIEW

Local and state agencies, such as environmental health departments, fire prevention bureaus, and building and planning departments are contacted to identify any current or previous reports of hazardous substance use, storage, and/or unauthorized releases that may have impacted the subject property. In addition, information pertaining to AULs, defined as legal or physical restrictions, or limitations on the use of, or access to, a site or facility, is requested.

4.1 Local Environmental Health Department and/or State Environmental Agency

On September 10, 2019, AEI accessed the Los Angeles County Fire Department (LACFD) website for information on the subject property. Files at this agency may contain information regarding hazardous substance storage and use, underground storage tanks, unauthorized releases of petroleum hydrocarbons or other contaminants that may affect the soil or groundwater in the area, wells and/or septic systems.

Review of information on file for the subject property at the Los Angeles County Fire Department (LACFD) did not reveal current or prior use or storage of hazardous substances on site.

4.2 Fire Department

On September 10, 2019, AEI accessed the Los Angeles City Fire Department (LAFD) Hazardous Materials Unit (HMU) and Underground Storage Tank (UST) Division for information on the subject property to identify any evidence of previous or current hazardous substance usage and/ or for any historical information available for the subject property.

No records were on file for the subject property with the Los Angeles City Fire Department (LAFD).

Review of information on file for the subject property at the Los Angeles City Fire Department (LAFD) did not reveal current or prior use or storage of hazardous substances on site.

4.3 Building Department

On September 10, 2019, AEI accessed the Los Angeles Department of Building and Safety (LADBS) website for information on the subject property in order to identify historical tenants, features of concern and property use.

Please refer to the following table for a listing of permits reviewed:

Year(s)	Owner/Applicant	Description of Permit and Building Use
1910	WGS Hammond	Construct Class "D", nine-room residence
1949	Mrs. FT Woodman	Alter dwelling
1962	Frank Dutra Co.	Demolish dwelling
	Sanderling Equipment Co.	Construct four-story, 12,900-square-foot office building with brick and metal exterior, concrete slab, and composite roof

Year(s)	Owner/Applicant	Description of Permit and Building Use
1963	Sanderling Equipment Co.	Interior office partitions / office building
1971	Dow Jones	Alterations / office
1988	United Title Co.	Reroof Class B / office
2003	California District Council 36	Reroof / office

Evidence indicating current or prior use or storage of hazardous substances was not on file for the subject property with the Los Angeles Department of Building and Safety (LADBS).

According to the City of Los Angeles Department of Building & Safety and Department of Planning, the subject property is located near significant oil production areas known as "Methane Zones". Methane Zone sites include properties immediately surrounding gas sources and where testing and mitigation are required by the City of Los Angeles Department of Building and Safety. Due to the potential environmental risk associated with construction in Methane Zones, the property owner is required to conduct a methane assessment prior to the redevelopment of the subject property (Division 71 of the Los Angeles Building Code). AEI recommends that a methane assessment be conducted for the subject property prior to any future redevelopment activities.

4.4 Planning Department

On September 10, 2019, AEI accessed the Los Angeles Planning Department (LAPD) website for information on the subject property in order to identify AULs associated with the subject property.

Evidence indicating the existence of AULs was not on file for the subject property with the Los Angeles Planning Department (LAPD).

4.5 County Assessor Office

On September 10, 2019, AEI accessed the Los Angeles County Assessor's Office (LACAO) website for information on the subject property in order to determine the earliest recorded date of development and use.

According to the Los Angeles County assessor's office, the current building is associated with Assessor's Parcel Number (APN) 5077-004-025. The building totals 27,843 square feet on a 0.35 acre lot. The construction year is reported as 1962.

4.6 Oil and Gas Wells/Pipelines

On September 10, 2019, AEI reviewed the California Department of Oil, Gas and Geothermal Resources (DOGGR) maps and the National Pipeline Mapping System (NPMS) Public Map Viewer concerning the subject property and nearby properties. The maps contain information regarding oil and gas development.

According to the California Department of Oil, Gas and Geothermal Resources (DOGGR) map, oil or gas wells are not located within 500 feet of the subject property. AEI did not identify evidence of environmental concerns during the map review.

According to the NPMS Public Map Viewer, pipelines are not located within 500 feet of the subject property. AEI did not identify evidence of environmental concerns during the map review.

4.7 Other Agencies Searched

On September 10, 2019 AEI accessed the California State Water Resources Control Board (SWRCB) GeoTracker database, a data management system for managing sites that impact groundwater, especially those requiring groundwater cleanup [USTs, Department of Defense, Site Cleanup Program] as well as permitted facilities such as operating USTs and land disposal sites. No information indicating any release of hazardous materials from the subject property was found on the GeoTracker website.

On September 10, 2019, AEI accessed the California Department of Toxic Substances Control (DTSC) EnviroStor database, which contains information of investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted or have been completed under DTSC oversight. No information indicating any release of hazardous materials from the subject property was found on the EnviroStor website.

On September 10, 2019, AEI accessed the California Department of Toxic Substances Control (DTSC) Hazardous Waste Tracking System (HWTS) online database for information pertaining to hazardous waste disposal associated with the subject property. The HWTS generates reports on hazardous waste shipments for generators, transporters, and treatment, storage or disposal facilities (TSDFs). No information indicating the generation of hazardous wastes was on file for the subject property with the DTSC HWTS.

On September 10, 2019 AEI contacted the South Coast Air Quality Management District (SCAQMD) for information regarding any records of PTO, NOV, or NTC issued to occupants of the subject property and associated with air emission equipment primarily related to stationary sources of air pollution, such as dry cleaning machines, boiler, and/or underground storage tanks. No information indicating the existence of any PTOs, NOVs, or NTCs was on file for the subject property with the SCAQMD.

On September 10, 2019, AEI contacted Los Angeles County Department of Public Works (LACDPW) for information on the subject property. No information was on record for the subject property with the LACDPW.

4.8 State Environmental Superliens and Property Transfer Laws

The NETR Online Environmental Lien and AUL State Statuses website was visited to determine if the State of California has environmental superlien and/or property transfer laws which would allow environmental authorities the right to place a first priority lien on the subject property.

According to the NETR Online Environmental Lien and AUL State Statuses website, the State of California does not have environmental superlien and/or property transfer laws.

5.0 REGULATORY DATABASE RECORDS REVIEW

AEI contracted Environmental Data Resources, Inc. (EDR) to conduct a search of publicly available information from federal, state, tribal, and local databases containing known and suspected sites of environmental contamination and sites of potential environmental significance. Data gathered during the current regulatory database search is compiled by EDR into one regulatory database report. Location information for listed sites is designated using geocoded information provided by federal, state, or local agencies and commonly used mapping databases with the exception of "Orphan" sites. Due to poor or inadequate address information, Orphan sites are identified but not geocoded/mapped by EDR, rather, information is provided based upon vicinity zip codes, city name, and state. The number of listed sites identified within the approximate minimum search distance from the federal and state environmental records database listings specified in ASTM Standard E1527-13 is summarized in Section 5.1, along with the total number of Orphan sites. A copy of the regulatory database report is included in Appendix C of this report.

The subject property was not identified in the databases reviewed.

In determining if a listed site is a potential environmental concern to the subject property, AEI generally applies the following criteria to classify the site as lower potential environmental concern: 1) the site only holds an operating permit (which does not imply a release), 2) the site's distance from, and/or topographic position relative to, the subject property, and/or 3) the site has recently been granted "No Further Action" by the appropriate regulatory agency.

5.1 RECORDS SUMMARY

Database	Search Distance (Miles)	Subject Property Listed	Number of Listings within Search Distance	Recognized Environmental Condition or Other Environmental Consideration (Yes or No)
NPL	1	No	0	
DELISTED NPL	0.5	No	0	
SEMS (formerly CERCLIS)	0.5	No	0	
SEMS-ARCHIVE (formerly CERCLIS NFRAP)	0.5	No	1	No; based on the relative distance, inferred direction of groundwater flow, and the Archived status, the SEMS listing is not expected to constitute a significant environmental concern
RCRA CORRACTS	1	No	0	
RCRA-TSDF	0.5	No	0	
RCRA LQG, SQG, CESQGs, VGN, NLR	SP/ADJ	No	0	
US ENG CONTROLS	SP	No	0	
US INST CONTROLS	SP	No	0	
ERNS	SP	No	0	

Database	Search Distance (Miles)	Subject Property Listed	Number of Listings within Search Distance	Recognized Environmental Condition or Other Environmental Consideration (Yes or No)
STATE/TRIBAL HWS	1	No	32	No; based on the relative distance, the regulatory status, and/or the inferred direction of groundwater flow, these listings are not expected to constitute a significant environmental concern.
STATE/TRIBAL SWLF	0.5	No	0	
STATE/TRIBAL REGISTERED STORAGE TANKS	SP/ADJ	No	1	A listing for the south-adjacent site is discussed below
STATE/TRIBAL LUST	0.5	No	23	No; based on the relative distance, the regulatory status, and/or the inferred direction of groundwater flow, these listings are not expected to constitute a significant environmental concern.
STATE/TRIBAL EC and IC	SP	No	0	
STATE/TRIBAL VCP	0.5	No	0	
STATE/TRIBAL BROWNFIELD	0.5	No	0	
ORPHAN	N/A	No	2	No; none of the identified orphan sites are located in the immediate vicinity (500-feet) of the subject property, and/or based upon the distance and relative gradient, the sites are not expected to represent a significant environmental concern.
ADDITIONAL ENVIRONMENTAL RECORD SOURCES	SP/ADJ	No	1	The west-adjacent site at 523 Shatto Place is identified as a Los Angeles Co. HAZMAT site, as discussed below.

Facility Name: La County - Facilities Management
Database(s): Los Angeles Co. HAZMAT Address: 523 Shatto Place Distance: Adjacent Direction: West (hydrologically downgradient)
Comments: This facility is registered with the LAFD for the storage and/or use of hazardous substances or the generation of hazardous wastes (Facility ID FA0009322). No hazardous releases have been reported from this site. No releases have been reported. Prior reports prepared for the south adjacent property and provided to AEI by the client indicate that one 10,000-gallon gasoline tank was formally located approximately 80 feet from the property, along the eastern portion of 523 Shatto Place, and no contamination was reported at the time of removal of the UST. Based on this information, this listing is not expected to constitute a significant environmental concern.

Facility Name: Not listed
Database(s): CA UST Address: 532 Shatto Place Distance: Adjacent Direction: South (hydrologically cross-gradient)
Comments: This address refers to the south-adjacent property, also addressed as 3119 West 6th Street and 550 Shatto Place. According to listing details, at least one UST was historically located on this property. No releases from the tank have been reported. No evidence of a UST was noted during the site inspection at this adjacent property. AEI was provided a copy of a Phase I ESA and Phase II ESA conducted at this adjacent property by the client. The Phase I ESA (dated October 3, 2017) did not identify this UST. However, the Phase I identified that the site is located within a methane zone as defined by the LA DBS. The Phase II ESA was prepared by HMC on September 20, 2018 to address issues identified in a subsequent Phase I ESA performed at the 532 Shatto Place property by AEI for others. The Phase II ESA was completed to assess whether elevated concentrations of volatile organic compounds (VOCs) and methane gas were present beneath the 532 Shatto site, to evaluate the chemical composition of soil that would be excavated for disposal purposes, and to assess the concentrations of gasoline contaminants that might be present in groundwater from a former west adjacent filling station at 3151 West 6th Street, located over 190 feet southwest and downgradient of the current property. The soil investigation included the advancement of six soil borings throughout the adjacent site. Laboratory results of soil samples collected at 10 and 20 feet bgs indicated no detectable concentrations of petroleum hydrocarbons and VOCs, and no detectable to low concentrations of metals. Based on these results, these soils would be considered non-hazardous waste when excavated and disposed of during construction activities. Groundwater samples were collected from two soil borings in the southern portion of the adjacent property and one soil boring advanced in the northern portion, closest to the current subject property location. Laboratory results of groundwater samples indicated elevated concentrations of gasoline and gasoline constituents, such as benzene and toluene, with lesser concentrations in the northern portion of the adjacent property. AEI compared the groundwater results in the well closest to the current subject property (location AB6), with the current CA Environmental Screening Levels (ESLs) (January 2019). The levels of constitutions identified in groundwater (ethyl benzene, toluene, 1,2,4-TMB and total xylenes) were not reported above the current ESLs for commercial use or MCLs. This includes the groundwater vapor intrusion human health risk levels. Based upon this information, the constituents in groundwater reported at the south adjacent property are not considered a REC to the current subject property. Please note, if the use if the property changes from commercial to residential, then additional assessment may be warranted. Based on this information, the former presence of the UST(s) is considered a significant environmental concern.

5.2 Vapor Migration

AEI reviewed reasonably ascertainable information for the subject and nearby properties, including a regulatory database, files for nearby release sites, and/or historical documentation, to determine if potential vapor-phase migration concerns may be present which could impact the subject property.

Based on a review of available resources as documented in this report, AEI did not identify significant on-site concerns and/or regulated listings from nearby sites which suggest that a vapor-phase migration concern currently exists at the subject property.

6.0 INTERVIEWS AND USER PROVIDED INFORMATION

6.1 INTERVIEWS

Pursuant to ASTM E1527-13, the following interviews were performed during this assessment in order to obtain information indicating RECs in connection with the subject property.

6.1.1 INTERVIEW WITH OWNER

The subject property owner, represented by Ms. Mirabel Alvaringa of AFSCME, was interviewed during the site inspection on September 12, 2019. Ms. Alvaringa has been associated with the subject property since 2010. Ms. Alvaringa stated that the building had been constructed in 1962 for its present office use. Ms. Alvaringa was asked if she was aware of any of the following:

	Yes	No
Any knowledge of USTs, clarifiers or oil/water separators, sumps, or other subsurface features.		✔
Any knowledge of previous environmental investigations conducted on site.		✔
Any knowledge of current or past industrial operations and/or other operations which would involve the use of hazardous substances and/or petroleum products.		✔
Any known plans for site redevelopment or change in site use.		✔
Any pending, threatened, or past litigation relevant to hazardous substances or petroleum products in, on, or from the property.		✔
Any pending, threatened or past administrative proceedings relevant to hazardous substances or petroleum products in, on, or from the property.		✔
Any notices from any governmental entity regarding any possible violation of environmental laws or possible liability relating to hazardous substances or petroleum products.		✔
Any incidents of flooding, leaks, or other water intrusion, and/or complaints related to indoor air quality.		✔

6.1.2 INTERVIEW WITH KEY SITE MANAGER

Ms. Mirabel Alvaringa, the representative for the subject property owner, was also the key site manager. Refer to Section 6.1.1 for discussion of the interview with Ms. Alvaringa.

6.1.3 PAST OWNERS, OPERATORS, AND OCCUPANTS

AEI did not attempt to interview past owners, operators, and occupants of the subject property because information from these sources would likely be duplicative of information already obtained from other sources.

6.1.4 INTERVIEW WITH OTHERS

Information obtained during interviews with local government officials is incorporated into the appropriate segments of this section.

6.2 User Provided Information

User provided information is intended to help identify the possibility of RECs in connection with the subject property. According to ASTM E1527-13 and the EPA Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), certain items should be researched by the prospective landowner or grantee, and the results of such inquiries may be provided to the Environmental Professional. The responsibility for qualifying for LLPs by conducting the inquiries ultimately rests with the User, and providing the information to the Environmental Professional would be prudent if such information is available.

The User did not complete the ASTM User Questionnaire or provide the User information to AEI. AEI assumes that qualification for the LLPs is being established by the User in documentation outside of this assessment.

6.2.1 Environmental Liens

In accordance with our approved scope of services, AEI contracted EDR (EDR) to perform an environmental lien search for the subject property. According to EDR, environmental liens were not identified during the review of historical ownership documentation. EDR identified the current site owner as American Federation of State County & Muni Employees Dist Council 36, who obtained ownership on June 15, 2010 from CA Dist Council 36 of the Am Fed of St CO & Muni E. Historical owners of potential environmental concern were not identified during the review of the EDR report. A copy of the EDR report is provided in the appendices.

6.3 Previous Reports and Other Provided Documentation

Documentation was provided to AEI during this assessment. A summary of this information follows:

Limited Asbestos & Lead Based Paint Assessment, 514 Shatto Place, Los Angeles, CA 90020, prepared by EFI Global (September 11, 2019)

A total of 60 bulk samples of suspect asbestos-containing materials (ACMs) were collected and submitted for PLM analysis. Sampling was conducted on the roof, exterior, ground floor parking garage, 50% of the 2nd floor, 95% of the 3rd floor, and all of the 4th floor. Interior access was limited to due rooms/offices being locked by their tenants.

The following materials were found to contain asbestos above 1% and are to be treated as ACMs:

- Thermal pipe insulation in the parking garage;
- 9" x 9" beige vinyl floor tiles and associated mastic in the 3rd floor storage area and north and south stairwells; and,
- White penetration/parapet mastic on the roof.

It should be noted that the exterior stucco was reported with race amounts of ACM (not greater than 1%). Although not considered an ACM, in California, this material meets the definition of ACCM and should be handled in accordance with applicable CalOSHA regulations. EFI stated

that due to the occupancy of the property during the site inspection, a follow-up inspection may be warranted to inspect inaccessible areas if materials not covered in the assessment are identified in those areas.

A total of 157 XRF readings were collected to test painted and coated surfaces for lead-based paint (LBP). None of the painted components tested by XRF were found to contain lead at levels at or above the respective limits considered to be LBP.

A demolition-level lead survey was recommended prior to major renovation or demolition activities. It was also noted that if materials found to contain asbestos or presumed to contain asbestos may be impacted during renovation or demolition activities, the work must be performed by a licensed asbestos abatement contractor to properly remove said materials prior to such work.

Limited Mold Assessment and Sampling Letter, 514 Shatto Place, Los Angeles, CA 90020, EFI Global (September 13, 2019)

EFI Global made visual assessments and collected moisture readings at the subject property. Water damage was observed in multiple areas of the property, including on 2-foot by 4-foot drop ceiling panels, around windows, along exterior walls, and in areas where roof drainage down-spouts were located. No elevated moisture readings were detected.

The report conclusions state that water intrusion issues were noted in various areas of the property, specifically on the 3rd and 4th floors. The cause of the water intrusion was unknown, but was thought most likely to be due to roof leaks or roof drainage issues. It was recommended that care be taken during any renovation/demolition activities in the areas noted to ensure that construction employees be protected from potential exposure to mold spores. Of note, AEI did not observe the areas of water damage reported in the EFI report. Regardless, since no visual mold was identified and no elevated moisture readings were noted, the areas observed are not immediate health concerns and can be repaired during routine building operations. The source of the water infiltration should also be ascertained and repaired during routine maintenance.

Copies of the reports are included in the appendices.

Note: If the above documentation was not prepared by AEI, the information obtained was not verified for accuracy and a critique of the information contained therein is beyond the scope of this assessment.

7.0 SITE RECONNAISSANCE

Site Reconnaissance Date	September 12, 2019
AEI Site Assessor(s)	Brant Rotnem
Property Escort(s)/Relationship(s) to Property	Ms. Mirabel Alvaringa
Units/Areas Observed	All accessible interior and exterior areas
Area(s) not accessed and reason(s)	N/A
Weather	Sunny and clear

7.1 SUBJECT PROPERTY RECONNAISSANCE FINDINGS

Yes	No	Observation
✔		Regulated Hazardous Substances/Wastes and/or Petroleum Products in Connection with Property Use
	✔	Aboveground Hazardous Substance or Petroleum Product Storage Tanks (ASTs)
	✔	Underground Hazardous Substance or Petroleum Product Storage Tanks (USTs)
	✔	Hazardous Substance and Petroleum Product Containers Not in Connection with Property Use
	✔	Unidentified Substance Containers
✔		Electrical or Mechanical Equipment Likely to Contain Fluids
	✔	Interior Stains or Corrosion
	✔	Strong, Pungent, or Noxious Odors
	✔	Pools of Liquid
	✔	Drains, Sumps, and Clarifiers
	✔	Pits, Ponds, and Lagoons
	✔	Stained Soil or Pavement
	✔	Stressed Vegetation
	✔	Solid Waste Disposal or Evidence of Fill Materials
	✔	Waste Water Discharges
	✔	Wells
	✔	Septic Systems
	✔	Biomedical Wastes
	✔	Dry Cleaners
✔		Other

The subject property is currently occupied by the American Federation of State and County Municipal Employees (AFSCME) On-site operations consist of administrative/office activities.

REGULATED HAZARDOUS SUBSTANCES/WASTES AND/OR PETROLEUM PRODUCTS IN CONNECTION WITH PROPERTY USE

Regulated Hazardous Substances/Wastes(size/ quantity)	Location	Operations Associated with Material	Secondary Containment	Staining/ Spills

Hydraulic oil (five-gallon/1)	Elevator equipment room	Elevator maintenance	No	No

Based on the lack of a documented release, and the lack of evidence of the mismanagement, these materials are not expected to represent a significant environmental concern.

ELECTRICAL OR MECHANICAL EQUIPMENT LIKELY TO CONTAIN FLUIDS

Toxic PCBs were commonly used historically in electrical equipment such as transformers, fluorescent lamp ballasts, and capacitors. According to United States EPA regulation 40 CFR Part 761, there are three categories for classifying such equipment: <50 ppm of PCBs is considered "Non-PCB"; between 50 and 500 ppm is considered "PCB-Contaminated"; and >500 ppm is considered "PCB-Containing". Pursuant to 15 U.S.C. 2605(e)(2)(A), the manufacture, process, or distribution in commerce or use of any polychlorinated biphenyl in any manner other than in a totally enclosed manner was prohibited after January 1, 1977.

Transformers

Type	Quantity	Owner	Presumed Date of Installation	Spills or Stains Observed (Yes/No)	Non-PCB Label (Yes/No)
Interior	1	LADWP	1962	No	No

The management of potential PCB-containing transformers is the responsibility of the local utility or the transformer owner. Actual material samples need to be collected to determine if transformers are PCB-containing.

Transformers installed prior to 1977 may be PCB containing while transformers installed after 1977 are unlikely to be PCB containing. Federal Regulations (40 CFR 761 Subpart G) require any release of material containing >50 ppm PCB and occurring after May 4, 1987, be cleaned up by the transformer owner following the United States EPA's PCB spill cleanup policy.

The transformer observed was a dry-type transformer with no dielectric fluids. Therefore, it is not an environmental concern.

Elevators

The subject property building is equipped with a hydraulic elevator. The hydraulic fluid contained within elevator systems can potentially contain toxic PCBs. Based on the construction date of the building (pre-1978), the potential exists that hydraulic fluid within the equipment may have contained PCBs. No evidence of stains or leaks was observed at the base of the equipment during the site reconnaissance. The elevator pit was not observed. Based on the good condition and regular maintenance of the elevator, it is not expected to represent a significant environmental concern.

OTHER

Cleaning supplies are stored in a maintenance storage closet within the building. All chemicals were packaged in consumer quantities. Based on the nature of these materials, the presence of cleaning supplies at the subject property is not expected to represent a significant environmental concern.

7.2 ADJACENT PROPERTY RECONNAISSANCE FINDINGS

Yes	No	Observation
	✔	Hazardous Substances/Wastes and/or Petroleum Products in Connection with Property Use
	✔	Aboveground Hazardous Substance or Petroleum Product Storage Tanks (ASTs)
	✔	Underground Hazardous Substance or Petroleum Product Storage Tanks (USTs)
	✔	Hazardous Substance and Petroleum Product Containers Not in Connection with Property Use
	✔	Unidentified Substance Containers
	✔	Electrical or Mechanical Equipment Likely to Contain Fluids
	✔	Strong, Pungent, or Noxious Odors
	✔	Pools of Liquid
	✔	Drains, Sumps, and Clarifiers
	✔	Pits, Ponds, and Lagoons
	✔	Stained Soil or Pavement
	✔	Stressed Vegetation
	✔	Solid Waste Disposal or Evidence of Fill Materials
	✔	Waste Water Discharges
	✔	Wells
	✔	Septic Systems
	✔	Dry Cleaners
	✔	Other

8.0 OTHER ENVIRONMENTAL CONSIDERATIONS

8.1 ASBESTOS-CONTAINING BUILDING MATERIALS

Asbestos is the name for a group of naturally occurring silicate minerals that can be separated into fibers. The fibers are strong, durable, and resistant to heat and fire. They are also long, thin and flexible, so they can even be woven into cloth. Because of these qualities, asbestos has been used in thousands of consumer, industrial, maritime, automotive, scientific and building products. During the 20th century, some 30 million tons of asbestos have been used in industrial sites, homes, schools, shipyards and commercial buildings in the United States. Commercial use of ACM began in the early 1900s and peaked in the period between 1940 and into the 1970's. Common ACMs include pipe-covering, insulating cement, insulating block, refactory and boiler insulation materials, transite board, fireproofing spray, joint compound, vinyl floor tile, ceiling tile, mastics, roofing products, and duct insulation for HVAC applications. Inhalation of asbestos fibers can result in deleterious health effects.

The potential for ACM was evaluated based the United States EPA Guidance Document: *Managing Asbestos in Place - A Building Owner's Guide to Operations and Maintenance Programs for Asbestos-Containing Materials* ("Green Book"). In 1973, NESHAPS banned the use of most spray-applied surfacing ACM, specifically asbestos containing spray-on fireproofing and insulation. Subsequent revisions to this regulation in 1975 and 1978 effectively eliminated the use of friable pre-molded pipe, boiler, turbine, and duct insulation; and the spray application of friable asbestos-containing materials for all uses in buildings. In 1989, the EPA issued regulations to ban some asbestos-containing products and phase out most others over a multi-year period. The "Ban and Phase-Down" rule was challenged in court and the regulation remanded to the agency. As a result, any asbestos-containing products then "in commerce" would not be banned. Those not in commerce would be banned. Those materials "banned" could not be sold. It did not affect such materials already installed, or in use. Most United States firms voluntarily ceased production of asbestos containing building materials not covered by the aforementioned Federal bans by the mid-1980s. In 1994, the OSHA determined that employers and building owners are required to treat installed thermal system installation and sprayed on and troweled-on surfacing materials, as well as vinyl or asphalt flooring material, as ACM in buildings constructed no later than 1980 until tested by laboratory analysis to prove otherwise.

The information below is for general informational purposes only and does not constitute an asbestos survey. In addition, the information is not intended to comply with federal, state or local regulations in regards to ACM.

An asbestos survey was completed for the subject property by EFI Global on September 11, 2019. A total of 60 samples of suspect ACM were collected and submitted for analysis. Refer to Section 6.3 for additional discussion.

8.2 LEAD-BASED PAINT

Lead-based Paint (LBP) is defined as any paint, varnish, stain, or other applied coating that has ≥1 mg/cm² (5,000 µg/g or 5,000 ppm) or more of lead by federal guidelines; state and local definitions may differ from the federal definitions in amounts ranging from 0.5 mg/cm² to 2.0 mg/cm². Section 1017 of the Housing and Urban Development (HUD) Guidelines, Residential

Lead-Based Paint Hazard Reduction Act of 1992, otherwise known as "Title X", defines a LBP hazard as "any condition that causes exposure to lead that would result in adverse human health effects" resulting from lead-contaminated dust, bare, lead-contaminated soil, and/or lead-contaminated paint that is deteriorated or present on accessible, friction, or impact surfaces. Therefore, under Title X, intact LBP on most walls and ceilings would not be considered a "hazard", although the paint should be maintained and its condition monitored to ensure that it does not deteriorate and become a hazard. Additionally, Section 1018 of this law directed HUD and EPA to require the disclosure of known information on LBP and LBP hazards before the sale or lease of most housing built before 1978. Most private housing, public housing, or federally owned or subsidized housing is affected by this rule.

LBP is defined as any paint with any detectable amount of lead present in it. It is important to note that LBP may create a lead hazard when being removed. The condition of these materials must be monitored when they are being disturbed. In the event LBP is subject to abrading, sanding, torching, and/or cutting during demolition or renovation activities, there may be regulatory issues that must be addressed.

The information below is for general informational purposes only and does not constitute a lead hazard evaluation. In addition, the information is not intended to comply with federal, state, or local regulations in regards to LBP.

In buildings constructed after 1978, it is unlikely that LBP is present. Structures built prior to 1978 and especially prior to the 1960s should be expected to contain LBP.

Due to the date of construction (pre-1978), LBP may be present. All painted surfaces were observed to be in good condition with no chalking, peeling or flaking. Since the subject property is not used for residential use, lead-based paint is not considered to be a significant concern.

In addition, on September 11, 2019, EFI Global performed a lead survey at the subject property.

A total of 157 XRF readings were collected to test painted and coated surfaces for lead-based paint (LBP). None of the painted components tested by XRF were found to contain lead at levels at or above the respective limits considered to be LBP. Based on the results of the survey, LBP is not expected to constitute a significant environmental concern. Refer to Section 6.3 for additional discussion.

8.3 RADON

Radon is a naturally-occurring, odorless, and invisible gas. Natural radon levels vary and are closely related to geologic formations. Radon may enter buildings through basement sumps or other openings.

The United States EPA has prepared a map to assist National, State, and local organizations to target their resources and to implement radon-resistant building codes. The map divides the country into three radon zones, with Zone 1 being those areas with the average predicted indoor radon concentration in residential dwellings exceeding the EPA Action Limit of 4.0 pCi/L. It is important to note that the EPA has found homes with elevated levels of radon in all three

zones, and the EPA recommends site specific testing in order to determine radon levels at a specific location. However, the map does give a valuable indication of the propensity of radon gas accumulation in structures.

Radon sampling was not requested as part of this assessment. According to the US EPA, the radon zone level for the area is Zone 2, which has a predicted average indoor screening level between 2 pCi/L and 4 pCi/L, equal to or below the action level of 4 pCi/L set forth by the US EPA. Based upon the non-residential nature of the non-residential nature of the site, radon is not an issue.

8.4 Drinking Water Sources and Lead in Drinking Water

According to available information, a public water system operated by the Los Angeles Department of Water and Power (LADWP) serves the subject property vicinity. The subject property is located within the Central Los Angeles Communities, which obtains water from several sources. Sources include the Metropolitan Water District (MWD) State Water Project, which distributes water purchased from the Sacramento-San Joaquin River Delta; the Los Angeles Aqueduct, which transports water from the Owens River in the Eastern Sierra Nevada Mountains, and local groundwater sources. According to the City of Los Angeles and the 2016 Annual Water Quality Report, water supplied to the subject property is in compliance with all State and Federal regulations pertaining to drinking water standards. Samples of uranium and arsenic exceeded state Preliminary Health Goals (PRGs); however, all samples were within the State Primary Standard (MCL). Of 110 samples analyzed for copper and lead, four were above the Action Limit (AL) for lead, and none was above for copper. Water sampling was not conducted to verify water quality.

8.5 Mold

Molds are simple, microscopic organisms, which can often be seen in the form of discoloration, frequently green, gray, white, brown, or black. When excessive moisture or water accumulates indoors, mold growth will often occur, particularly if the moisture problem remains undiscovered or is not addressed. As such, interior areas of buildings characterized by poor ventilation and high humidity are the most common locations of mold growth. Building materials including drywall, wallpaper, baseboards, wood framing, insulation, and carpeting often play host to such growth. Mold spores primarily cause health problems through the inhalation of mold spores or the toxins they emit when they are present in large numbers. This can occur primarily when there is active mold growth within places where people live or work.

Mold, if present, may or may not visually manifest itself. Neither the individual completing this inspection, nor AEI has any liability for the identification of mold-related concerns except as defined in applicable industry standards. In short, this Phase I ESA should not be construed as a mold survey or inspection.

AEI observed interior areas of the subject property building to identify the potential presence of mold. AEI did not note obvious visual or olfactory indications of the presence of mold, nor did AEI observe obvious indications of significant water damage; however, on September 13, 2019, EFI Global performed a Limited Mold Assessment on the subject property which identified areas of water damage. It is likely these areas of the building were not specifically part of the building observed by AEI. Refer to Section 6.3 for additional discussion.

This activity was not designed to discover all areas which may be affected by mold growth on the subject property. Rather, it is intended to give the client an indication if significant (based on observed areas) mold growth is present at the subject property. Additional areas of mold not observed as part of this limited assessment, possibly in pipe chases, HVAC systems, and behind enclosed walls and ceilings, may be present on the subject property

9.0 FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

9.1 FINDINGS

9.1.1 RECOGNIZED ENVIRONMENTAL CONDITIONS

Recognized Environmental Condition (REC) is defined by the ASTM Standard Practice E1527-13 as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

This assessment has revealed no evidence of RECs in connection with the subject property.

9.1.2 CONTROLLED RECOGNIZED ENVIRONMENTAL CONDITIONS

Controlled Recognized Environmental Condition (CREC) is defined by the ASTM Standard Practice E1527-13 as a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

This assessment has revealed no evidence of CRECs in connection with the subject property.

9.1.3 HISTORICAL RECOGNIZED ENVIRONMENTAL CONDITIONS

Historical Recognized Environmental Condition (HREC) is defined by the ASTM Standard Practice E1527-13 as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

This assessment has revealed no evidence of HRECs in connection with the subject property.

9.1.4 OTHER ENVIRONMENTAL CONSIDERATIONS (NON-ASTM SCOPE)

Other Environmental Considerations include, but are not limited to, de minimis conditions and/ or business environmental risks such as the presence of ACMs, LBP, radon, mold, and lead in drinking water, which can have a material environmental or environmentally-driven impact on the business associated with the current or planned use of a parcel of commercial real estate, not necessarily limited to those environmental issues required to be investigated in the ASTM Standard. These may also affect the liabilities and financial obligations of the client, the health and safety of site occupants, and the value and marketability of the subject property.

This assessment also included Other Environmental Considerations identified at Section 8.0. The following related Issues of concern were identified:

- Based on a prior asbestos survey conducted by others (September 11,2019), asbestos was identified at the property. The building materials were in good condition and can be effectively managed as part of an asbestos Operations and Maintenance (O&M) Plan until such time as renovation or demolition activities necessitate their removal. An O&M Plan was not in place at the Property.
- According to the City of Los Angeles Department of Building & Safety and Department of Planning, the subject property is located near significant oil production areas known as "Methane Zones". Methane Zone sites include properties immediately surrounding gas sources and where testing and mitigation are required by the City of Los Angeles Department of Building and Safety. Due to the potential environmental risk associated with construction in Methane Zones, the property owner is required to conduct a methane assessment prior to the redevelopment of the subject property (Division 71 of the Los Angeles Building Code). AEI recommends that a methane assessment be conducted for the subject property prior to any future redevelopment activities.

9.2 Conclusions

AEI has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-13 of 514 Shatto Place, Los Angeles, Los Angeles County, California, the Property. Any exceptions to or deletions from this practice are described in Section 1.5 of this report. This assessment has revealed no evidence of RECs or CRECs in connection with the subject property.

Other Environmental Considerations include, but are not limited to, de minimis conditions and/ or business environmental risks such as the presence of ACMs, LBP, radon, mold, and lead in drinking water, which can have a material environmental or environmentally-driven impact on the business associated with the current or planned use of a parcel of commercial real estate, not necessarily limited to those environmental issues required to be investigated in the ASTM Standard. These may also affect the liabilities and financial obligations of the client, the health and safety of site occupants, and the value and marketability of the subject property.

This assessment also included Other Environmental Considerations identified at Section 8.0. The following related Issues of concern were identified:

- Based on a prior asbestos survey conducted by others (September 11,2019), asbestos was identified at the property. The building materials were in good condition and can be effectively managed as part of an asbestos Operations and Maintenance (O&M) Plan until such time as renovation or demolition activities necessitate their removal. An O&M Plan was not in place at the Property.
- According to the City of Los Angeles Department of Building & Safety and Department of Planning, the subject property is located near significant oil production areas known as "Methane Zones". Methane Zone sites include properties immediately surrounding gas sources and where testing and mitigation are required by the City of Los Angeles Department of Building and Safety. Due to the potential environmental risk associated

with construction in Methane Zones, the property owner is required to conduct a methane assessment prior to the redevelopment of the subject property (Division 71 of the Los Angeles Building Code).

9.3 RECOMMENDATIONS

Based on this assessment, AEI recommends the following:

- Given the good condition of the identified OR suspect ACM, these materials can be effectively managed as part of an asbestos O&M Plan until such time as renovation or demolition activities necessitate their removal. The objective of an O&M Plan is to implement a practical management approach to controlling identified ACM within the subject property. The O&M Plan is designed to cleanup existing contamination, minimize future fiber release by controlling disturbance of ACM, and monitor the condition of the ACM until it is removed.
- AEI recommends that a methane assessment be conducted for the subject property prior to any future redevelopment activities.

10.0 SIGNATURE OF ENVIRONMENTAL PROFESSIONALS

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in §312.10 of 40 CFR Part 312.

I have the specific qualifications based on education, training, and experience to assess a property of the nature, history and setting of the subject property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Prepared By:

Brant Rotnem
Associate Consultant

Reviewed By:

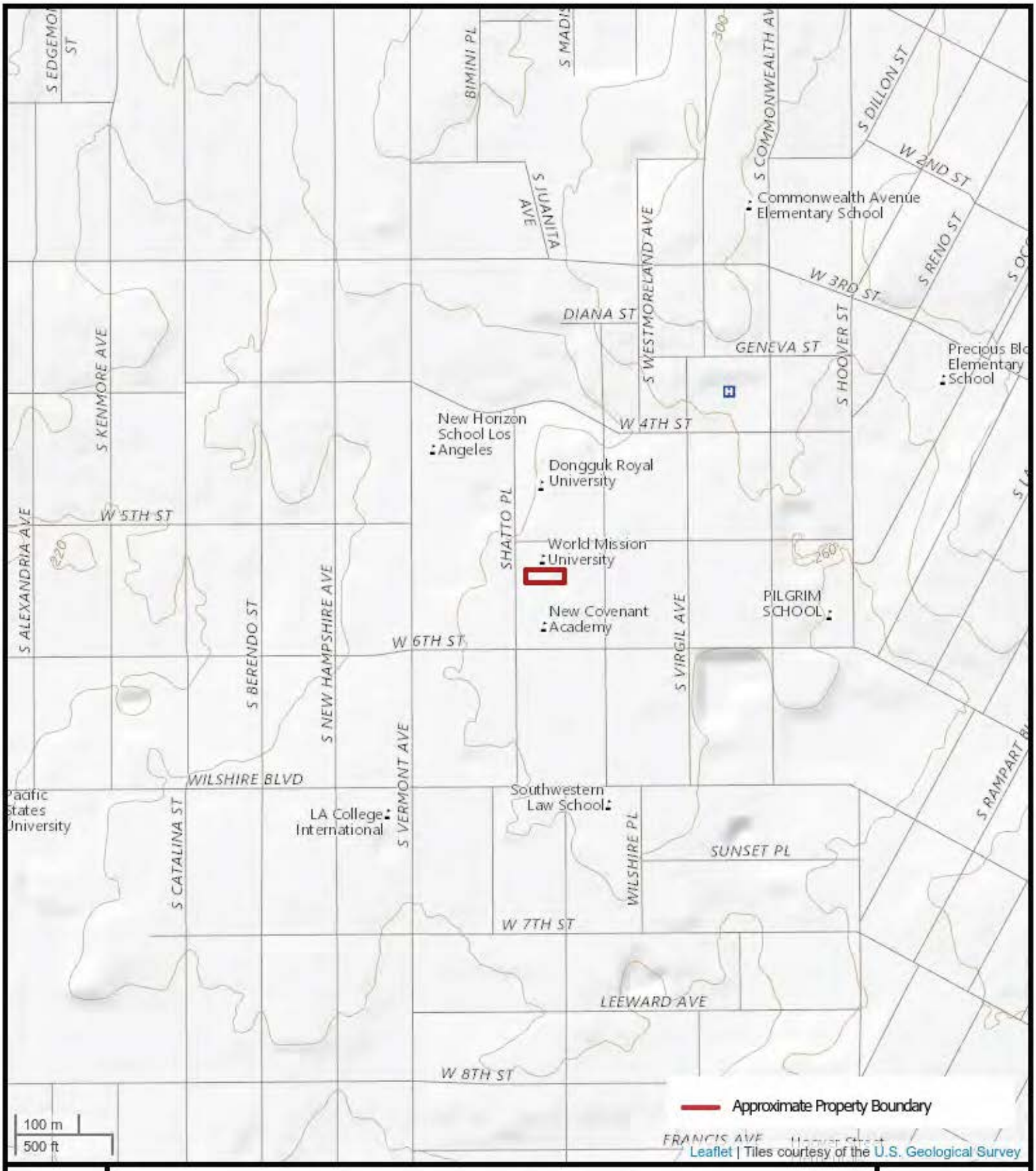
Edna Picciolini
Senior Author

11.0 REFERENCES

Item	Date(s)	Source
Soils Information	September 10, 2019	USDA Web Soil Survey http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx
Topographic Map	2012/2018	USGS
Depth to Groundwater Information	April 15, 2009	Groundwater data for Shatto Investment Company, 3151 West 6th Street
Aerial Photographs	1923-2016 (non-inclusive)	EDR
Sanborn Map Report/Search		EDR
City Directories	1924-2014 (non-inclusive)	EDR
Historical Topographic Maps	1894-2015 (non-inclusive)	NETR Online
Environmental Health Department/ State Environmental Agency	September 10, 2019	Los Angeles County Fire Department (LACFD)
Fire Department	September 10, 2019	Los Angeles City Fire Department (LAFD)
Building Department	September 10, 2019	Los Angeles Department of Building and Safety (LADBS)
Planning Department	September 10, 2019	Los Angeles Planning Department (LAPD)
Assessor's Information and Parcel Map	September 10, 2019	Los Angeles County Assessor's Office
Oil and Gas Wells/Pipelines	September 10, 2019	California Department of Oil, Gas and Geothermal Resources (DOGGR) and NPMS Public Map Viewer https://www.npms.phmsa.dot.gov/PublicViewer/composite.jsf
Other Agencies Searched	September 10, 2019	GeoTracker, DTSC EnviroStor, DTSC-HWTS, SCAQMD, LADPW
State Environmental Superliens / Property Transfer Laws	2019	NETR Online Environmental Lien and AUL State Statuses website http://environmental.netronline.com/lienStatutes.aspx
Regulatory Database Report	September 9, 2019	EDR
Interview with Key Site Manager	September 12, 2019	Ms. Mirabel Alvaringa, Assistant to Executive Director, AFSCME
Lien Search	September 10, 2019	EDR
Radon Zone Information	1993	US EPA Map of Radon Zones https://www.epa.gov/radon
Water Quality Report	2016	LADWP

APPENDIX A

FIGURES



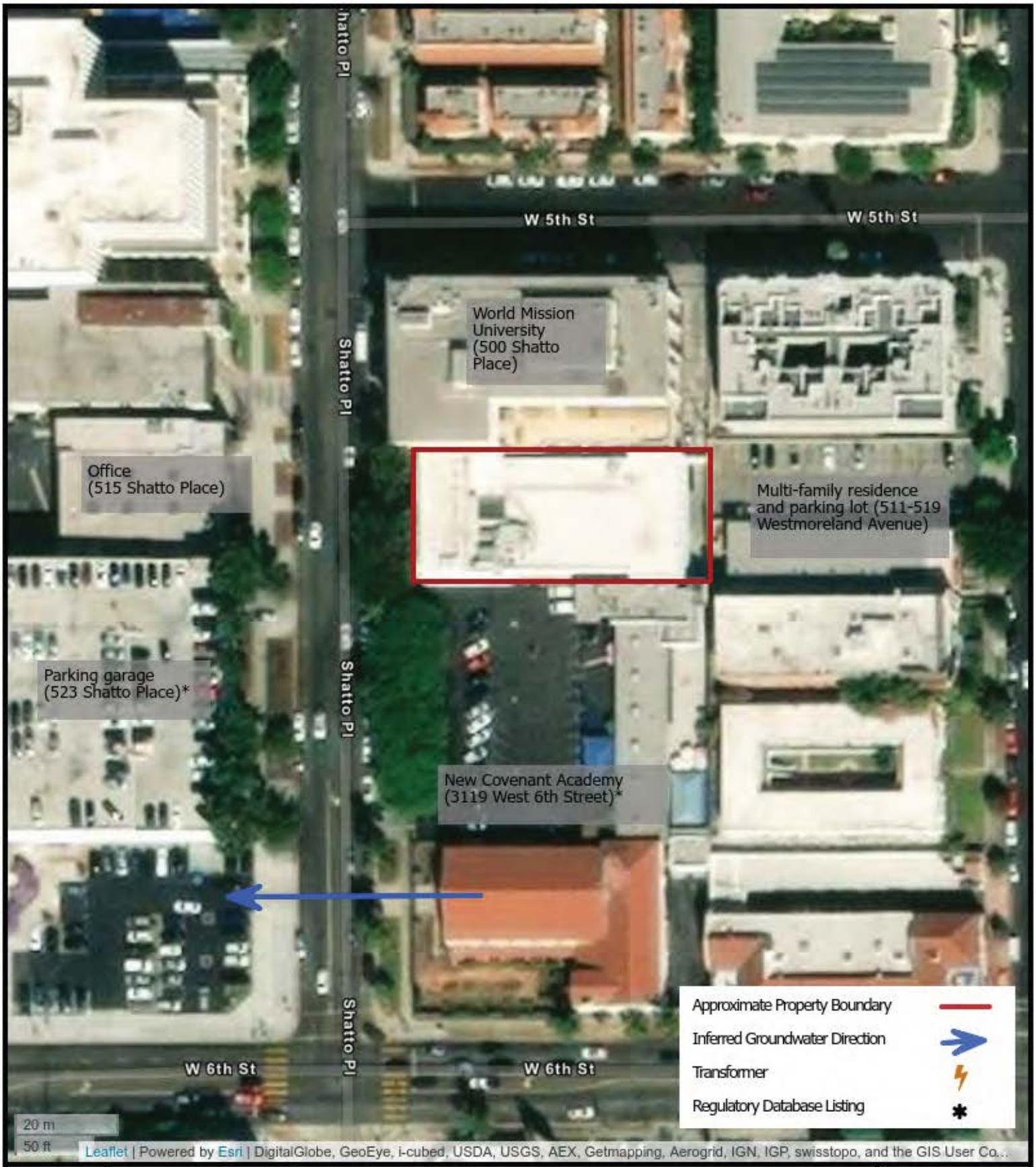
N

FIGURE 1: TOPOGRAPHIC MAP

514 Shatto Place, Los Angeles, California

AEI Project Number: 411477

AEI Consultants



N

FIGURE 2: SITE MAP

514 Shatto Place, Los Angeles, California 90020

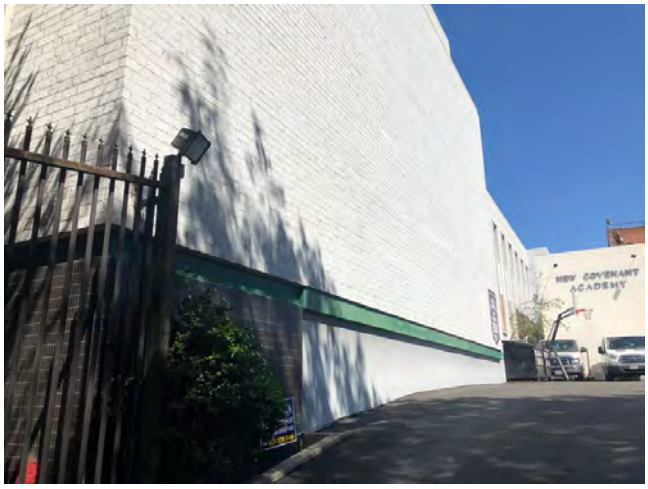
AEI Project Number: 411477

AEI Consultants

APPENDIX B

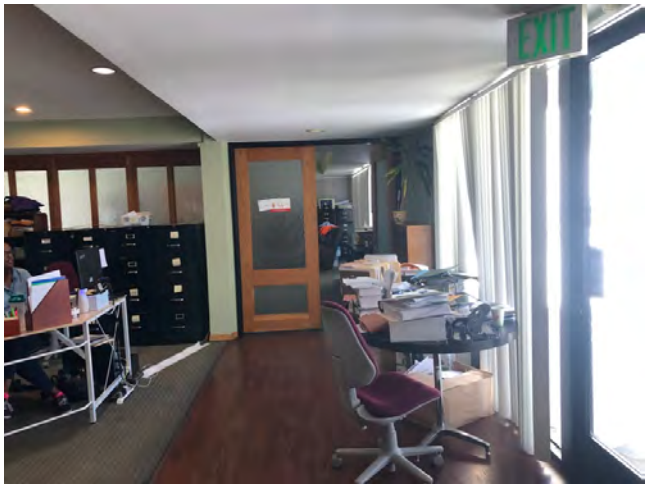
PROPERTY PHOTOGRAPHS

1. View of subject property west elevation from Shatto Place.



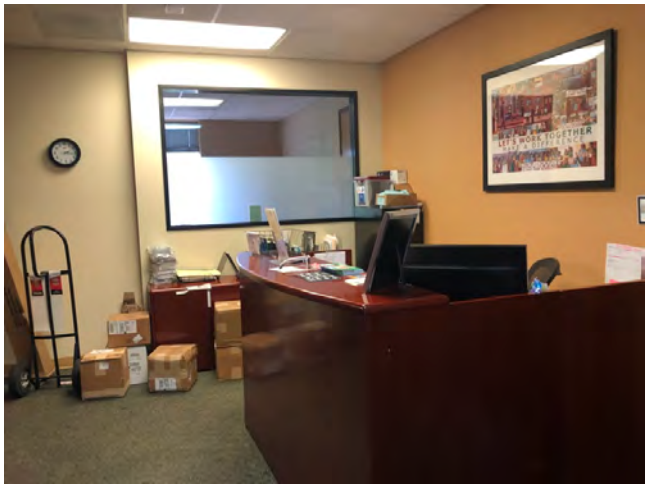
2. View of south elevation.

3. View of east elevation.

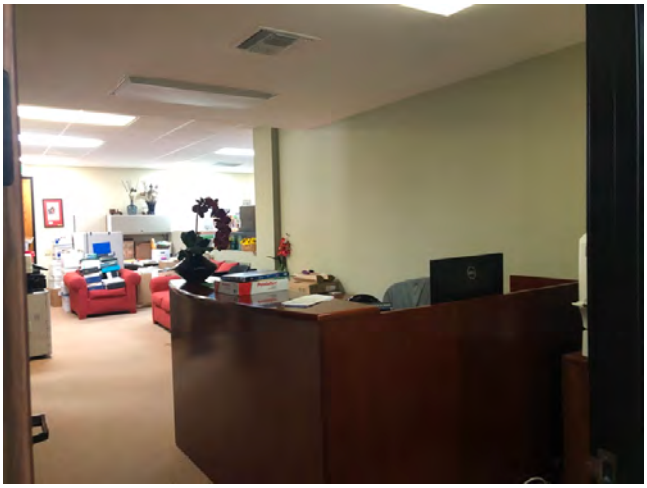


4. View of representative office area interior.

5. Additional office interior view.



6. Additional office interior view.



7. Additional office interior view.

8. Additional office interior view.

9. Additional office interior view.

10. Kitchen area.

11. Additional office interior view.

12. Additional office interior view.

13. View of restroom interior.

14. View of cleaning/ maintenance supply storage.

15. Additional view of cleaning and maintenance supplies.

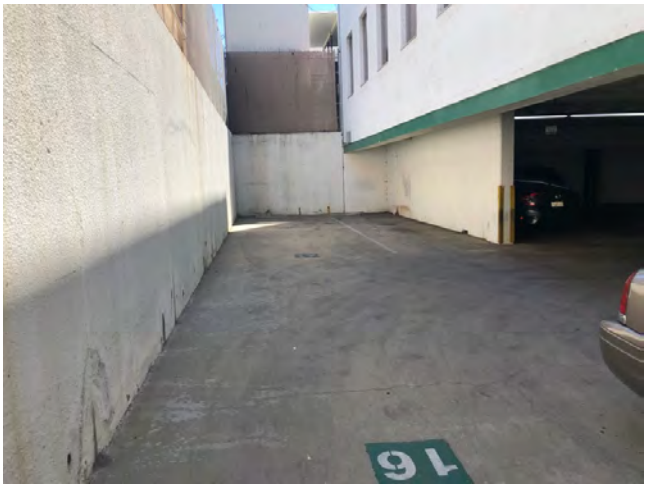
16. View of hydraulic elevator equipment.

17. View of interior transformer in elevator equipment area.

18. View of hydraulic oil for elevator equipment.

19. View of garage area.

20. Additional garage area view.



21. View of rear parking area.

22. View of north-adjacent World Mission University at 500 Shatto Place.

23. View of west-adjacent office building at 515 Shatto Place.

24. View of west-adjacent parking garage at 523 Shatto Place.

25. View of south-adjacent New Covenant Academy at 3119 West 6th Street.

26. View of east-adjacent multi-family residence at 519 Westmoreland Avenue.

27. View of east-adjacent parking lot at 511 Westmoreland Avenue.

APPENDIX C

REGULATORY DATABASE

411477 - Los Angeles, CA
514 Shatto Place
Los Angeles, CA 90020

Inquiry Number: 5781334.2s
September 09, 2019

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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GEOCHECK ADDENDUM

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

514 SHATTO PLACE
LOS ANGELES, CA 90020

COORDINATES

Latitude (North):	34.0646550 - 34° 3' 52.75''
Longitude (West):	118.2894450 - 118° 17' 22.00''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	381006.4
UTM Y (Meters):	3769880.2
Elevation:	267 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5630741 HOLLYWOOD, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140515, 20140513
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
514 SHATTO PLACE
LOS ANGELES, CA 90020

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1		532 SHATTO PL	CA UST	Lower	134, 0.025, SSW
A2	LA COUNTY - FACILITI	523 S SHATTO PL	CA HAZMAT	Lower	136, 0.026, WSW
A3	WILSHIRE CENTER CAME	3101 W 6TH ST	CA HAZMAT	Higher	233, 0.044, SE
B4		500 S WESTMORELAND A	CA UST	Higher	277, 0.052, ENE
B5	OLYMPIC BODY SHOP	534 S WESTMORELAND A	CA HAZMAT	Higher	284, 0.054, ESE
B6	SAXMAN RAY	534 S WESTMORELAND A	EDR Hist Auto	Higher	284, 0.054, ESE
A7	MIKES CLEANERS & TAI	3107 W 6TH ST	EDR Hist Cleaner	Lower	291, 0.055, SSE
A8	SHATTO INVESTMENT CO	3151 006TH ST W	CA LUST, CA HIST CORTESE, CA CERS	Lower	309, 0.059, SSW
A9	DAVIES ERNEST H	3151 W 6TH ST	EDR Hist Auto	Lower	311, 0.059, SSW
A10	MYUNG SUP IM DBA DYN	3151 W 6TH ST	RCRA-SQG, FINDS	Lower	311, 0.059, SSW
A11	SHATTO SERVICE	3151 W 6TH ST	CA SWEEPS UST, CA FID UST, CA HAZMAT	Lower	311, 0.059, SSW
C12	SIXTH WESTMORELAND	3100 W 6TH ST	EDR Hist Auto	Lower	337, 0.064, SSE
B13		444 S WESTMORELAND A	CA UST	Higher	353, 0.067, NE
B14	Z. KIRVEN PARRISH AR	444 S WESTMORELAND A	CA SWEEPS UST, CA FID UST	Higher	353, 0.067, NE
D15	CEDAR PETROLEUM CORP	3033 W 6TH ST	CA UST	Higher	369, 0.070, ESE
D16	CEDER PETROLEUM COMP	3033 W 6TH ST	CA SWEEPS UST, CA FID UST, CA HAZMAT	Higher	369, 0.070, ESE
D17	KAYS CLEANERS	3033 W 6TH ST STE 10	EDR Hist Cleaner	Higher	369, 0.070, ESE
C18	STANHILBER H A	3053 W 6TH ST	EDR Hist Auto	Higher	382, 0.072, SE
E19	LOS ANGELSES COUNTY	510 S. VERMONT AVENU	RCRA NonGen / NLR	Lower	423, 0.080, WNW
C20	BRUNO DUARDO	601 S. WESTMORELAND	RCRA NonGen / NLR	Lower	426, 0.081, SSE
F21	LA COUNTY FACILITY M	550 S VERMONT AVE	CA SWEEPS UST, CA FID UST, CA LOS ANGELES CO. HMS	Lower	447, 0.085, WSW
F22	LE SAGE PARKING STRU	550 SOUTH VERMONT AV	CA HIST UST	Lower	447, 0.085, WSW
F23	COUNTY OF LOS ANGELE	550 S VERMONT AVE	RCRA NonGen / NLR	Lower	447, 0.085, WSW
F24	LA COUNTY - CHIEF AD	550 S VERMONT AVE	CA HAZNET, CA HAZMAT	Lower	447, 0.085, WSW
D25	FUSCO FRANK	3029-33 W SIXTH ST	EDR Hist Auto	Higher	461, 0.087, ESE
F26	LOS ANGELES COUNTY I	3175 W 6TH ST	CA HAZNET, CA HAZMAT	Lower	472, 0.089, SW
D27		3011 W 6TH ST	CA UST	Higher	475, 0.090, ESE
G28	CENTRAL REGION MIDDL	615 SHATTO PL	RCRA-LQG, CA HAZNET	Lower	545, 0.103, SSW
29	AT&T MOBILITY - SHAT	425 SHATTO PL	CA HAZNET, CA HAZMAT, CA CERS	Lower	559, 0.106, NNW
D30		3005-3011 W 6TH ST	CA UST	Higher	560, 0.106, ESE
E31	LEE YEE	547 S VERMONT AVE	EDR Hist Cleaner	Lower	592, 0.112, West
F32	CHEVRON STATION 9367	561 S VERMONT AVE	RCRA-SQG, CA LUST, FINDS, ECHO, CA HIST CORTESE,...	Lower	596, 0.113, West
F33	93674	561 S VERMONT AVE	CA HIST UST	Lower	596, 0.113, West
F34	93674-CHEVRON STATIO	561 S VERMONT AVE	CA SWEEPS UST, CA FID UST, CA HAZMAT	Lower	596, 0.113, West
F35	CHEVRON - BOU-ABSI,	561 S VERMONT AVE	CA UST	Lower	596, 0.113, West
D36	TAPIAS JOSE P	3003 W 6TH ST	EDR Hist Auto	Higher	601, 0.114, ESE
D37		3003 W 6TH ST	CA UST	Higher	601, 0.114, ESE
D38	GILMORE OIL CO	3000 W 6TH ST	EDR Hist Auto	Higher	628, 0.119, SE
E39	SULLIVAN J J	501 S VERMONT AVE	EDR Hist Auto	Lower	639, 0.121, WNW

MAPPED SITES SUMMARY

Target Property Address:
514 SHATTO PLACE
LOS ANGELES, CA 90020

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
F40	MEYERS WM	600 S VERMONT AVE	EDR Hist Auto	Lower	644, 0.122, WSW
H41	RENAISSANCE IMAGING	500 S VIRGIL AVE STE	RCRA NonGen / NLR	Higher	691, 0.131, East
H42	MIN YOUNG CHA MD INC	520 S VIRGIL AVE #50	RCRA NonGen / NLR	Higher	691, 0.131, East
G43	AT&T MOBILITY - OLYM	630 SHATTO PL	CA HAZNET, CA HAZMAT	Lower	692, 0.131, South
G44	DENTAL CONNECTION	630 S SHATTO PL	CA HAZNET, CA HAZMAT	Lower	692, 0.131, South
G45	UFCW LOCAL 770	630 S. SHATTO PLACE	RCRA NonGen / NLR	Lower	692, 0.131, South
I46	WALGREENS #5879	3201 W 6TH ST	CA CERS HAZ WASTE, CA HAZNET, CA HAZMAT	Lower	697, 0.132, West
I47	WALGREENS #5879	3201 W 6TH ST	RCRA-CESQG	Lower	697, 0.132, West
E48	WILSHIRE CAR WASH	505 VERMONT AVE S	CA LUST, CA Cortese, CA ENF, CA HIST CORTESE, CA...	Lower	705, 0.134, West
E49	V5 CAR WASH	505 S VERMONT AVE	CA UST	Lower	705, 0.134, West
E50	WILSHIRE CAR WASH	505 S VERMONT AVE	CA SWEEPS UST, CA FID UST, CA HAZMAT, CA CERS	Lower	705, 0.134, West
E51	WILSHIRE CAR WASH	505 S VERMONT	CA HIST UST	Lower	705, 0.134, West
J52	JACK IN THE BOX, INC	459 S VERMONT AVE	CA HAZMAT, CA CERS	Lower	741, 0.140, WNW
J53	VERMONT CHEVROLET	444 S VERMONT AVE	RCRA-SQG, FINDS, ECHO, CA HAZNET	Lower	750, 0.142, NW
J54	MCKINLEY MORTUARY	444 S VERMONT AVE	CA SWEEPS UST, CA FID UST	Lower	750, 0.142, NW
J55	VERMONT CHEVROLET	444 S VERMONT AVE	CA HAZNET, CA HAZMAT	Lower	750, 0.142, NW
J56		444 S VERMONT AVE	CA AST	Lower	750, 0.142, NW
J57	UNK	443 S VERMONT AVE	CA SWEEPS UST, CA FID UST	Lower	780, 0.148, WNW
J58	EDEN MOTOR & TIRE IN	443 S VERMONT AVE	RCRA NonGen / NLR	Lower	780, 0.148, WNW
G59	(SITE ASSES.) METROP	640 S SHATTO PL	CA UST	Lower	790, 0.150, South
G60	(SITE ASSES.) METROP	640 S SHATTO PL	CA HAZMAT	Lower	790, 0.150, South
K61	UNITED STATES BORAX	3075 WILSHIRE BLVD	RCRA-SQG, FINDS, ECHO	Lower	792, 0.150, SSE
K62	CARTER COMPANY CONTR	3075 W WILSHIRE BLVD	CA HAZMAT	Lower	792, 0.150, SSE
L63	T-MOBILE CELL SITE:	621 S VIRGIL AVE T-M	CA HAZMAT	Lower	849, 0.161, SE
I64	STAPLES THE OFFICE S	3223 W 6TH ST	RCRA NonGen / NLR	Lower	854, 0.162, West
I65	SIXTH & NEW HAMPSHIR	3223 W 6TH ST	CA CERS HAZ WASTE, CA HAZNET, CA HAZMAT	Lower	854, 0.162, West
M66		2980 W 6TH ST	CA UST	Lower	859, 0.163, ESE
J67	433 VERMONT, LP	433 S. VERMONT AVE	RCRA NonGen / NLR	Lower	862, 0.163, NW
N68	CHIPOTLE MEXICAN GRI	3183 W WILSHIRE BLVD	CA HAZMAT	Lower	883, 0.167, SSW
L69	TARGET #T-3216	620 S VIRGIL ST STE	CA CERS HAZ WASTE, CA HAZMAT, CA CERS	Lower	905, 0.171, SE
L70	CVS PHARMACY #17703	620 S VIRGIL AVE STE	CA CERS HAZ WASTE	Lower	905, 0.171, SE
L71	CVS PHARMACY #17703	620 620 S VIRGIL AVE	RCRA-CESQG	Lower	905, 0.171, SE
L72	TARGET STORE T3216	620 S VIRGIL AVE	RCRA-SQG	Lower	905, 0.171, SE
K73	LOS ANGELES COUNTY M	3087 WILSHIRE BLVD	CA UST	Lower	931, 0.176, South
K74	LOS ANGELES COUNTY M	3087 W WILSHIRE BLVD	CA UST	Lower	931, 0.176, South
J75	PACIFIC BELL	501 VERMONT AVE	CA SWEEPS UST, CA FID UST	Lower	935, 0.177, WNW
M76	CARPENTERS TRUST	2951 006TH ST W	CA LUST, CA HIST CORTESE, CA CERS	Lower	953, 0.180, ESE
K77	O E F INC	3055 WILSHIRE BLVD	RCRA-SQG, FINDS, ECHO, CA HAZNET	Lower	971, 0.184, SSE
K78	OEF INC - WILSHIRE C	3055 WILSHIRE BLVD	MN MANIFEST	Lower	971, 0.184, SSE

MAPPED SITES SUMMARY

Target Property Address:
514 SHATTO PLACE
LOS ANGELES, CA 90020

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
K79	CENTRAL CITY APARTME	3055 W WILSHIRE BLVD	CA UST	Lower	971, 0.184, SSE
K80	UNI DENTAL GROUP	3055 WILSHIRE BLVD S	RCRA NonGen / NLR	Lower	971, 0.184, SSE
K81	CENTRAL CITY APARTME	3055 W WILSHIRE BLVD	CA HAZMAT	Lower	971, 0.184, SSE
O82	WARREN BIGGS LEASING	425 S VERMONT AVE	CA HIST UST	Lower	971, 0.184, NW
O83	WARREN BIGGS LEASING	425 S VERMONT AVE	CA SWEEPS UST, CA HIST UST, CA FID UST	Lower	971, 0.184, NW
M84	CARPENTERS PENSION T	2951 W 6TH ST	CA SWEEPS UST, CA FID UST	Lower	984, 0.186, ESE
P85	HERTZ RENT-A-CAR	643 S VERMONT ST	CA HIST UST	Lower	1028, 0.195, SW
P86	HERTZ RENT-A-CAR	643 S VERMONT AVE	CA HIST UST	Lower	1028, 0.195, SW
P87	HERTZ CORPORATION	643 VERMONT AVE S	CA LUST, CA SWEEPS UST, CA FID UST, CA HIST...	Lower	1028, 0.195, SW
N88	SINA'S CUSTOM LAB	3136 W WILSHIRE BLVD	CA HAZMAT	Lower	1032, 0.195, SSW
K89	BULLOCKS WILSHIRE	3050 W WILSHIRE BLVD	CA HAZMAT	Lower	1050, 0.199, SSE
L90	CONOCO PHILLIPS	3033 W WILSHIRE BLVD	CA HAZMAT	Lower	1054, 0.200, SSE
L91	TOSCO CORPORATION #3	3033 WILSHIRE BLVD	CA UST	Lower	1054, 0.200, SSE
L92	TOSCO - 76 STATION #	3033 WILSHIRE BLVD	CA LUST, CA HIST UST	Lower	1054, 0.200, SSE
L93	TOSCO - 76 STATION #	3033 WILSHIRE BLVD	CA LUST, CA SWEEPS UST, CA HIST UST, CA FID UST,...	Lower	1054, 0.200, SSE
L94	CONOCO PHILLIPS	3033 W WILSHIRE BLVD	CA UST	Lower	1054, 0.200, SSE
O95	DUNN-EDWARDS PAINTS	401 S VERMONT AVE SU	CA CERS HAZ WASTE, CA CERS	Lower	1056, 0.200, NW
O96	SHATTO CLEANERS	401 S VERMONT AVE #5	CA DRYCLEANERS	Lower	1056, 0.200, NW
O97	SHATTO CLEANERS, HAN	401 S VERMONT AVE	CA DRYCLEANERS	Lower	1056, 0.200, NW
O98	SHATTO CLEANERS, STE	401 S VERMONT AVE	CA CERS HAZ WASTE, CA DRYCLEANERS, CA HAZMAT	Lower	1056, 0.200, NW
O99	SHATTO CLEANERS	401 S VERMONT AVE ST	CA DRYCLEANERS	Lower	1056, 0.200, NW
O100	SHATTO CLEANERS	401 S VERMONT AVE ST	RCRA NonGen / NLR	Lower	1056, 0.200, NW
O101	DUNN EDWARDS PAINTS	401 S VERMONT AVE ST	RCRA NonGen / NLR	Lower	1056, 0.200, NW
Q102		3100 WILSHIRE BLVD	CA UST	Lower	1061, 0.201, South
N103		3179 WILSHIRE BLVD	CA UST	Lower	1065, 0.202, SSW
P104		3245 WILSHIRE BLVD	CA UST	Lower	1087, 0.206, SW
N105	LACMTA - WILSHIRE/VE	647 SHATTO PL	CA AST, CA HAZMAT, CA CERS	Lower	1133, 0.215, SSW
P106	TEXACO SVC STA	3201 WILSHIRE BLVD	RCRA-SQG, CA LUST, CA SWEEPS UST, CA HIST UST, CA...	Lower	1163, 0.220, SW
P107	WILSHIRE FOOD & GAS	3201 WILSHIRE BLVD	CA UST	Lower	1163, 0.220, SW
P108	TEXACO STATION	3201 WILSHIRE	CA LUST, CA HIST CORTESE, CA CERS	Lower	1163, 0.220, SW
P109	TEXACO STATION	3201 WILSHIRE BLVD	CA FID UST, CA CERS	Lower	1163, 0.220, SW
P110	WILSHIRE FOOD & GAS	3201 WILSHIRE BLVD	RCRA NonGen / NLR	Lower	1163, 0.220, SW
R111	UNK	2975 WILSHIRE	CA SWEEPS UST, CA FID UST	Lower	1165, 0.221, SE
R112	OBAYASHI AMERICA CO	2975 W WILSHIRE BLVD	CA HAZMAT	Lower	1165, 0.221, SE
R113	CANNELL & CHAFFIN, I	3000 WILSHIRE BLVD	RCRA-SQG, FINDS, ECHO	Lower	1204, 0.228, SE
R114	3000 WILSHIRE	3000 WILSHIRE BLVD	RCRA NonGen / NLR	Lower	1204, 0.228, SE
R115	KYO-YA CO	2961 W WILSHIRE BLVD	CA SWEEPS UST, CA FID UST	Lower	1206, 0.228, SE
R116		2961 WILSHIRE BLVD	CA UST	Lower	1206, 0.228, SE
R117	SHERATON TOWN HOUSE	2961 WILSHIRE BLVD	CA LUST, CA HIST CORTESE, CA CERS	Lower	1206, 0.228, SE

MAPPED SITES SUMMARY

Target Property Address:
514 SHATTO PLACE
LOS ANGELES, CA 90020

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
118	COMMONWEALTH ENTERPR	600 S COMMONWEALTH A	CA HAZMAT	Lower	1213, 0.230, ESE
S119	RITE AID #5425	334 S VERMONT AVE	RCRA-LQG	Lower	1221, 0.231, NNW
S120	RITE AID PHARMACY #5	334 S VERMONT AVE	CA CERS HAZ WASTE, CA HAZMAT	Lower	1221, 0.231, NNW
S121	RITE AID NO 5425	334 S VERMONT AVE	RCRA-CESQG	Lower	1221, 0.231, NNW
T122	CENTRAL LOS ANGELES	VERMONT AVENUE/WILSH	CA ENVIROSTOR, CA SCH	Lower	1227, 0.232, SSW
U123	UNITED CHURCH OF REL	3251 W 6TH ST	RCRA-SQG, FINDS, ECHO	Lower	1244, 0.236, WSW
T124	3150 WILSHIRE LLC	3150 WILSHIRE BLVD	CA UST	Lower	1263, 0.239, SSW
T125	3150 WILSHIRE LLC	3150 WILSHIRE BLVD	CA HAZNET, CA HAZMAT	Lower	1263, 0.239, SSW
T126	MARTEN MANAGEMENT CO	3200 W WILSHIRE BLVD	CA HAZMAT	Lower	1264, 0.239, SW
V127	SHRINERS HOSPITAL FO	3160 GENEVA STREET	CA LUST, CA CERS	Higher	1299, 0.246, NE
V128	GENEVA CHO, LLC	3160 GENEVA ST	CA UST	Higher	1299, 0.246, NE
V129	GENEVA CHO LLC (OLD	3160 W GENEVA ST	CA HAZMAT	Higher	1299, 0.246, NE
V130	SHRINERS HSPTL-CRPPL	3160 GENEVA ST	CA CERS HAZ WASTE, CA SWEEPS UST, CA FID UST, CA...	Higher	1299, 0.246, NE
V131	GENEVA CHO LLC	3160 GENEVA ST	RCRA NonGen / NLR	Higher	1299, 0.246, NE
V132	GENEVA CHO LLC (OLD	3160 W GENEVA ST	CA UST	Higher	1299, 0.246, NE
Q133	SOUTHWESTERN LAW SCH	675 S WESTMORELAND A	RCRA NonGen / NLR	Lower	1305, 0.247, South
Q134	SOUTHWESTERN UNIV /	675 S WESTMORELAND A	CA HAZNET, CA HAZMAT	Lower	1305, 0.247, South
135	PACIFIC BELL	3020 WILSHIRE BLVD	RCRA NonGen / NLR, FINDS, ECHO	Lower	1306, 0.247, SSE
136	MCDONALD'S #1871	341 S VERMONT AVE	CA HAZMAT, CA CERS	Lower	1310, 0.248, NW
V137	LOS ANGELES SHRINERS	3169 GENEVA ST	CA LUST, CA HIST CORTESE, CA CERS	Higher	1355, 0.257, NE
U138	BERENDO SHOPPING CEN	3301-3317 W. SIXTH S	SEMS-ARCHIVE	Lower	1365, 0.259, WSW
U139	ARCO #0020	3325 006TH ST W	CA LUST, CA HIST CORTESE, CA CERS	Lower	1466, 0.278, WSW
U140	CATELLUS DEVELOPMENT	3324 006TH ST W	CA LUST, CA HIST CORTESE, CA CERS	Lower	1470, 0.278, West
141	CAMINO NUEVO CHARTER	3400 WEST 3RD STREET	CA ENVIROSTOR, CA SCH, CA CERS	Higher	1485, 0.281, North
142	G & C MAINTENANCE	3325 6TH ST. W.	CA LUST, CA CERS	Lower	1609, 0.305, West
143	DFK CORP.	3278 WILSHIRE	CA CPS-SLIC, CA CERS	Lower	1670, 0.316, SW
W144	76 PRODUCTS STATION	3501 003RD	CA HIST CORTESE	Lower	1713, 0.324, NNW
W145	TOSCO - 76 STATION #	3501 003RD ST W	CA LUST, CA CERS	Lower	1713, 0.324, NNW
X146	WON S. WOO	310 BERENDO ST S	CA LUST, CA HIST CORTESE, CA CERS	Lower	1889, 0.358, NW
X147	LESLIE FAMILY TRUST	3566/3580 WEST THIRD	CA CPS-SLIC, CA DEED, CA CERS	Lower	1903, 0.360, NW
Y148	SHELL #204-4539-5906	700 VERMONT AVE S	CA LUST, CA HIST CORTESE, CA CERS	Lower	1911, 0.362, SSW
X149	ATLAS WIRELINE	1213 N. VENTURA AVE	CA CPS-SLIC, CA CERS	Lower	1916, 0.363, NW
Y150	TOSCO/76 PRODUCTS ST	703 VERMONT	CA HIST CORTESE	Lower	1957, 0.371, SSW
Y151	TOSCO - 76 STATION #	703 VERMONT AVE S	CA LUST, CA CERS	Lower	1957, 0.371, SSW
X152	LESLIE FAMILY TRUST	3566 003RD ST W	CA LUST	Lower	1959, 0.371, NW
X153	LESLIE FAMILY TRUST	3566-3580 003RD	CA CPS-SLIC	Lower	2003, 0.379, NW
X154	LESLIE FAMILY TRUST	3566 003RD	CA HIST CORTESE	Lower	2003, 0.379, NW
155	2ND & JUANITA AVENUE	2ND & JUANITA AVE	CA WMUDS/SWAT	Higher	2054, 0.389, North
156	COMMONWEALTH ELEMENT	215 SOUTH COMMONWEAL	CA ENVIROSTOR, CA SCH, CA HAZNET, CA HAZMAT, CA...	Higher	2073, 0.393, NNE

MAPPED SITES SUMMARY

Target Property Address:
514 SHATTO PLACE
LOS ANGELES, CA 90020

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
Z157	STATE COMPENSATION I	600 LAFAYETTE PARK P	CA LUST, CA HIST CORTESE, CA CERS	Lower	2191, 0.415, ESE
Z158	TIDES SENIOR APARTME	623 RAMPART BLVD S	CA LUST, CA CERS	Higher	2379, 0.451, ESE
159	JONS MARKET #1	3667 3RD STREET, WES	CA LUST, CA CERS	Lower	2487, 0.471, NW
160	CAHUENGA ELEMENTARY	MARIPOSA AVENUE/FIFT	CA ENVIROSTOR, CA SCH	Lower	2591, 0.491, West
161	CENTRAL LOS ANGELES	3400 WILSHIRE BOULEV	CA ENVIROSTOR, CA LUST, CA SCH, CA HIST CORTESE,...	Lower	2680, 0.508, WSW
162	BELMONT/HOLLYWOOD PR	310 SOUTH LAFAYETTE	CA ENVIROSTOR, CA SCH, CA CERS	Higher	2723, 0.516, ENE
AA163	PEDUS BUILDING SERVI	3500 W 1ST ST	CA ENVIROSTOR, CA SCH, CA SWEEPS UST, CA FID UST	Higher	3050, 0.578, North
164	HOOVER STREET ELEMEN	2726 FRANCIS AVE	RCRA-SQG, CA ENVIROSTOR, CA SCH, FINDS, ECHO	Lower	3154, 0.597, SSE
165	BELMONT/HOLLYWOOD EL	2401 WILSHIRE BOULEV	CA ENVIROSTOR, CA SCH	Higher	3221, 0.610, ESE
AA166	CENTRAL REGION ELEME	COUNCIL STREET/JUANI	CA ENVIROSTOR, CA SCH, CA DEED	Higher	3249, 0.615, North
167	BELMONT NEW PRIMARY	218/220/222/224 N. J	CA ENVIROSTOR, CA SCH	Higher	3465, 0.656, North
168	BELMONT NEW ELEMENTA	NORTH VERMONT AVENUE	CA ENVIROSTOR, CA SCH	Higher	3539, 0.670, NNW
169	WEST FOURTH STREET S	2424 WEST 4TH STREET	CA ENVIROSTOR	Higher	3753, 0.711, East
AB170	NEWELL COLOUR	221 N. WESTMORLAND A	CA ENVIROSTOR	Lower	3758, 0.712, North
AB171	CROSSROADS TRUST/AKA	221 NORTH WESTMORELA	CA ENVIROSTOR, CA VCP, CA SCH, CA CERS	Lower	3758, 0.712, North
172	TRUST SERVICES OF AM	218,220,224 NORTH JU	CA ENVIROSTOR	Higher	3758, 0.712, North
AC173	CENTRAL REGION MACAR	PARK VIEW STREET/GRA	CA ENVIROSTOR, CA SCH	Higher	3937, 0.746, SE
AC174	BELMONT/HOLLYWOOD PR	2300 WEST 7TH STREET	CA ENVIROSTOR, CA SCH	Higher	3954, 0.749, SE
175	CENTRAL LOS ANGELES	450 SOUTH GRAND VIEW	CA ENVIROSTOR, CA SCH, CA CERS	Higher	4104, 0.777, ESE
176	PARK VIEW VILLAGE	933 - 937 SOUTH PARK	CA ENVIROSTOR	Higher	4283, 0.811, SSE
177	CAHUENGA ELEM #11/CD	HARVARD BOULEVARD/TH	CA ENVIROSTOR, CA SCH	Lower	4369, 0.827, WNW
178	HOBART/WILTON PRIMAR	SAN MARINO ST/OLYMPI	CA ENVIROSTOR, CA SCH	Lower	4576, 0.867, SW
AD179	GORE GRAPHICS	340 N. MADISON AVENU	CA ENVIROSTOR, CA EMI, CA HAZMAT	Higher	4610, 0.873, North
AD180	BELMONT/HOLLYWOOD NO	OAKWOOD AVENUE/JUANI	CA ENVIROSTOR, CA SCH	Higher	4646, 0.880, North
AE181	PUEBLO NUEVO CHARTER	3501-3515 WEST TEMPL	CA ENVIROSTOR, CA SCH	Higher	4649, 0.880, NNE
AE182	CAL WATER	315 N HOOVER ST	CA SWEEPS UST, CA FID UST, CA HWP, CA HAZMAT, CA...	Higher	4684, 0.887, NNE
AE183	CAL WATER	315 N HOOVER ST	CA ENVIROSTOR, CA HIST UST, CA CERS	Higher	4684, 0.887, NNE
184	HOBART/WILTON PRIMAR	7TH STREET/HOBART BO	CA ENVIROSTOR, CA SCH	Lower	4780, 0.905, WSW
185	BELMONT NEW ELEMENTA	WILSHIRE BOULEVARD/H	CA ENVIROSTOR, CA SCH	Lower	4827, 0.914, WSW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROL ---------- Sites with Institutional Controls

Federal ERNS list

ERNS ---------- Emergency Response Notification System

State- and tribal - equivalent NPL

CA RESPONSE ---------- State Response Sites

State and tribal landfill and/or solid waste disposal site lists

CA 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

FEMA UST Underground Storage Tank Listing
INDIAN UST Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

INDIAN VCP Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

CA BROWNFIELDS Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

CA SWRCY Recycler Database
CA HAULERS Registered Waste Tire Haulers Listing
INDIAN ODI Report on the Status of Open Dumps on Indian Lands
ODI Open Dump Inventory
DEBRIS REGION 9 Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

CA AOCONCERN Key Areas of Concerns in Los Angeles County
US HIST CDL Delisted National Clandestine Laboratory Register
CA HIST Cal-Sites Historical Calsites Database
CA CDL Clandestine Drug Labs
CA Toxic Pits Toxic Pits Cleanup Act Sites
US CDL National Clandestine Laboratory Register
CA PFAS PFAS Contamination Site Location Listing

Local Lists of Registered Storage Tanks

CA CERS TANKS California Environmental Reporting System (CERS) Tanks

Local Land Records

CA LIENS Environmental Liens Listing
LIENS 2 CERCLA Lien Information

Records of Emergency Release Reports

HMIRS Hazardous Materials Information Reporting System

CA CHMIRS	California Hazardous Material Incident Report System
CA LDS	Land Disposal Sites Listing
CA MCS	Military Cleanup Sites Listing
CA SPILLS 90	SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
UXO	Unexploded Ordnance Sites
DOCKET HWC	Hazardous Waste Compliance Docket Listing
FUELS PROGRAM	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN	Bond Expenditure Plan
CA CUPA Listings	CUPA Resources List
CA Financial Assurance	Financial Assurance Information Listing
CA ICE	ICE
CA HWT	Registered Hazardous Waste Transporter Database
CA MINES	Mines Site Location Listing
CA MWMP	Medical Waste Management Program Listing
CA NPDES	NPDES Permits Listing
CA PEST LIC	Pesticide Regulation Licenses Listing
CA PROC	Certified Processors Database
CA Notify 65	Proposition 65 Records
LA Co. Site Mitigation	Site Mitigation List
CA UIC	UIC Listing

CA UIC GEO ---------- UIC GEO (GEOTRACKER)
CA WASTEWATER PITS ---------- Oil Wastewater Pits Listing
CA WDS ---------- Waste Discharge System
CA WIP ---------- Well Investigation Program Case List
CA MILITARY PRIV SITES ---------- MILITARY PRIV SITES (GEOTRACKER)
CA PROJECT ---------- PROJECT (GEOTRACKER)
CA WDR ---------- Waste Discharge Requirements Listing
CA CIWQS ---------- California Integrated Water Quality System
CA NON-CASE INFO ---------- NON-CASE INFO (GEOTRACKER)
CA OTHER OIL GAS ---------- OTHER OIL & GAS (GEOTRACKER)
CA PROD WATER PONDS ---------- PROD WATER PONDS (GEOTRACKER)
CA SAMPLING POINT ---------- SAMPLING POINT (GEOTRACKER)
CA WELL STIM PROJ ---------- Well Stimulation Project (GEOTRACKER)
CA LOS ANGELES CO LF METHANE ---------- Methane Producing Landfills

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP ---------- EDR Proprietary Manufactured Gas Plants

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

CA RGA LF ---------- Recovered Government Archive Solid Waste Facilities List
CA RGA LUST ---------- Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS 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 the 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. The 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 potential NPL site.

A review of the SEMS-ARCHIVE list, as provided by EDR, and dated 07/19/2019 has revealed that there is 1 SEMS-ARCHIVE site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
BERENDO SHOPPING CEN Site ID: 0904995 EPA Id: CA0000187989	3301-3317 W. SIXTH S	WSW 1/4 - 1/2 (0.259 mi.)	U138	241

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 03/25/2019 has revealed that there are 2 RCRA-LQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CENTRAL REGION MIDDL EPA ID:: CAR000175968	***615 SHATTO PL***	***SSW 0 - 1/8 (0.103 mi.)***	***G28***	***32***
RITE AID #5425 EPA ID:: CAL000179878	334 S VERMONT AVE	NNW 1/8 - 1/4 (0.231 mi.)	S119	187

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 03/25/2019 has revealed that there are 9 RCRA-SQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
MYUNG SUP IM DBA DYN EPA ID:: CAD983595083	***3151 W 6TH ST***	***SSW 0 - 1/8 (0.059 mi.)***	***A10***	***19***
CHEVRON STATION 9367 EPA ID:: CAD983668328	***561 S VERMONT AVE***	***W 0 - 1/8 (0.113 mi.)***	***F32***	***38***
VERMONT CHEVROLET EPA ID:: CAD983621012	***444 S VERMONT AVE***	***NW 1/8 - 1/4 (0.142 mi.)***	***J53***	***90***
UNITED STATES BORAX	***3075 WILSHIRE BLVD***	***SSE 1/8 - 1/4 (0.150 mi.)***	***K61***	***99***

EPA ID:: CAD008382251				
TARGET STORE T3216 EPA ID:: CAR000278135	620 S VIRGIL AVE	SE 1/8 - 1/4 (0.171 mi.)	L72	116
O E F INC EPA ID:: CAR000053884	***3055 WILSHIRE BLVD***	***SSE 1/8 - 1/4 (0.184 mi.)***	***K77***	***128***
TEXACO SVC STA EPA ID:: CAD981436298	***3201 WILSHIRE BLVD***	***SW 1/8 - 1/4 (0.220 mi.)***	***P106***	***164***
CANNELL & CHAFFIN, I EPA ID:: CAD981446768	***3000 WILSHIRE BLVD***	***SE 1/8 - 1/4 (0.228 mi.)***	***R113***	***180***
UNITED CHURCH OF REL EPA ID:: CAD981461353	***3251 W 6TH ST***	***WSW 1/8 - 1/4 (0.236 mi.)***	***U123***	***205***

RCRA-CESQG: 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.

A review of the RCRA-CESQG list, as provided by EDR, and dated 03/25/2019 has revealed that there are 3 RCRA-CESQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
WALGREENS #5879 EPA ID:: CAL000323473	3201 W 6TH ST	W 1/8 - 1/4 (0.132 mi.)	I47	59
CVS PHARMACY #17703 EPA ID:: CAR000284059	620 620 S VIRGIL AVE	SE 1/8 - 1/4 (0.171 mi.)	L71	113
RITE AID NO 5425 EPA ID:: CAR000248161	334 S VERMONT AVE	NNW 1/8 - 1/4 (0.231 mi.)	S121	197

State- and tribal - equivalent CERCLIS

CA 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 CA ENVIROSTOR list, as provided by EDR, and dated 04/29/2019 has revealed that there are 28 CA ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CAMINO NUEVO CHARTER	***3400 WEST 3RD STREET***	***N 1/4 - 1/2 (0.281 mi.)***	***141***	***248***

Facility Id: 60001568 Status: No Further Action				
COMMONWEALTH ELEMENT Facility Id: 19820033 Status: Certified / Operation & Maintenance	***215 SOUTH COMMONWEAL***	***NNE 1/4 - 1/2 (0.393 mi.)***	***156***	***296***
BELMONT/HOLLYWOOD PR Facility Id: 19880002 Status: No Further Action	***310 SOUTH LAFAYETTE***	***ENE 1/2 - 1 (0.516 mi.)***	***162***	***358***
PEDUS BUILDING SERVI Facility Id: 60002695 Status: Active	***3500 W 1ST ST***	***N 1/2 - 1 (0.578 mi.)***	***AA163***	***362***
BELMONT/HOLLYWOOD EL Facility Id: 19820042 Status: Certified	***2401 WILSHIRE BOULEV***	***ESE 1/2 - 1 (0.610 mi.)***	***165***	***371***
CENTRAL REGION ELEME Facility Id: 60000872 Status: Active	***COUNCIL STREET/JUANI***	***N 1/2 - 1 (0.615 mi.)***	***AA166***	***375***
BELMONT NEW PRIMARY Facility Id: 19390060 Status: No Action Required	***218/220/222/224 N. J***	***N 1/2 - 1 (0.656 mi.)***	***167***	***399***
BELMONT NEW ELEMENTA Facility Id: 19590008 Status: Certified	***NORTH VERMONT AVENUE***	***NNW 1/2 - 1 (0.670 mi.)***	***168***	***401***
WEST FOURTH STREET S Facility Id: 19490210 Status: Refer: Other Agency	2424 WEST 4TH STREET	E 1/2 - 1 (0.711 mi.)	169	407
TRUST SERVICES OF AM Facility Id: 19290296 Status: Refer: Other Agency	218,220,224 NORTH JU	N 1/2 - 1 (0.712 mi.)	172	416
CENTRAL REGION MACAR Facility Id: 60000831 Status: No Further Action	***PARK VIEW STREET/GRA***	***SE 1/2 - 1 (0.746 mi.)***	***AC173***	***417***
BELMONT/HOLLYWOOD PR Facility Id: 19590002 Status: Certified	***2300 WEST 7TH STREET***	***SE 1/2 - 1 (0.749 mi.)***	***AC174***	***420***
CENTRAL LOS ANGELES Facility Id: 19730194 Status: No Further Action	***450 SOUTH GRAND VIEW***	***ESE 1/2 - 1 (0.777 mi.)***	***175***	***423***
PARK VIEW VILLAGE Facility Id: 19000022 Status: Refer: 1248 Local Agency	933 - 937 SOUTH PARK	SSE 1/2 - 1 (0.811 mi.)	176	429
GORE GRAPHICS Facility Id: 71002193 Status: Refer: Other Agency	***340 N. MADISON AVENU***	***N 1/2 - 1 (0.873 mi.)***	***AD179***	***435***
BELMONT/HOLLYWOOD NO Facility Id: 19880056 Status: Inactive - Action Required	***OAKWOOD AVENUE/JUANI***	***N 1/2 - 1 (0.880 mi.)***	***AD180***	***440***
PUEBLO NUEVO CHARTER Facility Id: 60000553	***3501-3515 WEST TEMPL***	***NNE 1/2 - 1 (0.880 mi.)***	***AE181***	***443***

Status: Certified

CAL WATER	***315 N HOOVER ST***	***NNE 1/2 - 1 (0.887 mi.)***	***AE183***	***450***
Facility Id: 19350464 Facility Id: 80001345 Status: Refer: RCRA Status: Inactive - Needs Evaluation				

Lower Elevation	Address	Direction / Distance	Map ID	Page
CENTRAL LOS ANGELES Facility Id: 19650018 Status: Certified	***VERMONT AVENUE/WILSH***	***SSW 1/8 - 1/4 (0.232 mi.)***	***T122***	***201***
CAHUENGA ELEMENTARY Facility Id: 19890016 Status: Inactive - Needs Evaluation	***MARIPOSA AVENUE/FIFT***	***W 1/4 - 1/2 (0.491 mi.)***	***160***	***320***
CENTRAL LOS ANGELES Facility Id: 19700001 Status: Certified / Operation & Maintenance	***3400 WILSHIRE BOULEV***	***WSW 1/2 - 1 (0.508 mi.)***	***161***	***323***
HOOVER STREET ELEMEN Facility Id: 19700002 Status: Certified	***2726 FRANCIS AVE***	***SSE 1/2 - 1 (0.597 mi.)***	***164***	***365***
NEWELL COLOUR Facility Id: 71003148 Status: Refer: Other Agency	221 N. WESTMORLAND A	N 1/2 - 1 (0.712 mi.)	AB170	408
CROSSROADS TRUST/AKA Facility Id: 19270328 Facility Id: 19730196 Status: Refer: Other Agency Status: Certified	***221 NORTH WESTMORELA***	***N 1/2 - 1 (0.712 mi.)***	***AB171***	***409***
CAHUENGA ELEM #11/CD Facility Id: 19890015 Status: Inactive - Needs Evaluation	***HARVARD BOULEVARD/TH***	***WNW 1/2 - 1 (0.827 mi.)***	***177***	***430***
HOBART/WILTON PRIMAR Facility Id: 19750097 Status: Inactive - Needs Evaluation	***SAN MARINO ST/OLYMPI***	***SW 1/2 - 1 (0.867 mi.)***	***178***	***433***
HOBART/WILTON PRIMAR Facility Id: 19590015 Status: Inactive - Withdrawn	***7TH STREET/HOBART BO***	***WSW 1/2 - 1 (0.905 mi.)***	***184***	***454***
BELMONT NEW ELEMENTA Facility Id: 19550023 Status: Inactive - Needs Evaluation	***WILSHIRE BOULEVARD/H***	***WSW 1/2 - 1 (0.914 mi.)***	***185***	***457***

State and tribal leaking storage tank lists

CA LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CA LUST list, as provided by EDR, has revealed that there are 23 CA LUST sites within

approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SHRINERS HOSPITAL FO	***3160 GENEVA STREET***	***NE 1/8 - 1/4 (0.246 mi.)***	***V127***	***208***
Database: LUST, Date of Government Version: 06/10/2019 Status: Completed - Case Closed Global Id: T10000002995				
LOS ANGELES SHRINERS	***3169 GENEVA ST***	***NE 1/4 - 1/2 (0.257 mi.)***	***V137***	***238***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 06/10/2019 Status: Completed - Case Closed Facility Id: 900200016 Status: Case Closed Global Id: T0603700628 Global ID: T0603700628				
TIDES SENIOR APARTME	***623 RAMPART BLVD S***	***ESE 1/4 - 1/2 (0.451 mi.)***	***Z158***	***314***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 06/10/2019 Status: Completed - Case Closed Facility Id: 900570225 Status: Pollution Characterization Global Id: T0603721417 Global ID: T0603721417				

Lower Elevation	Address	Direction / Distance	Map ID	Page
SHATTO INVESTMENT CO	***3151 006TH ST W***	***SSW 0 - 1/8 (0.059 mi.)***	***A8***	***11***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 06/10/2019 Status: Completed - Case Closed Facility Id: 900200125 Status: Remedial action (cleanup) Underway Global Id: T0603700639 Global ID: T0603700639				
CHEVRON STATION 9367	***561 S VERMONT AVE***	***W 0 - 1/8 (0.113 mi.)***	***F32***	***38***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 06/10/2019 Status: Completed - Case Closed Facility Id: 900200107 Status: Case Closed Global Id: T0603700637 Global ID: T0603700637				
WILSHIRE CAR WASH	***505 VERMONT AVE S***	***W 1/8 - 1/4 (0.134 mi.)***	***E48***	***63***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 06/10/2019 Status: Open - Verification Monitoring Facility Id: 900200070 Status: Remedial action (cleanup) Underway Global Id: T0603700634 Global ID: T0603700634				
CARPENTERS TRUST	***2951 006TH ST W***	***ESE 1/8 - 1/4 (0.180 mi.)***	***M76***	***120***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 06/10/2019				

Status: Completed - Case Closed
Facility Id: 900180025
Status: Remediation Plan
Global Id: T0603700601
Global ID: T0603700601

HERTZ CORPORATION ***643 VERMONT AVE S*** ***SW 1/8 - 1/4 (0.195 mi.)*** ***P87*** ***138***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 06/10/2019
Status: Completed - Case Closed
Facility Id: 900050043
Status: Case Closed
Global Id: T0603700466
Global ID: T0603700466

TOSCO - 76 STATION # ***3033 WILSHIRE BLVD*** ***SSE 1/8 - 1/4 (0.200 mi.)*** ***L92*** ***143***
Database: LUST, Date of Government Version: 06/10/2019
Status: Completed - Case Closed
Global Id: T0603791315

TOSCO - 76 STATION # ***3033 WILSHIRE BLVD*** ***SSE 1/8 - 1/4 (0.200 mi.)*** ***L93*** ***148***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Facility Id: 900100089
Status: Pollution Characterization
Global ID: T0603791315

TEXACO SVC STA ***3201 WILSHIRE BLVD*** ***SW 1/8 - 1/4 (0.220 mi.)*** ***P106*** ***164***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Facility Id: 900100016
Status: Case Closed
Global ID: T0603700484

TEXACO STATION ***3201 WILSHIRE*** ***SW 1/8 - 1/4 (0.220 mi.)*** ***P108*** ***171***
Database: LUST, Date of Government Version: 06/10/2019
Status: Completed - Case Closed
Global Id: T0603700484
Global Id: T0603712843

SHERATON TOWN HOUSE ***2961 WILSHIRE BLVD*** ***SE 1/8 - 1/4 (0.228 mi.)*** ***R117*** ***184***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 06/10/2019
Status: Completed - Case Closed
Facility Id: 900100061
Status: Case Closed
Global Id: T0603700488
Global ID: T0603700488

ARCO #0020 ***3325 006TH ST W*** ***WSW 1/4 - 1/2 (0.278 mi.)*** ***U139*** ***242***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 06/10/2019
Status: Completed - Case Closed
Facility Id: 900200052
Status: Case Closed
Global Id: T0603700632
Global ID: T0603700632

CATELLUS DEVELOPMENT ***3324 006TH ST W*** ***W 1/4 - 1/2 (0.278 mi.)*** ***U140*** ***245***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 06/10/2019
Status: Completed - Case Closed

Facility Id: 900200134
Status: Case Closed
Global Id: T0603700640
Global ID: T0603700640

G & C MAINTENANCE ***3325 6TH ST. W.*** ***W 1/4 - 1/2 (0.305 mi.)*** ***142*** ***253***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 06/10/2019
Status: Completed - Case Closed
Facility Id: 900200052A
Status: Leak being confirmed
Global Id: T0603776621
Global ID: T0603776621

TOSCO - 76 STATION # ***3501 003RD ST W*** ***NNW 1/4 - 1/2 (0.324 mi.)*** ***W145*** ***260***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 06/10/2019
Status: Completed - Case Closed
Facility Id: 900200098
Status: Remedial action (cleanup) Underway
Global Id: T0603700636
Global ID: T0603700636

WON S. WOO ***310 BERENDO ST S*** ***NW 1/4 - 1/2 (0.358 mi.)*** ***X146*** ***271***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 06/10/2019
Status: Completed - Case Closed
Facility Id: 900200116
Status: Case Closed
Global Id: T0603700638
Global ID: T0603700638

SHELL #204-4539-5906 ***700 VERMONT AVE S*** ***SSW 1/4 - 1/2 (0.362 mi.)*** ***Y148*** ***275***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 06/10/2019
Status: Completed - Case Closed
Facility Id: 900050016
Status: Pollution Characterization
Global Id: T0603700463
Global ID: T0603700463

TOSCO - 76 STATION # ***703 VERMONT AVE S*** ***SSW 1/4 - 1/2 (0.371 mi.)*** ***Y151*** ***285***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 06/10/2019
Status: Completed - Case Closed
Facility Id: 900050089
Status: Pollution Characterization
Global Id: T0603700470
Global ID: T0603700470

LESLIE FAMILY TRUST 3566 003RD ST W NW 1/4 - 1/2 (0.371 mi.) X152 293
Database: LUST REG 4, Date of Government Version: 09/07/2004
Facility Id: SLIC411
Status: Remediation Plan
Global ID: T0603705559

STATE COMPENSATION I ***600 LAFAYETTE PARK P*** ***ESE 1/4 - 1/2 (0.415 mi.)*** ***Z157*** ***310***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 06/10/2019
Status: Completed - Case Closed

Facility Id: 900560016
Status: Case Closed
Global Id: T0603701124
Global ID: T0603701124

JONS MARKET #1	***3667 3RD STREET, WES***	***NW 1/4 - 1/2 (0.471 mi.)***	***159***	***318***

Database: LUST, Date of Government Version: 06/10/2019
Status: Completed - Case Closed
Global Id: T10000003051

CA CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CA CPS-SLIC list, as provided by EDR, has revealed that there are 4 CA CPS-SLIC sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
DFK CORP.	***3278 WILSHIRE***	***SW 1/4 - 1/2 (0.316 mi.)***	***143***	***259***

Database: SLIC REG 4, Date of Government Version: 11/17/2004
Database: CPS-SLIC, Date of Government Version: 06/10/2019
Facility Status: Completed - Case Closed
Facility Status: No further action required
Global Id: SLT43286284

LESLIE FAMILY TRUST	***3566/3580 WEST THIRD***	***NW 1/4 - 1/2 (0.360 mi.)***	***X147***	***274***

Database: CPS-SLIC, Date of Government Version: 06/10/2019
Facility Status: Completed - Case Closed
Global Id: SL184151398

ATLAS WIRELINE	***1213 N. VENTURA AVE***	***NW 1/4 - 1/2 (0.363 mi.)***	***X149***	***284***

Database: CPS-SLIC, Date of Government Version: 06/10/2019
Facility Status: Completed - Case Closed
Global Id: SL204691641

LESLIE FAMILY TRUST	3566-3580 003RD	NW 1/4 - 1/2 (0.379 mi.)	X153	294

Database: SLIC REG 4, Date of Government Version: 11/17/2004
Facility Status: Remediation

State and tribal registered storage tank lists

CA 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 CA UST list, as provided by EDR, has revealed that there are 24 CA UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	500 S WESTMORELAND A	ENE 0 - 1/8 (0.052 mi.)	B4	9

Database: LOS ANGELES UST, Date of Government Version: 06/01/2019

Not reported	444 S WESTMORELAND A	NE 0 - 1/8 (0.067 mi.)	B13	22

Database: LOS ANGELES UST, Date of Government Version: 06/01/2019

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CEDAR PETROLEUM CORP Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	3033 W 6TH ST	ESE 0 - 1/8 (0.070 mi.)	D15	23
Not reported Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	3011 W 6TH ST	ESE 0 - 1/8 (0.090 mi.)	D27	31
Not reported Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	3005-3011 W 6TH ST	ESE 0 - 1/8 (0.106 mi.)	D30	38
Not reported Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	3003 W 6TH ST	ESE 0 - 1/8 (0.114 mi.)	D37	46
GENEVA CHO, LLC Database: UST, Date of Government Version: 06/10/2019 Facility Id: FA0006353	3160 GENEVA ST	NE 1/8 - 1/4 (0.246 mi.)	V128	211
GENEVA CHO LLC (OLD Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	3160 W GENEVA ST	NE 1/8 - 1/4 (0.246 mi.)	V132	231

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	532 SHATTO PL	SSW 0 - 1/8 (0.025 mi.)	A1	9
CHEVRON - BOU-ABSI, Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	561 S VERMONT AVE	W 0 - 1/8 (0.113 mi.)	F35	46
V5 CAR WASH Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	505 S VERMONT AVE	W 1/8 - 1/4 (0.134 mi.)	E49	79
(SITE ASSES.) METROP Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	640 S SHATTO PL	S 1/8 - 1/4 (0.150 mi.)	G59	98
Not reported Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	2980 W 6TH ST	ESE 1/8 - 1/4 (0.163 mi.)	M66	107
LOS ANGELES COUNTY M Database: UST, Date of Government Version: 06/10/2019 Facility Id: 25131	3087 WILSHIRE BLVD	S 1/8 - 1/4 (0.176 mi.)	K73	119
LOS ANGELES COUNTY M Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	3087 W WILSHIRE BLVD	S 1/8 - 1/4 (0.176 mi.)	K74	119
CENTRAL CITY APARTME Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	3055 W WILSHIRE BLVD	SSE 1/8 - 1/4 (0.184 mi.)	K79	131
TOSCO CORPORATION #3 Database: UST, Date of Government Version: 06/10/2019 Facility Id: 24196	3033 WILSHIRE BLVD	SSE 1/8 - 1/4 (0.200 mi.)	L91	143
CONOCO PHILLIPS Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	3033 W WILSHIRE BLVD	SSE 1/8 - 1/4 (0.200 mi.)	L94	152
Not reported Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	3100 WILSHIRE BLVD	S 1/8 - 1/4 (0.201 mi.)	Q102	161
Not reported Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	3179 WILSHIRE BLVD	SSW 1/8 - 1/4 (0.202 mi.)	N103	161
Not reported Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	3245 WILSHIRE BLVD	SW 1/8 - 1/4 (0.206 mi.)	P104	161
WILSHIRE FOOD & GAS Database: LOS ANGELES UST, Date of Government Version: 06/01/2019 Database: UST, Date of Government Version: 06/10/2019	3201 WILSHIRE BLVD	SW 1/8 - 1/4 (0.220 mi.)	P107	170

Facility Id: FA0030305
Facility Id: 25459

Not reported	2961 WILSHIRE BLVD	SE 1/8 - 1/4 (0.228 mi.)	R116	183
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				
3150 WILSHIRE LLC	3150 WILSHIRE BLVD	SSW 1/8 - 1/4 (0.239 mi.)	T124	207
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				

CA AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the CA AST list, as provided by EDR, has revealed that there are 2 CA AST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	444 S VERMONT AVE	NW 1/8 - 1/4 (0.142 mi.)	J56	96
Database: AST, Date of Government Version: 07/06/2016				
LACMTA - WILSHIRE/VE	***647 SHATTO PL***	***SSW 1/8 - 1/4 (0.215 mi.)***	***N105***	***161***
Database: LOS ANGELES AST, Date of Government Version: 06/01/2019				

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

CA WMUDS/SWAT: The Waste Management Unit Database System is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.

A review of the CA WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there is 1 CA WMUDS/SWAT site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
2ND & JUANITA AVENUE	2ND & JUANITA AVE	N 1/4 - 1/2 (0.389 mi.)	155	295

Local Lists of Hazardous waste / Contaminated Sites

CA SCH: 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.

A review of the CA SCH list, as provided by EDR, and dated 04/29/2019 has revealed that there is 1 CA SCH site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CENTRAL LOS ANGELES	***VERMONT AVENUE/WILSH***	***SSW 1/8 - 1/4 (0.232 mi.)***	***T122***	***201***
Facility Id: 19650018				
Status: Certified				

EXECUTIVE SUMMARY

CA CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

A review of the CA CERS HAZ WASTE list, as provided by EDR, and dated 08/14/2019 has revealed that there are 8 CA CERS HAZ WASTE sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SHRINERS HSPTL-CRPPL	***3160 GENEVA ST***	***NE 1/8 - 1/4 (0.246 mi.)***	***V130***	***211***

Lower Elevation	Address	Direction / Distance	Map ID	Page
WALGREENS #5879	***3201 W 6TH ST***	***W 1/8 - 1/4 (0.132 mi.)***	***I46***	***52***
SIXTH & NEW HAMPSHIR	***3223 W 6TH ST***	***W 1/8 - 1/4 (0.162 mi.)***	***I65***	***103***
TARGET #T-3216	***620 S VIRGIL ST STE***	***SE 1/8 - 1/4 (0.171 mi.)***	***L69***	***109***
CVS PHARMACY #17703	620 S VIRGIL AVE STE	SE 1/8 - 1/4 (0.171 mi.)	L70	111
DUNN-EDWARDS PAINTS	***401 S VERMONT AVE SU***	***NW 1/8 - 1/4 (0.200 mi.)***	***O95***	***152***
SHATTO CLEANERS, STE	***401 S VERMONT AVE***	***NW 1/8 - 1/4 (0.200 mi.)***	***O98***	***156***
RITE AID PHARMACY #5	***334 S VERMONT AVE***	***NNW 1/8 - 1/4 (0.231 mi.)***	***S120***	***189***

Local Lists of Registered Storage Tanks

CA 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 CA SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 17 CA SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Z. KIRVEN PARRISH AR Comp Number: 7558	***444 S WESTMORELAND A***	***NE 0 - 1/8 (0.067 mi.)***	***B14***	***22***
CEDER PETROLEUM COMP Comp Number: 4637	***3033 W 6TH ST***	***ESE 0 - 1/8 (0.070 mi.)***	***D16***	***23***
SHRINERS HSPTL-CRPPL Status: A Comp Number: 5134	***3160 GENEVA ST***	***NE 1/8 - 1/4 (0.246 mi.)***	***V130***	***211***

Lower Elevation	Address	Direction / Distance	Map ID	Page
SHATTO SERVICE Comp Number: 4696	***3151 W 6TH ST***	***SSW 0 - 1/8 (0.059 mi.)***	***A11***	***20***
LA COUNTY FACILITY M Status: A Tank Status: A Comp Number: 1478	***550 S VERMONT AVE***	***WSW 0 - 1/8 (0.085 mi.)***	***F21***	***27***
93674-CHEVRON STATIO Comp Number: 3549	***561 S VERMONT AVE***	***W 0 - 1/8 (0.113 mi.)***	***F34***	***44***
WILSHIRE CAR WASH Status: A	***505 S VERMONT AVE***	***W 1/8 - 1/4 (0.134 mi.)***	***E50***	***80***

Tank Status: A Comp Number: 1361				
MCKINLEY MORTUARY Comp Number: 7111	***444 S VERMONT AVE***	***NW 1/8 - 1/4 (0.142 mi.)***	***J54***	***93***
UNK Comp Number: 7740	***443 S VERMONT AVE***	***WNW 1/8 - 1/4 (0.148 mi.)***	***J57***	***96***
PACIFIC BELL Comp Number: 5984	***501 VERMONT AVE***	***WNW 1/8 - 1/4 (0.177 mi.)***	***J75***	***119***
WARREN BIGGS LEASING Comp Number: 2746	***425 S VERMONT AVE***	***NW 1/8 - 1/4 (0.184 mi.)***	***O83***	***134***
CARPENTERS PENSION T Comp Number: 7249	***2951 W 6TH ST***	***ESE 1/8 - 1/4 (0.186 mi.)***	***M84***	***135***
HERTZ CORPORATION Status: A Tank Status: A Comp Number: 3754	***643 VERMONT AVE S***	***SW 1/8 - 1/4 (0.195 mi.)***	***P87***	***138***
TOSCO - 76 STATION # Status: A Tank Status: A Comp Number: 314	***3033 WILSHIRE BLVD***	***SSE 1/8 - 1/4 (0.200 mi.)***	***L93***	***148***
TEXACO SVC STA Comp Number: 1189	***3201 WILSHIRE BLVD***	***SW 1/8 - 1/4 (0.220 mi.)***	***P106***	***164***
UNK Comp Number: 7641	***2975 WILSHIRE***	***SE 1/8 - 1/4 (0.221 mi.)***	***R111***	***178***
KYO-YA CO Comp Number: 7949	***2961 W WILSHIRE BLVD***	***SE 1/8 - 1/4 (0.228 mi.)***	***R115***	***183***

CA HIST UST: Historical UST Registered Database.

A review of the CA HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 10 CA HIST UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
LE SAGE PARKING STRU Facility Id: 00000020842	550 SOUTH VERMONT AV	WSW 0 - 1/8 (0.085 mi.)	F22	28
93674 Facility Id: 00000062484	561 S VERMONT AVE	W 0 - 1/8 (0.113 mi.)	F33	43
WILSHIRE CAR WASH Facility Id: 00000019024	505 S VERMONT	W 1/8 - 1/4 (0.134 mi.)	E51	85
WARREN BIGGS LEASING Facility Id: 00000050652	425 S VERMONT AVE	NW 1/8 - 1/4 (0.184 mi.)	O82	133
WARREN BIGGS LEASING	***425 S VERMONT AVE***	***NW 1/8 - 1/4 (0.184 mi.)***	***O83***	***134***
HERTZ RENT-A-CAR	643 S VERMONT ST	SW 1/8 - 1/4 (0.195 mi.)	P85	136
HERTZ RENT-A-CAR Facility Id: 00000065431	643 S VERMONT AVE	SW 1/8 - 1/4 (0.195 mi.)	P86	137
TOSCO - 76 STATION # Facility Id: 00000003905	***3033 WILSHIRE BLVD***	***SSE 1/8 - 1/4 (0.200 mi.)***	***L92***	***143***

Facility Id: 00000055776

TOSCO - 76 STATION #	***3033 WILSHIRE BLVD***	***SSE 1/8 - 1/4 (0.200 mi.)***	***L93***	***148***
TEXACO SVC STA	***3201 WILSHIRE BLVD***	***SW 1/8 - 1/4 (0.220 mi.)***	***P106***	***164***

Facility Id: 00000017369

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 17 CA FID UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Z. KIRVEN PARRISH AR Facility Id: 19010681 Status: I	***444 S WESTMORELAND A***	***NE 0 - 1/8 (0.067 mi.)***	***B14***	***22***
CEDER PETROLEUM COMP Facility Id: 19006746 Status: I	***3033 W 6TH ST***	***ESE 0 - 1/8 (0.070 mi.)***	***D16***	***23***
SHRINERS HSPTL-CRPPL Facility Id: 19050241 Status: A	***3160 GENEVA ST***	***NE 1/8 - 1/4 (0.246 mi.)***	***V130***	***211***

Lower Elevation	Address	Direction / Distance	Map ID	Page
SHATTO SERVICE Facility Id: 19010412 Status: I	***3151 W 6TH ST***	***SSW 0 - 1/8 (0.059 mi.)***	***A11***	***20***
LA COUNTY FACILITY M Facility Id: 19026469 Status: A	***550 S VERMONT AVE***	***WSW 0 - 1/8 (0.085 mi.)***	***F21***	***27***
93674-CHEVRON STATIO Facility Id: 19003147 Status: I	***561 S VERMONT AVE***	***W 0 - 1/8 (0.113 mi.)***	***F34***	***44***
WILSHIRE CAR WASH Facility Id: 19003225 Status: A	***505 S VERMONT AVE***	***W 1/8 - 1/4 (0.134 mi.)***	***E50***	***80***
MCKINLEY MORTUARY Facility Id: 19006047 Status: A	***444 S VERMONT AVE***	***NW 1/8 - 1/4 (0.142 mi.)***	***J54***	***93***
UNK Facility Id: 19048663 Status: I	***443 S VERMONT AVE***	***WNW 1/8 - 1/4 (0.148 mi.)***	***J57***	***96***
PACIFIC BELL Facility Id: 19056155 Status: A	***501 VERMONT AVE***	***WNW 1/8 - 1/4 (0.177 mi.)***	***J75***	***119***
WARREN BIGGS LEASING Facility Id: 19055536 Status: A	***425 S VERMONT AVE***	***NW 1/8 - 1/4 (0.184 mi.)***	***O83***	***134***
CARPENTERS PENSION T	***2951 W 6TH ST***	***ESE 1/8 - 1/4 (0.186 mi.)***	***M84***	***135***

Facility Id: 19007899
Status: I

HERTZ CORPORATION	***643 VERMONT AVE S***	***SW 1/8 - 1/4 (0.195 mi.)***	***P87***	***138***
Facility Id: 19001454				
Status: A				
TOSCO - 76 STATION #	***3033 WILSHIRE BLVD***	***SSE 1/8 - 1/4 (0.200 mi.)***	***L93***	***148***
Facility Id: 19023150				
Status: A				
TEXACO STATION	***3201 WILSHIRE BLVD***	***SW 1/8 - 1/4 (0.220 mi.)***	***P109***	***176***
Facility Id: 19001336				
Status: I				
UNK	***2975 WILSHIRE***	***SE 1/8 - 1/4 (0.221 mi.)***	***R111***	***178***
Facility Id: 19004792				
Status: I				
KYO-YA CO	***2961 W WILSHIRE BLVD***	***SE 1/8 - 1/4 (0.228 mi.)***	***R115***	***183***
Facility Id: 19013392				
Status: I				

Local Land Records

CA 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 CA DEED list, as provided by EDR, and dated 06/04/2019 has revealed that there is 1 CA DEED site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
LESLIE FAMILY TRUST	***3566/3580 WEST THIRD***	***NW 1/4 - 1/2 (0.360 mi.)***	***X147***	***274***
Status: COMPLETED - CASE CLOSED				
Envirostor ID: SL184151398				

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 03/25/2019 has revealed that there are 17 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
RENAISSANCE IMAGING	500 S VIRGIL AVE STE	E 1/8 - 1/4 (0.131 mi.)	H41	47
EPA ID:: CAL000399094				
MIN YOUNG CHA MD INC	520 S VIRGIL AVE #50	E 1/8 - 1/4 (0.131 mi.)	H42	48
EPA ID:: CAL000425091				
GENEVA CHO LLC	3160 GENEVA ST	NE 1/8 - 1/4 (0.246 mi.)	V131	229

EPA ID:: CAL000438423

Lower Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELSES COUNTY EPA ID:: CAC002973678	510 S. VERMONT AVENU	WNW 0 - 1/8 (0.080 mi.)	E19	24
BRUNO DUARDO EPA ID:: CAC002963723	601 S. WESTMORELAND	SSE 0 - 1/8 (0.081 mi.)	C20	26
COUNTY OF LOS ANGELE EPA ID:: CAL000211829	550 S VERMONT AVE	WSW 0 - 1/8 (0.085 mi.)	F23	28
UFCW LOCAL 770 EPA ID:: CAC003001888	630 S. SHATTO PLACE	S 1/8 - 1/4 (0.131 mi.)	G45	51
EDEN MOTOR & TIRE IN EPA ID:: CAL000333390	443 S VERMONT AVE	WNW 1/8 - 1/4 (0.148 mi.)	J58	97
STAPLES THE OFFICE S EPA ID:: CAL000390817	3223 W 6TH ST	W 1/8 - 1/4 (0.162 mi.)	I64	102
433 VERMONT, LP EPA ID:: CAC002988738	433 S. VERMONT AVE	NW 1/8 - 1/4 (0.163 mi.)	J67	108
UNI DENTAL GROUP EPA ID:: CAL000309506	3055 WILSHIRE BLVD S	SSE 1/8 - 1/4 (0.184 mi.)	K80	132
SHATTO CLEANERS EPA ID:: CAL000275722	401 S VERMONT AVE ST	NW 1/8 - 1/4 (0.200 mi.)	O100	158
DUNN EDWARDS PAINTS EPA ID:: CAL000388492	401 S VERMONT AVE ST	NW 1/8 - 1/4 (0.200 mi.)	O101	159
WILSHIRE FOOD & GAS EPA ID:: CAL000314090	3201 WILSHIRE BLVD	SW 1/8 - 1/4 (0.220 mi.)	P110	177
3000 WILSHIRE EPA ID:: CAL000407581	3000 WILSHIRE BLVD	SE 1/8 - 1/4 (0.228 mi.)	R114	181
SOUTHWESTERN LAW SCH EPA ID:: CAL000271194	675 S WESTMORELAND A	S 1/8 - 1/4 (0.247 mi.)	Q133	231
PACIFIC BELL EPA ID:: CAT080023120	***3020 WILSHIRE BLVD***	***SSE 1/8 - 1/4 (0.247 mi.)***	***135***	***234***

CA 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).

A review of the CA Cortese list, as provided by EDR, and dated 06/24/2019 has revealed that there is 1 CA Cortese site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
WILSHIRE CAR WASH Cleanup Status: OPEN - ELIGIBLE FOR CLOSURE	***505 VERMONT AVE S***	***W 1/8 - 1/4 (0.134 mi.)***	***E48***	***63***

CA DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the CA DRYCLEANERS list, as provided by EDR, has revealed that there are 4 CA DRYCLEANERS sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SHATTO CLEANERS Database: DRYCLEANERS, Date of Government Version: 06/04/2019 EPA Id: CAL000257847	401 S VERMONT AVE #5	NW 1/8 - 1/4 (0.200 mi.)	O96	154
SHATTO CLEANERS, HAN Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/19/2019	401 S VERMONT AVE	NW 1/8 - 1/4 (0.200 mi.)	O97	155
SHATTO CLEANERS, STE Database: DRYCLEAN SOUTH COAST, Date of Government Version: 03/19/2019	***401 S VERMONT AVE***	***NW 1/8 - 1/4 (0.200 mi.)***	***O98***	***156***
SHATTO CLEANERS Database: DRYCLEANERS, Date of Government Version: 06/04/2019 EPA Id: CAL000275722	401 S VERMONT AVE ST	NW 1/8 - 1/4 (0.200 mi.)	O99	157

CA HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the CA HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 16 CA HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES SHRINERS Reg Id: 900200016	***3169 GENEVA ST***	***NE 1/4 - 1/2 (0.257 mi.)***	***V137***	***238***

Lower Elevation	Address	Direction / Distance	Map ID	Page
SHATTO INVESTMENT CO Reg Id: 900200125	***3151 006TH ST W***	***SSW 0 - 1/8 (0.059 mi.)***	***A8***	***11***
CHEVRON STATION 9367 Reg Id: 900200107	***561 S VERMONT AVE***	***W 0 - 1/8 (0.113 mi.)***	***F32***	***38***
WILSHIRE CAR WASH Reg Id: 900200070	***505 VERMONT AVE S***	***W 1/8 - 1/4 (0.134 mi.)***	***E48***	***63***
CARPENTERS TRUST Reg Id: 900180025	***2951 006TH ST W***	***ESE 1/8 - 1/4 (0.180 mi.)***	***M76***	***120***
HERTZ CORPORATION Reg Id: 900050043	***643 VERMONT AVE S***	***SW 1/8 - 1/4 (0.195 mi.)***	***P87***	***138***
TEXACO STATION Reg Id: 900100016	***3201 WILSHIRE***	***SW 1/8 - 1/4 (0.220 mi.)***	***P108***	***171***
SHERATON TOWN HOUSE Reg Id: 900100061	***2961 WILSHIRE BLVD***	***SE 1/8 - 1/4 (0.228 mi.)***	***R117***	***184***
ARCO #0020 Reg Id: 900200052	***3325 006TH ST W***	***WSW 1/4 - 1/2 (0.278 mi.)***	***U139***	***242***
CATELLUS DEVELOPMENT	***3324 006TH ST W***	***W 1/4 - 1/2 (0.278 mi.)***	***U140***	***245***

Reg Id: 900200134				
76 PRODUCTS STATION Reg Id: 900200098	3501 003RD	NNW 1/4 - 1/2 (0.324 mi.)	W144	259
WON S. WOO Reg Id: 900200116	***310 BERENDO ST S***	***NW 1/4 - 1/2 (0.358 mi.)***	***X146***	***271***
SHELL #204-4539-5906 Reg Id: 900050016	***700 VERMONT AVE S***	***SSW 1/4 - 1/2 (0.362 mi.)***	***Y148***	***275***
TOSCO/76 PRODUCTS ST Reg Id: 900050089	703 VERMONT	SSW 1/4 - 1/2 (0.371 mi.)	Y150	285
LESLIE FAMILY TRUST Reg Id: SLIC411	3566 003RD	NW 1/4 - 1/2 (0.379 mi.)	X154	295
STATE COMPENSATION I Reg Id: 900560016	***600 LAFAYETTE PARK P***	***ESE 1/4 - 1/2 (0.415 mi.)***	***Z157***	***310***

CA HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the CA HWP list, as provided by EDR, and dated 05/20/2019 has revealed that there is 1 CA HWP site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CAL WATER EPA Id: CAD000819755 Cleanup Status: PROTECTIVE FILER	***315 N HOOVER ST***	***NNE 1/2 - 1 (0.887 mi.)***	***AE182***	***448***

MN MANIFEST: Hazardous waste manifest data.

A review of the MN MANIFEST list, as provided by EDR, and dated 06/30/2016 has revealed that there is 1 MN MANIFEST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
OEF INC - WILSHIRE C	3055 WILSHIRE BLVD	SSE 1/8 - 1/4 (0.184 mi.)	K78	130

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 9 EDR Hist Auto

sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAXMAN RAY	534 S WESTMORELAND A	ESE 0 - 1/8 (0.054 mi.)	B6	10
STANHILBER H A	3053 W 6TH ST	SE 0 - 1/8 (0.072 mi.)	C18	24
FUSCO FRANK	3029-33 W SIXTH ST	ESE 0 - 1/8 (0.087 mi.)	D25	30
TAPIAS JOSE P	3003 W 6TH ST	ESE 0 - 1/8 (0.114 mi.)	D36	46
GILMORE OIL CO	3000 W 6TH ST	SE 0 - 1/8 (0.119 mi.)	D38	47

Lower Elevation	Address	Direction / Distance	Map ID	Page
DAVIES ERNEST H	3151 W 6TH ST	SSW 0 - 1/8 (0.059 mi.)	A9	18
SIXTH WESTMORELAND	3100 W 6TH ST	SSE 0 - 1/8 (0.064 mi.)	C12	21
SULLIVAN J J	501 S VERMONT AVE	WNW 0 - 1/8 (0.121 mi.)	E39	47
MEYERS WM	600 S VERMONT AVE	WSW 0 - 1/8 (0.122 mi.)	F40	47

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there are 3 EDR Hist Cleaner sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
KAYS CLEANERS	3033 W 6TH ST STE 10	ESE 0 - 1/8 (0.070 mi.)	D17	24

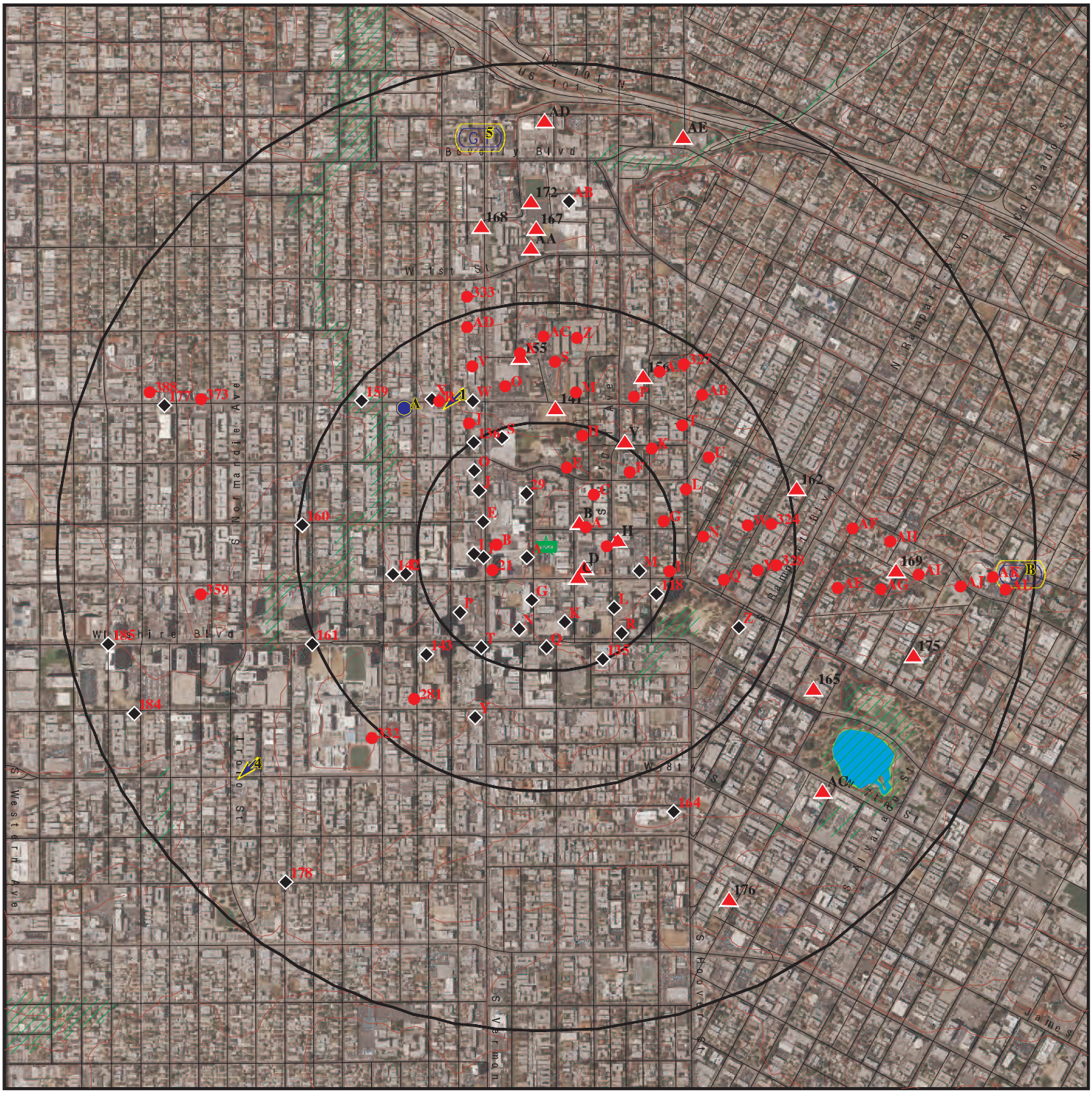
Lower Elevation	Address	Direction / Distance	Map ID	Page
MIKES CLEANERS & TAI	3107 W 6TH ST	SSE 0 - 1/8 (0.055 mi.)	A7	10
LEE YEE	547 S VERMONT AVE	W 0 - 1/8 (0.112 mi.)	E31	38

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 2 records.

Site Name	Database(s)
SHATTO CLEANERS, TAE SEONG KIM DBA	CA DRYCLEANERS
SOUTHERN CALIFORNIA DISPOSAL	CA SWF/LF, CA LOS ANGELES CO LF METHANE

OVERVIEW MAP - 5781334.2S



0 1/4 1/2 1 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 411477 - Los Angeles, CA	CLIENT: AEI Consultants
ADDRESS: 514 Shatto Place Los Angeles CA 90020	CONTACT: Edna Picciolini
LAT/LONG: 34.064655 / 118.289445	INQUIRY #: 5781334.2s DATE: September 09, 2019 2:15 pm

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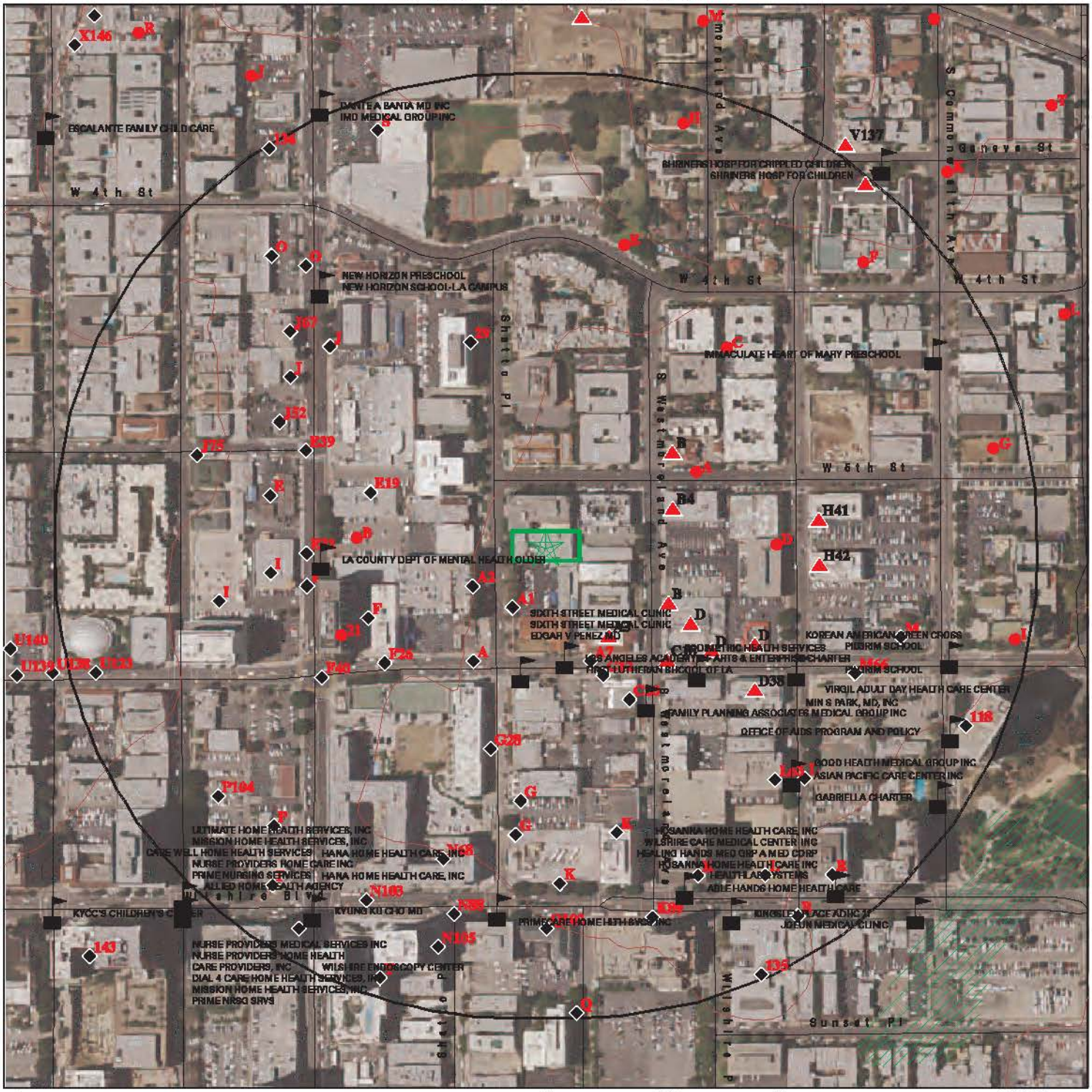
DETAIL MAP - 5781334.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

0 1/16 1/8 1/4 Miles

Indian Reservations BIA

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 411477 - Los Angeles, CA	CLIENT: AEI Consultants
ADDRESS: 514 Shatto Place	CONTACT: Edna Piccolini
Los Angeles CA 90020	INQUIRY #: 5781334.2s
LAT/LONG: 34.064655 / 118.289445	DATE: September 09, 2019 2:26 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	0	1	NR	NR	1
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		1	1	NR	NR	NR	2
RCRA-SQG	0.250		2	7	NR	NR	NR	9
RCRA-CESQG	0.250		0	3	NR	NR	NR	3
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
CA RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
CA ENVIROSTOR	1.000		0	1	3	24	NR	28
State and tribal landfill and/or solid waste disposal site lists								
CA SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
CA LUST	0.500		2	9	12	NR	NR	23

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CA CPS-SLIC	0.500		0	0	4	NR	NR	4
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
CA UST	0.250		8	16	NR	NR	NR	24
CA AST	0.250		0	2	NR	NR	NR	2
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
CA VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
CA BROWNFIELDS	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								
CA WMUDS/SWAT	0.500		0	0	1	NR	NR	1
CA SWRCY	0.500		0	0	0	NR	NR	0
CA HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
CA AOCONCERN	1.000		0	0	0	0	NR	0
US HIST CDL	TP		NR	NR	NR	NR	NR	0
CA HIST Cal-Sites	1.000		0	0	0	0	NR	0
CA SCH	0.250		0	1	NR	NR	NR	1
CA CDL	TP		NR	NR	NR	NR	NR	0
CA CERS HAZ WASTE	0.250		0	8	NR	NR	NR	8
CA Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	TP		NR	NR	NR	NR	NR	0
CA PFAS	0.500		0	0	0	NR	NR	0
Local Lists of Registered Storage Tanks								
CA SWEEPS UST	0.250		5	12	NR	NR	NR	17
CA HIST UST	0.250		2	8	NR	NR	NR	10
CA CERS TANKS	0.250		0	0	NR	NR	NR	0
CA FID UST	0.250		5	12	NR	NR	NR	17
Local Land Records								
CA LIENS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	TP		NR	NR	NR	NR	NR	0
CA DEED	0.500		0	0	1	NR	NR	1
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
CA CHMIRS	TP		NR	NR	NR	NR	NR	0
CA LDS	TP		NR	NR	NR	NR	NR	0
CA MCS	TP		NR	NR	NR	NR	NR	0
CA SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		3	14	NR	NR	NR	17
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
ECHO	TP		NR	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	TP		NR	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
CA Cortese	0.500		0	1	0	NR	NR	1
CA CUPA Listings	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CA DRYCLEANERS	0.250		0	4	NR	NR	NR	4
CA EMI	TP		NR	NR	NR	NR	NR	0
CA ENF	TP		NR	NR	NR	NR	NR	0
CA Financial Assurance	TP		NR	NR	NR	NR	NR	0
CA HAZNET	TP		NR	NR	NR	NR	NR	0
CA ICE	TP		NR	NR	NR	NR	NR	0
CA HIST CORTESE	0.500		2	5	9	NR	NR	16
CA LOS ANGELES CO. HMS	TP		NR	NR	NR	NR	NR	0
CA HWP	1.000		0	0	0	1	NR	1
CA HWT	0.250		0	0	NR	NR	NR	0
MN MANIFEST	0.250		0	1	NR	NR	NR	1
CA MINES	0.250		0	0	NR	NR	NR	0
CA MWMP	0.250		0	0	NR	NR	NR	0
CA NPDES	TP		NR	NR	NR	NR	NR	0
CA PEST LIC	TP		NR	NR	NR	NR	NR	0
CA PROC	0.500		0	0	0	NR	NR	0
CA Notify 65	1.000		0	0	0	0	NR	0
LA Co. Site Mitigation	TP		NR	NR	NR	NR	NR	0
CA UIC	TP		NR	NR	NR	NR	NR	0
CA UIC GEO	TP		NR	NR	NR	NR	NR	0
CA WASTEWATER PITS	0.500		0	0	0	NR	NR	0
CA WDS	TP		NR	NR	NR	NR	NR	0
CA WIP	0.250		0	0	NR	NR	NR	0
CA MILITARY PRIV SITES	TP		NR	NR	NR	NR	NR	0
CA PROJECT	TP		NR	NR	NR	NR	NR	0
CA WDR	TP		NR	NR	NR	NR	NR	0
CA CIWQS	TP		NR	NR	NR	NR	NR	0
CA CERS	TP		NR	NR	NR	NR	NR	0
CA NON-CASE INFO	TP		NR	NR	NR	NR	NR	0
CA OTHER OIL GAS	TP		NR	NR	NR	NR	NR	0
CA PROD WATER PONDS	TP		NR	NR	NR	NR	NR	0
CA SAMPLING POINT	TP		NR	NR	NR	NR	NR	0
CA WELL STIM PROJ	TP		NR	NR	NR	NR	NR	0
CA LOS ANGELES CO LF METHANE	0.500		0	0	0	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		9	NR	NR	NR	NR	9
EDR Hist Cleaner	0.125		3	NR	NR	NR	NR	3
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
CA RGA LF	TP		NR	NR	NR	NR	NR	0
CA RGA LUST	TP		NR	NR	NR	NR	NR	0
- Totals --		0	42	105	31	25	0	203

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **CA UST** **U004303181**
SSW **532 SHATTO PL** **N/A**
< 1/8 **LOS ANGELES, CA**
0.025 mi.
134 ft. **Site 1 of 8 in cluster A**

Relative: LOS ANGELES UST:
Lower
Actual: Name: Not reported
262 ft. Address: 532 SHATTO PL
City,State,Zip: LOS ANGELES, CA
Facility ID: Not reported
Last Run Date: 01/01/1900
Status: HISTORICAL

A2 **LA COUNTY - FACILITIES MANAGEMENT** **CA HAZMAT** **S123544527**
WSW **523 S SHATTO PL** **N/A**
< 1/8 **LOS ANGELES, CA 90020**
0.026 mi.
136 ft. **Site 2 of 8 in cluster A**

Relative: LOS ANGELES HM:
Lower
Actual: Name: LA COUNTY - FACILITIES MANAGEMENT
260 ft. Address: 523 S SHATTO PL
City,State,Zip: LOS ANGELES, CA 90020
Facility ID: FA0009322
Last Run Date: 06/01/2019
Status: INACTIVE

A3 **WILSHIRE CENTER CAMERAS INC** **CA HAZMAT** **S123545306**
SE **3101 W 6TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90020**
0.044 mi.
233 ft. **Site 3 of 8 in cluster A**

Relative: LOS ANGELES HM:
Higher
Actual: Name: WILSHIRE CENTER CAMERAS INC
267 ft. Address: 3101 W 6TH ST
City,State,Zip: LOS ANGELES, CA 90020
Facility ID: FA0011595
Last Run Date: 06/01/2019
Status: INACTIVE

B4 **CA UST** **U004302959**
ENE **500 S WESTMORELAND AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.052 mi.
277 ft. **Site 1 of 5 in cluster B**

Relative: LOS ANGELES UST:
Higher
Actual: Name: Not reported
272 ft. Address: 500 S WESTMORELAND AVE
City,State,Zip: LOS ANGELES, CA
Facility ID: Not reported
Last Run Date: 01/01/1900
Status: HISTORICAL

B5 **OLYMPIC BODY SHOP** **CA HAZMAT** **S123542105**
ESE **534 S WESTMORELAND AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90020**
0.054 mi.
284 ft. **Site 2 of 5 in cluster B**

Relative: **Higher**

Actual: **270 ft.**

LOS ANGELES HM:

Name:	OLYMPIC BODY SHOP
Address:	534 S WESTMORELAND AVE
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	FA0002425
Last Run Date:	06/01/2019
Status:	INACTIVE

Name:	OLYMPIC BODY SHOP
Address:	534 S WESTMORELAND AVE
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	FA0002425
Last Run Date:	06/01/2019
Status:	INACTIVE

B6 **SAXMAN RAY** **EDR Hist Auto** **1009077637**
ESE **534 S WESTMORELAND AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.054 mi.
284 ft. **Site 3 of 5 in cluster B**

Relative: **Higher**

Actual: **270 ft.**

EDR Hist Auto

Year:	Name:	Type:
1929	ETAGES NORMAN	AUTOMOBILE REPAIRING AND SERVICE STATIONS
1937	SAXMAN RAY	AUTOMOBILE REPAIRING

A7 **MIKES CLEANERS & TAILORS** **EDR Hist Cleaner** **1018684033**
SSE **3107 W 6TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90004**
0.055 mi.
291 ft. **Site 4 of 8 in cluster A**

Relative: **Lower**

Actual: **266 ft.**

EDR Hist Cleaner

Year:	Name:	Type:
1986	MIKES CLEANERS & TAILORS	Garment Pressing And Cleaners' Agents
1987	MIKES CLEANERS & TAILORS	Garment Pressing And Cleaners' Agents
1988	MIKES CLEANERS & TAILORS	Garment Pressing And Cleaners' Agents
1989	MIKES CLEANERS & TAILORS	Laundry And Drycleaner Agents
1990	MIKES CLEANERS & TAILORS	Laundry And Drycleaner Agents
1991	MIKES CLEANERS & TAILORS	Laundry And Drycleaner Agents
1992	MIKES CLEANERS & TAILORS	Laundry And Drycleaner Agents
1993	MIKES CLEANERS & TAILORS	Laundry And Drycleaner Agents
1994	MIKES CLEANERS & TAILORS	Laundry And Drycleaner Agents
1995	MIKES CLEANERS & TAILORS	Laundry And Drycleaner Agents
1996	MIKES CLEANERS	Laundry And Drycleaner Agents
1997	MIKES CLEANERS	Laundry And Drycleaner Agents
1998	MIKES CLEANERS	Laundry And Drycleaner Agents
1999	MIKES CLEANERS	Laundry And Drycleaner Agents
2000	MIKES CLEANERS	Laundry And Drycleaner Agents
2001	MIKES CLEANERS	Laundry And Drycleaner Agents

MIKES CLEANERS & TAILORS (Continued) **1018684033**

2002	MIKES CLEANERS	Laundry And Drycleaner Agents
2003	MIKES CLEANERS	Laundry And Drycleaner Agents
2004	MIKES CLEANERS	Laundry And Drycleaner Agents
2005	MIKES CLEANERS	Laundry And Drycleaner Agents
2006	MIKES CLEANERS	Laundry And Drycleaner Agents
2007	MIKES CLEANERS	Laundry And Drycleaner Agents
2008	MIKES CLEANERS	Laundry And Drycleaner Agents
2009	MIKES CLEANERS	Laundry And Drycleaner Agents
2010	MIKES CLEANERS	Laundry And Drycleaner Agents

A8 **SHATTO INVESTMENT COMPANY** **CA LUST** **S102429021**
SSW **3151 006TH ST W** **CA HIST CORTESE** **N/A**
< 1/8 **LOS ANGELES, CA 90020** **CA CERS**
0.059 mi.
309 ft. **Site 5 of 8 in cluster A**

Relative:
Lower

Actual:
262 ft.

LUST:

Name:	SHATTO INVESTMENT COMPANY
Address:	3151 006TH ST W
City,State,Zip:	LOS ANGELES, CA 90020
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700639
Global Id:	T0603700639
Latitude:	34.063702
Longitude:	-118.2899586
Status:	Completed - Case Closed
Status Date:	04/24/2009
Case Worker:	DPP
RB Case Number:	900200125
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603700639
Contact Type:	Regional Board Caseworker
Contact Name:	DANIEL PIROTTON
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	dpirotton@waterboards.ca.gov
Phone Number:	2135766714

Global Id:	T0603700639
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

LUST:

Global Id:	T0603700639

SHATTO INVESTMENT COMPANY (Continued) **S102429021**

Action Type: ENFORCEMENT
Date: 04/24/2009
Action: Closure/No Further Action Letter

Global Id: T0603700639
Action Type: ENFORCEMENT
Date: 10/02/2002
Action: Staff Letter

Global Id: T0603700639
Action Type: ENFORCEMENT
Date: 07/31/2001
Action: Staff Letter

Global Id: T0603700639
Action Type: ENFORCEMENT
Date: 05/20/2002
Action: Staff Letter

Global Id: T0603700639
Action Type: RESPONSE
Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE
Date: 07/31/2002
Action: Remedial Progress Report

Global Id: T0603700639
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE
Date: 07/31/2002
Action: Other Report / Document

Global Id: T0603700639
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE
Date: 12/20/2002
Action: Soil and Water Investigation Report

Global Id: T0603700639
Action Type: RESPONSE
Date: 12/20/2002

SHATTO INVESTMENT COMPANY (Continued) **S102429021**

Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603700639
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: ENFORCEMENT
Date: 06/17/2003
Action: Staff Letter

Global Id: T0603700639
Action Type: ENFORCEMENT
Date: 12/15/2003
Action: Staff Letter

Global Id: T0603700639
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: ENFORCEMENT
Date: 08/20/1999
Action: Staff Letter

Global Id: T0603700639
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

SHATTO INVESTMENT COMPANY (Continued) **S102429021**

Global Id: T0603700639
Action Type: RESPONSE
Date: 07/30/2004
Action: Remedial Progress Report

Global Id: T0603700639
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: REMEDIATION
Date: 12/01/2001
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603700639
Action Type: REMEDIATION
Date: 12/01/2001
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603700639
Action Type: ENFORCEMENT
Date: 01/18/2001
Action: * Historical Enforcement

Global Id: T0603700639
Action Type: Other
Date: 05/04/1990
Action: Leak Reported

Global Id: T0603700639
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE

SHATTO INVESTMENT COMPANY (Continued) **S102429021**

Date:	04/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603700639
Action Type:	RESPONSE
Date:	01/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603700639
Action Type:	ENFORCEMENT
Date:	07/03/2002
Action:	Staff Letter
Global Id:	T0603700639
Action Type:	RESPONSE
Date:	04/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603700639
Action Type:	RESPONSE
Date:	10/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603700639
Action Type:	RESPONSE
Date:	01/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603700639
Action Type:	ENFORCEMENT
Date:	10/08/2008
Action:	Staff Letter
Global Id:	T0603700639
Action Type:	ENFORCEMENT
Date:	09/16/2008
Action:	Notice to Comply
Global Id:	T0603700639
Action Type:	RESPONSE
Date:	11/17/2008
Action:	Other Report / Document
Global Id:	T0603700639
Action Type:	RESPONSE
Date:	01/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603700639
Action Type:	RESPONSE
Date:	07/15/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0603700639
Action Type:	RESPONSE
Date:	04/17/2008
Action:	Request for Closure

SHATTO INVESTMENT COMPANY (Continued) **S102429021**

Global Id: T0603700639
Action Type: ENFORCEMENT
Date: 04/15/2009
Action: Site Visit / Inspection / Sampling

Global Id: T0603700639
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700639
Action Type: RESPONSE
Date: 01/15/2004
Action: Well Installation Report

LUST:
Global Id: T0603700639
Status: Open - Case Begin Date
Status Date: 05/04/1990

Global Id: T0603700639
Status: Open - Site Assessment
Status Date: 10/11/1995

Global Id: T0603700639
Status: Open - Site Assessment
Status Date: 04/10/1996

Global Id: T0603700639
Status: Open - Site Assessment
Status Date: 03/20/1997

Global Id: T0603700639
Status: Open - Remediation
Status Date: 04/16/1999

Global Id: T0603700639
Status: Open - Remediation
Status Date: 01/18/2001

Global Id: T0603700639
Status: Completed - Case Closed
Status Date: 04/24/2009

LUST REG 4:

SHATTO INVESTMENT COMPANY (Continued) **S102429021**

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900200125	
Status:	Remedial action (cleanup) Underway	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700639	
W Global ID:	Not reported	
Staff:	DP	
Local Agency:	19050	
Cross Street:	VERMONT AVE	
Enforcement Type:	DLSEL	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		5/4/1990
Date Leak Record Entered:	9/5/1990	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		8/16/2002
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:	FORMERLY DYNO AUTO CARE	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		5358.7890980375161297646491987
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		10/11/1995
Preliminary Site Assessment Began:		4/10/1996
Pollution Characterization Began:		3/20/1997
Remediation Plan Submitted:		3/5/2003
Remedial Action Underway:		8/22/2003
Post Remedial Action Monitoring Began:		5/4/1990
Enforcement Action Date:		1/18/2001
Historical Max MTBE Date:		4/27/1999
Hist Max MTBE Conc in Groundwater:		1470
Hist Max MTBE Conc in Soil:		0
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	ND	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	MERLE LEVINE	
RP Address:	13238 CUMPSTON ST.	
Program:	LUST	
Lat/Long:	34.063702 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	

SHATTO INVESTMENT COMPANY (Continued) **S102429021**

Summary: Not reported

HIST CORTESE:

edr_fname:	SHATTO INVESTMENT COMPANY
edr_fadd1:	3151 006TH
City,State,Zip:	LOS ANGELES, CA 90020
Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900200125

CERS:

Name:	SHATTO INVESTMENT COMPANY
Address:	3151 006TH ST W
City,State,Zip:	LOS ANGELES, CA 90020
Site ID:	257669
CERS ID:	T0603700639
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	DANIEL PIROTTON - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	R4 UNKNOWN
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	2135766714

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	ELOY LUNA - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

A9 **DAVIES ERNEST H** **EDR Hist Auto** **1020370285**
SSW **3151 W 6TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90005**
0.059 mi.
311 ft. **Site 6 of 8 in cluster A**

Relative: EDR Hist Auto
Lower

Actual: **260 ft.**

Year:	Name:	Type:
1969	DAVIES ERNEST H	Gasoline Service Stations
1970	DAVIES ERNEST H	Gasoline Service Stations
1980	DYNO TUNE N LUBE	Gasoline Service Stations
1980	SHATTO SERVICE COMPANY	General Automotive Repair Shops
1982	SHATTO SERVICE COMPANY	General Automotive Repair Shops
1982	DYNO TUNE N LUBE	Gasoline Service Stations
1983	DYNO TUNE N LUBE	Gasoline Service Stations

DAVIES ERNEST H (Continued) **1020370285**

1983	SHATTO SERVICE COMPANY	General Automotive Repair Shops
1985	DYNO TUNE N LUBE	Gasoline Service Stations
1986	DYNO TUNE N LUBE	Gasoline Service Stations
1987	DYNO TUNE N LUBE	Gasoline Service Stations
1988	DYNO TUNE N LUBE	Gasoline Service Stations
1989	DYNO TUNE N LUBE	Gasoline Service Stations
1990	DYNO TUNE N LUBE	Gasoline Service Stations
2007	DYNO AUTO CARE CENTER	General Automotive Repair Shops
2008	DYNO AUTO CARE CENTER	General Automotive Repair Shops
2009	DYNO AUTO CARE CENTER	General Automotive Repair Shops
2010	DYNO AUTO CARE CENTER	General Automotive Repair Shops
2011	DYNO AUTO CARE CENTER	General Automotive Repair Shops
2012	DYNO AUTO CARE CENTER	General Automotive Repair Shops
2013	DYNO AUTO CARE CENTER	General Automotive Repair Shops

A10 **MYUNG SUP IM DBA DYNO AUTO CARE** **RCRA-SQG 1000595558**
SSW **3151 W 6TH ST** **FINDS CAD983595083**
< 1/8 **LOS ANGELES, CA 90020**
0.059 mi.
311 ft. **Site 7 of 8 in cluster A**

Relative: **Lower**

Actual: **260 ft.**

RCRA-SQG:

Date form received by agency:	07/15/1991
Facility name:	MYUNG SUP IM DBA DYNO AUTO CARE
Facility address:	3151 W 6TH ST LOS ANGELES, CA 90020
EPA ID:	CAD983595083
Mailing address:	W 6TH ST LOS ANGELES, CA 90020
Contact:	MYUNG IM
Contact address:	3151 W 6TH ST LOS ANGELES, CA 90020
Contact country:	US
Contact telephone:	213-387-2103
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:	MYUNG SUP IM
Owner/operator address:	3151 W 6TH ST LOS ANGELES, CA 90020
Owner/operator country:	Not reported
Owner/operator telephone:	213-387-2103
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

MYUNG SUP IM DBA DYNO AUTO CARE (Continued) **1000595558**

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002852976

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.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

A11 **SHATTO SERVICE** **CA SWEEPS UST** **S101584310**
SSW **3151 W 6TH ST** **CA FID UST** **N/A**
< 1/8 **LOS ANGELES, CA 90020** **CA HAZMAT**
0.059 mi.
311 ft. **Site 8 of 8 in cluster A**

Relative: SWEEPS UST:
Lower
Actual: Name: SHATTO SERVICE
260 ft. Address: 3151 W 6TH ST
City: LOS ANGELES
Status: Not reported
Comp Number: 4696
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported

SHATTO SERVICE (Continued) **S101584310**

STG: Not reported
Content: Not reported
Number Of Tanks: 0

CA FID UST:
Facility ID: 19010412
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8187803574
Mail To: Not reported
Mailing Address: 3151 W 6TH ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900200000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

LOS ANGELES HM:
Name: DYNO SMOG CHECK
Address: 3151 W 6TH ST
City,State,Zip: LOS ANGELES, CA 90020
Facility ID: FA0021935
Last Run Date: 06/01/2019
Status: INACTIVE

Name: DYNO SMOG CHECK
Address: 3151 W 6TH ST
City,State,Zip: LOS ANGELES, CA 90020
Facility ID: FA0021935
Last Run Date: 06/01/2019
Status: INACTIVE

C12 **SIXTH WESTMORELAND SERVICE** **EDR Hist Auto** **1009079748**
SSE **3100 W 6TH ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.064 mi.
337 ft. **Site 1 of 3 in cluster C**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
266 ft. 1933 SIXTH WESTMORELAND SERVICE GASOLINE AND OIL SERVICE STATIONS
1937 GRIFFIN O L GASOLINE AND OIL SERVICE STATIONS

B13 **CA UST** **U004302721**
NE **444 S WESTMORELAND AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.067 mi.
353 ft. **Site 4 of 5 in cluster B**

Relative: **Higher**
Actual: **273 ft.**

LOS ANGELES UST:

Name:	Not reported
Address:	444 S WESTMORELAND AVE
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

B14 **Z. KIRVEN PARRISH ARCHITECTS** **CA SWEEPS UST** **S101584344**
NE **444 S WESTMORELAND AVE** **CA FID UST** **N/A**
< 1/8 **LOS ANGELES, CA 90020**
0.067 mi.
353 ft. **Site 5 of 5 in cluster B**

Relative: **Higher**
Actual: **273 ft.**

SWEEPS UST:

Name:	Z. KIRVEN PARRISH ARCHITECTS
Address:	444 S WESTMORELAND AVE
City:	LOS ANGELES
Status:	Not reported
Comp Number:	7558
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19010681
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	8187978155
Mail To:	Not reported
Mailing Address:	444 S WESTMORELAND AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900200000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

D15 **CEDAR PETROLEUM CORPORATION** **CA UST** **U004306463**
ESE **3033 W 6TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90020**
0.070 mi.
369 ft. **Site 1 of 9 in cluster D**

Relative:
Higher

Actual:
269 ft.

LOS ANGELES UST:

Name:	CEDAR PETROLEUM CORPORATION
Address:	3033 W 6TH ST
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	FA0017586
Last Run Date:	06/03/2019
Status:	INACTIVE

D16 **CEDER PETROLEUM COMPANY** **CA SWEEPS UST** **S101583845**
ESE **3033 W 6TH ST** **CA FID UST** **N/A**
< 1/8 **LOS ANGELES, CA 90020** **CA HAZMAT**
0.070 mi.
369 ft. **Site 2 of 9 in cluster D**

Relative:
Higher

Actual:
269 ft.

SWEEPS UST:

Name:	CEDER PETROLEUM COMPANY
Address:	3033 W 6TH ST
City:	LOS ANGELES
Status:	Not reported
Comp Number:	4637
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19006746
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134809702
Mail To:	Not reported
Mailing Address:	3033 W 6TH ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900200000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

CEDER PETROLEUM COMPANY (Continued) **S101583845**

LOS ANGELES HM:

Name:	CEDAR PETROLEUM CORPORATION
Address:	3033 W 6TH ST
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	FA0017586
Last Run Date:	06/01/2019
Status:	INACTIVE

D17 **KAYS CLEANERS** **EDR Hist Cleaner** **1020017968**
ESE **3033 W 6TH ST STE 107** **N/A**
< 1/8 **LOS ANGELES, CA 90020**
0.070 mi.
369 ft. **Site 3 of 9 in cluster D**

Relative: EDR Hist Cleaner
Higher

Actual: **269 ft.**

Year:	Name:	Type:
2001	KAYS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2002	KAYS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2003	KAYS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2004	KAYS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2005	KAYS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2006	KAYS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2007	KAYS CLEANERS	Drycleaning Plants, Except Rugs, NEC
2008	KAYS CLEANERS	Drycleaning Plants, Except Rugs, NEC

C18 **STANHILBER H A** **EDR Hist Auto** **1009079359**
SE **3053 W 6TH ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.072 mi.
382 ft. **Site 2 of 3 in cluster C**

Relative: EDR Hist Auto
Higher

Actual: **268 ft.**

Year:	Name:	Type:
1929	STANHILBER H A	GASOLINE AND OIL SERVICE STATION

E19 **LOS ANGELSES COUNTY FACILITIES INC.** **RCRA NonGen / NLR** **1024753863**
WNW **510 S. VERMONT AVENUE** **CAC002973678**
< 1/8 **LOS ANGELES, CA 90020**
0.080 mi.
423 ft. **Site 1 of 7 in cluster E**

Relative: RCRA NonGen / NLR:
Lower

Actual: **251 ft.**

Date form received by agency:	08/01/2018
Facility name:	LOS ANGELSES COUNTY FACILITIES INC.
Facility address:	510 S. VERMONT AVENUE 532 S. VERMONT AVENUE LOS ANGELES, CA 90020
EPA ID:	CAC002973678
Mailing address:	C/O PUBLIC FACILITIES GROUP 1414 FOURTH AVENUE SEATTLE, WA 98101
Contact:	DAMIEN PARKER

LOS ANGELSES COUNTY FACILITIES INC. (Continued) **1024753863**

Contact address: LOS ANGELES COUNTY FACILTIES, INC. 550 S. VERMONT AVENUE, 2ND FLOOR
LOS ANGELES, CA 90020
Contact country: Not reported
Contact telephone: 213-738-4639
Contact email: DPARKER@DMH.LACOUNTY.GOV
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: LOS ANGELES COUNTY FACILITIES, INC.
Owner/operator address: C/O PUBLIC FACILITIES GROUP 1414 FOURTH AVENUE
SEATTLE, WA 98101
Owner/operator country: Not reported
Owner/operator telephone: 213-738-4639
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: DAMIEN PARKER
Owner/operator address: LOS ANGELES COUNTY FACILTIES, INC. 550 S. VERMONT AVENUE, 2ND FLOOR
LOS ANGELES, CA 90020
Owner/operator country: Not reported
Owner/operator telephone: 213-738-4639
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

C20 **BRUNO DUARDO** **RCRA NonGen / NLR** **1024744346**
SSE **601 S. WESTMORELAND AVE.** **CAC002963723**
< 1/8 **LOS ANGELES, CA 90005**
0.081 mi.
426 ft. **Site 3 of 3 in cluster C**

Relative:
Lower

Actual:
266 ft.

RCRA NonGen / NLR:

Date form received by agency:	05/29/2018
Facility name:	BRUNO DUARDO
Facility address:	601 S. WESTMORELAND AVE. LOS ANGELES, CA 90005
EPA ID:	CAC002963723
Contact:	BRUNO DUARDO
Contact address:	601 S. WESTMORELAND AVE. LOS ANGELES, CA 90005
Contact country:	Not reported
Contact telephone:	562-201-5420
Contact email:	DENNIS@FORTEENVIRONMENTAL.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	BRUNO DUARDO
Owner/operator address:	601 S. WESTMORELAND AVE. LOS ANGELES, CA 90005
Owner/operator country:	Not reported
Owner/operator telephone:	562-201-5420
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	BRUNO DUARDO
Owner/operator address:	601 S. WESTMORELAND AVE. LOS ANGELES, CA 90005
Owner/operator country:	Not reported
Owner/operator telephone:	562-201-5420
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

BRUNO DUARDO (Continued) **1024744346**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

F21 **LA COUNTY FACILITY MANAGEMENT** **CA SWEEPS UST** **S101585629**
WSW **550 S VERMONT AVE** **CA FID UST** **N/A**
< 1/8 **LOS ANGELES, CA 90063** **CA LOS ANGELES CO. HMS**
0.085 mi.
447 ft. **Site 1 of 10 in cluster F**

Relative:
Lower

Actual:
254 ft.

SWEEPS UST:
Name: LA COUNTY FACILITY MANAGEMENT
Address: 550 S VERMONT AVE
City: LOS ANGELES
Status: Active
Comp Number: 1478
Number: 4
Board Of Equalization: 44-011798
Referral Date: 01-22-93
Action Date: 03-16-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001478-000001
Tank Status: A
Capacity: 10000
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 1

CA FID UST:
Facility ID: 19026469
Regulated By: UTNKA
Regulated ID: 00020842
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2132672242
Mail To: Not reported
Mailing Address: 1100 N EASTERN AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900630000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

LOS ANGELES CO. HMS:
Name: LA CO ISD LE SAGE COMPLEX

LA COUNTY FACILITY MANAGEMENT (Continued) **S101585629**

Address: 550 S VERMONT AVE
City,State,Zip: LOS ANGELES, CA 90020
Region: LA
Permit Category: Not reported
Facility Id: 012551-012715
Facility Type: Not reported
Facility Status: OPEN
Area: 5F
Permit Number: Not reported
Permit Status: Not reported

F22 **LE SAGE PARKING STRUCTURE** **CA HIST UST** **U001562321**
WSW **550 SOUTH VERMONT AVENUE (523** **N/A**
< 1/8 **LOS ANGELES, CA 90063**
0.085 mi.
447 ft. **Site 2 of 10 in cluster F**

Relative: HIST UST:
Lower
Actual: Name: LE SAGE PARKING STRUCTURE
254 ft. Address: 550 SOUTH VERMONT AVENUE (523
City,State,Zip: LOS ANGELES, CA 90063
File Number: 000277FF
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000277FF.pdf
Region: STATE
Facility ID: 00000020842
Facility Type: Other
Other Type: PARKING
Contact Name: L.A. COUNTY MECHANICAL DEPT.
Telephone: 2132672242
Owner Name: LOS ANGELES COUNTY MECHANICAL
Owner Address: 1100 NORTH EASTERN AVENUE
Owner City,St,Zip: LOS ANGELES, CA 90063
Total Tanks: 0001

Tank Num: 001
Container Num: TANK #1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Click here for Geo Tracker PDF:

F23 **COUNTY OF LOS ANGELES** **RCRA NonGen / NLR** **1024799500**
WSW **550 S VERMONT AVE** **CAL000211829**
< 1/8 **LOS ANGELES, CA 90020**
0.085 mi.
447 ft. **Site 3 of 10 in cluster F**

Relative: RCRA NonGen / NLR:
Lower Date form received by agency: 11/04/1999
Actual: Facility name: COUNTY OF LOS ANGELES
254 ft. Facility address: 550 S VERMONT AVE
LOS ANGELES, CA 90020-0000

COUNTY OF LOS ANGELES (Continued) **1024799500**

EPA ID: CAL000211829
Mailing address: 1100 N. EASTERN AVE.
LOS ANGELES, CA 90063-0000
Contact: SAFETY OFFICE
Contact address: 1100 N EASTERN AVE RM. 225
LOS ANGELES, CA 90063
Contact country: Not reported
Contact telephone: 323-881-4692
Contact email: SAFETY@ISD.LACOUNTY.GOV
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: LA COUNTY
Owner/operator address: 500 W TEMPLE ST STE 754
LOS ANGELES, CA 90012
Owner/operator country: Not reported
Owner/operator telephone: 323-974-1141
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: SAFETY OFFICE
Owner/operator address: 1100 N EASTERN AVE RM. 225
LOS ANGELES, CA 90063
Owner/operator country: Not reported
Owner/operator telephone: 323-881-4692
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

COUNTY OF LOS ANGELES (Continued) **1024799500**

Violation Status: No violations found

F24 **LA COUNTY - CHIEF ADMINISTRATIVE OF** **CA HAZNET** **S112900286**
WSW **550 S VERMONT AVE** **CA HAZMAT** **N/A**
< 1/8 **LOS ANGELES, CA 90020**
0.085 mi.
447 ft. **Site 4 of 10 in cluster F**

Relative: **Lower**

Actual: **254 ft.**

HAZNET:

Name:	COUNTY OF LOS ANGELES- PUBLIC WORKS
Address:	550 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 900200000
Year:	1999
GEPAID:	CAC002140289
Contact:	LINDA FIRK/BLDG MGR
Telephone:	2137384050
Mailing Name:	Not reported
Mailing Address:	550 S VERMONT AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900200000
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Tons:	22.5027
CA Waste Code:	151-Asbestos containing waste
Method:	D80-Disposal, Land Fill
Facility County:	Los Angeles

LOS ANGELES HM:

Name:	LA COUNTY - CHIEF ADMINISTRATIVE OF
Address:	550 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	FA0014911
Last Run Date:	06/01/2019
Status:	INACTIVE

D25 **FUSCO FRANK** **EDR Hist Auto** **1022248507**
ESE **3029-33 W SIXTH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90005**
0.087 mi.
461 ft. **Site 4 of 9 in cluster D**

Relative: **Higher**

Actual: **268 ft.**

EDR Hist Auto

Year:	Name:	Type:
1969	FUSCO FRANK	Gasoline Service Stations
1970	FUSCO FRANK	Gasoline Service Stations
1971	FUSCO FRANK	Gasoline Service Stations
1972	FUSCO FRANK	Gasoline Service Stations
1973	FUSCO FRANK	Gasoline Service Stations
1974	FUSCO FRANK	Gasoline Service Stations
1975	FUSCO FRANK	Gasoline Service Stations

F26 **LOS ANGELES COUNTY INTERNAL SERVICES DEPARTMENT** **CA HAZNET** **S118207644**
SW **3175 W 6TH ST** **CA HAZMAT** **N/A**
< 1/8 **LOS ANGELES, CA 90020**
0.089 mi.
472 ft. **Site 5 of 10 in cluster F**

Relative: **Lower**
Actual: **256 ft.**

HAZNET:

Name:	LOS ANGELES COUNTY INTERNAL SERVICES DEPARTMENT
Address:	3175 W 6TH ST
City,State,Zip:	LOS ANGELES, CA 900201708
Year:	2014
GEPAID:	CAC002767798
Contact:	ELMER URTEAGA
Telephone:	3232672291
Mailing Name:	Not reported
Mailing Address:	3175 W 6TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900201708
Gen County:	Los Angeles
TSD EPA ID:	CAD009007626
TSD County:	Los Angeles
Tons:	0.4
CA Waste Code:	151-Asbestos containing waste
Method:	H132-Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

LOS ANGELES HM:

Name:	LA COUNTY - LE SAGE COMPLEX
Address:	3175 W 6TH ST
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	FA0011597
Last Run Date:	06/01/2019
Status:	INACTIVE

D27 **CA UST** **U004301826**
ESE **3011 W 6TH ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.090 mi.
475 ft. **Site 5 of 9 in cluster D**

Relative: **Higher**
Actual: **268 ft.**

LOS ANGELES UST:

Name:	Not reported
Address:	3011 W 6TH ST
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

G28 **CENTRAL REGION MIDDLE SCHOOL NO 3** **RCRA-LQG** **1010313633**
SSW **615 SHATTO PL** **CA HAZNET** **CAR000175968**
< 1/8 **LOS ANGELES, CA 90005**
0.103 mi.
545 ft. **Site 1 of 6 in cluster G**

Relative:
Lower

Actual:
261 ft.

RCRA-LQG:

Date form received by agency:	07/31/2006
Facility name:	CENTRAL REGION MIDDLE SCHOOL NO 3
Facility address:	615 SHATTO PL LOS ANGELES, CA 90005
EPA ID:	CAR000175968
Mailing address:	333 S BEAUDRY AVE LAUSD OEHS 20TH FLOOR LOS ANGELES, CA 90017
Contact:	SOE AUNG
Contact address:	333 S BEAUDRY AVE LAUSD OEHS 20TH FLOOR LOS ANGELES, CA 90017
Contact country:	US
Contact telephone:	213-241-3904
Contact email:	SOE.AUNG@LAUSD.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:	CENTRAL REGION MIDDLE SCHOOL NO 3
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	District
Owner/Operator Type:	Operator
Owner/Op start date:	07/01/2006
Owner/Op end date:	Not reported
Owner/operator name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Owner/operator address:	333 S BEAUDRY AVE LOS ANGELES, CA 90017
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	District

CENTRAL REGION MIDDLE SCHOOL NO 3 (Continued) **1010313633**

Owner/Operator Type: Owner
Owner/Op start date: 07/01/2006
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

Hazardous Waste Summary:

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

HAZNET:
Name: LAUSD/ CENTRAL REGION MIDDLE SCHOOL NO 3
Address: 615 SHATTO PL
City,State,Zip: LOS ANGELES, CA 900050000
Year: 2014
GEPAID: CAR000175968
Contact: PAT SCHAENEN
Telephone: 2132413921
Mailing Name: Not reported
Mailing Address: 861 S BEAUDRY AVE FL 28
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Los Angeles
TSD EPA ID: CAD982444481
TSD County: San Bernardino
Tons: 16.5
CA Waste Code: 331-Off-specification, aged or surplus organics
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: LAUSD/ CENTRAL REGION MIDDLE SCHOOL NO 3
Address: 615 SHATTO PL
City,State,Zip: LOS ANGELES, CA 900050000
Year: 2006
GEPAID: CAR000175968
Contact: SOE AUNG
Telephone: 2137455939
Mailing Name: Not reported
Mailing Address: 333 S BEAUNDRY AVE 28TH FLR

CENTRAL REGION MIDDLE SCHOOL NO 3 (Continued) **1010313633**

Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Tons: 0.035
CA Waste Code: 343-Unspecified organic liquid mixture
Method: H01-Transfer Station
Facility County: Los Angeles

Name: LAUSD/ CENTRAL REGION MIDDLE SCHOOL NO 3
Address: 615 SHATTO PL
City,State,Zip: LOS ANGELES, CA 900050000
Year: 2006
GEPAID: CAR000175968
Contact: SOE AUNG
Telephone: 2137455939
Mailing Name: Not reported
Mailing Address: 333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Los Angeles
TSD EPA ID: CAT000646117
TSD County: Kings
Tons: 91.0224
CA Waste Code: 611-Contaminated soil from site clean-up
Method: D80-Disposal, Land Fill
Facility County: Los Angeles

Name: LAUSD/ CENTRAL REGION MIDDLE SCHOOL NO 3
Address: 615 SHATTO PL
City,State,Zip: LOS ANGELES, CA 900050000
Year: 2006
GEPAID: CAR000175968
Contact: SOE AUNG
Telephone: 2137455939
Mailing Name: Not reported
Mailing Address: 333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Tons: 1.6
CA Waste Code: 223-Unspecified oil-containing waste
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: LAUSD/ CENTRAL REGION MIDDLE SCHOOL NO 3
Address: 615 SHATTO PL
City,State,Zip: LOS ANGELES, CA 900050000
Year: 2006
GEPAID: CAR000175968
Contact: SOE AUNG
Telephone: 2137455939
Mailing Name: Not reported
Mailing Address: 333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Los Angeles

CENTRAL REGION MIDDLE SCHOOL NO 3 (Continued) **1010313633**

TSD EPA ID: CAD028409019
TSD County: Los Angeles
Tons: 0.035
CA Waste Code: 181-Other inorganic solid waste
Method: H01-Transfer Station
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

29
NNW
< 1/8
0.106 mi.
559 ft.

AT&T MOBILITY - SHATTO PLACE (USID51196) **CA HAZNET** **S123051988**
425 SHATTO PL **CA HAZMAT** **N/A**
LOS ANGELES, CA 90020 **CA CERS**

Relative:
Lower

Actual:
246 ft.

HAZNET:
Name: 425 SHATTO PLACE
Address: 425 SHATTO PLACE
City,State,Zip: LOS ANGELES, CA 90010
Year: 2017
GEPAID: CAC002901788
Contact: DERECK RASCON
Telephone: 2137397811
Mailing Name: Not reported
Mailing Address: 3780 WILSHIRE BLVD
Mailing City,St,Zip: LOS ANGELES, CA 90010
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Tons: 0.46
CA Waste Code: 151-Asbestos containing waste
Method: H132-Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County: Los Angeles

LOS ANGELES HM:
Name: AT&T MOBILITY - SHATTO PLACE (USID51196)
Address: 425 SHATTO PL
City,State,Zip: LOS ANGELES, CA 90020
Facility ID: FA0037307
Last Run Date: 06/01/2019
Status: ACTIVE

CERS:
Name: AT&T MOBILITY - SHATTO PLACE (USID51196)
Address: 425 SHATTO PL
City,State,Zip: LOS ANGELES, CA 90020
Site ID: 8893
CERS ID: 10587727
CERS Description: Chemical Storage Facilities

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-23-2017
Violations Found: No
Eval Type: Routine done by local agency

AT&T MOBILITY - SHATTO PLACE (USID51196) (Continued) **S123051988**

Eval Notes: 30 batteries x 2.5 gallons
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Coordinates:
Site ID: 8893
Facility Name: AT&T Mobility - SHATTO PLACE (USID51196)
Env Int Type Code: HMBP
Program ID: 10587727
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 34.066270
Longitude: -118.290390

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Los Angeles City Fire Department
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Room 1780
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 90012
Affiliation Phone: (213) 978-3680

Affiliation Type Desc: Document Preparer
Entity Name: Peter Burnell, Sigma Consultants, Inc.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: Twanda Beo
Entity Title: Not reported
Affiliation Address: 433 S. Olive St., RM 217
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 90013
Affiliation Phone: Not reported

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 308 S. Akard St., 17th Floor
Affiliation City: Dallas
Affiliation State: TX
Affiliation Country: Not reported
Affiliation Zip: 75202
Affiliation Phone: Not reported

AT&T MOBILITY - SHATTO PLACE (USID51196) (Continued) **S123051988**

Affiliation Type Desc:	Identification Signer
Entity Name:	Jeremy McGrue
Entity Title:	National EPCRA Manager
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Legal Owner
Entity Name:	New Cingular Wireless PCS, LLC dba AT&T Mobility
Entity Title:	Not reported
Affiliation Address:	308 S. Akard St. 17th Floor
Affiliation City:	Dallas
Affiliation State:	TX
Affiliation Country:	United States
Affiliation Zip:	75202
Affiliation Phone:	(214) 464-1712

Affiliation Type Desc:	Operator
Entity Name:	AT&T Mobility
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(213) 625-2544

Affiliation Type Desc:	Parent Corporation
Entity Name:	AT&T Mobility
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Property Owner
Entity Name:	NEW CINGULAR WIRELESS PCS, LLC
Entity Title:	Not reported
Affiliation Address:	308 S. Akard St., Room 1708
Affiliation City:	Dallas
Affiliation State:	TX
Affiliation Country:	United States
Affiliation Zip:	75202
Affiliation Phone:	(214) 464-2626

D30
ESE
< 1/8
0.106 mi.
560 ft.

3005-3011 W 6TH ST
LOS ANGELES, CA

Site 6 of 9 in cluster D

CA UST **U004301805**
N/A

Relative:
Higher

Actual:
268 ft.

LOS ANGELES UST:

Name:	Not reported
Address:	3005-3011 W 6TH ST
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

E31
West
< 1/8
0.112 mi.
592 ft.

LEE YEE
547 S VERMONT AVE
LOS ANGELES, CA

Site 2 of 7 in cluster E

EDR Hist Cleaner **1009191363**
N/A

Relative:
Lower

Actual:
248 ft.

EDR Hist Cleaner

Year:	Name:	Type:
1937	LEE YEE	LAUNDRIES CHINESE
1942	LEE YEE	LAUNDRIES ORIENTAL

F32
West
< 1/8
0.113 mi.
596 ft.

CHEVRON STATION 93674
561 S VERMONT AVE
LOS ANGELES, CA 90020

Site 6 of 10 in cluster F

RCRA-SQG **1000857400**
CA LUST **CAD983668328**
FINDS
ECHO
CA HIST CORTESE
CA CERS

Relative:
Lower

Actual:
247 ft.

RCRA-SQG:

Date form received by agency:	05/17/1993
Facility name:	CHEVRON STATION 93674
Facility address:	561 S VERMONT AVE LOS ANGELES, CA 90020
EPA ID:	CAD983668328
Mailing address:	P O BOX 2833 LA HABRA, CA 90632
Contact:	DESIREE CLOSS
Contact address:	P O BOX 2833 LA HABRA, CA 90632
Contact country:	US
Contact telephone:	310-694-7452
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:	CHEVRON USA PRODUCTS CO
Owner/operator address:	P O BOX 2833

CHEVRON STATION 93674 (Continued) **1000857400**

LA HABRA, CA 90632
Owner/operator country: Not reported
Owner/operator telephone: 310-694-7452
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

LUST:
Name: CHEVRON #9-3674 (FORMER)
Address: 561 VERMONT AVE S
City,State,Zip: LOS ANGELES, CA 90020
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700637
Global Id: T0603700637
Latitude: 34.0642081
Longitude: -118.2916744
Status: Completed - Case Closed
Status Date: 07/26/1995
Case Worker: YR
RB Case Number: 900200107
Local Agency: LOS ANGELES, CITY OF
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603700637
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES

CHEVRON STATION 93674 (Continued) **1000857400**

Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603700637
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603700637
Action Type: Other
Date: 02/20/1991
Action: Leak Reported

LUST:
Global Id: T0603700637
Status: Open - Case Begin Date
Status Date: 02/20/1991

Global Id: T0603700637
Status: Open - Site Assessment
Status Date: 03/18/1992

Global Id: T0603700637
Status: Open - Remediation
Status Date: 07/16/1992

Global Id: T0603700637
Status: Open - Verification Monitoring
Status Date: 07/21/1995

Global Id: T0603700637
Status: Completed - Case Closed
Status Date: 07/26/1995

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900200107
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: T0603700637
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: 006TH ST

CHEVRON STATION 93674 (Continued) **1000857400**

Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		2/20/1991
Date Leak Record Entered:	7/23/1991	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/26/1995
Date the Case was Closed:		7/26/1995
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4778.2411676479514604328477843
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		3/18/1992
Remediation Plan Submitted:		7/16/1992
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		7/21/1995
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:	C	
Program:	LUST	
Lat/Long:	34.064264 / -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	

FINDS:

Registry ID: 110002899187

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.

CHEVRON STATION 93674 (Continued) **1000857400**

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000857400
Registry ID:	110002899187
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002899187

HIST CORTESE:

edr_fname:	CHEVRON #9-3674 (FORMER)
edr_fadd1:	561 VERMONT
City,State,Zip:	LOS ANGELES, CA 90020
Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900200107

CERS:

Name:	CHEVRON #9-3674 (FORMER)
Address:	561 VERMONT AVE S
City,State,Zip:	LOS ANGELES, CA 90020
Site ID:	216460
CERS ID:	T0603700637
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 W. 4TH ST., SUITE 200
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	ELOY LUNA - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

F33 **93674** **CA HIST UST** **U001560821**
West **561 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90020**
0.113 mi.
596 ft. **Site 7 of 10 in cluster F**

Relative: **Lower**

Actual: **247 ft.**

HIST UST:

Name:	93674
Address:	561 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 90020
File Number:	00026D4C
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026D4C.pdf
Region:	STATE
Facility ID:	00000062484
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	BOUABSI,ELIAS Y
Telephone:	2134808539
Owner Name:	CHEVRON U.S.A. INC.
Owner Address:	575 MARKET
Owner City,St,Zip:	SAN FRANCISCO, CA 94105
Total Tanks:	0004
Tank Num:	001
Container Num:	1
Year Installed:	1969
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	2
Year Installed:	1969
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	3
Year Installed:	1969
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	4
Year Installed:	1969
Tank Capacity:	00001000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	0000130
Leak Detection:	Stock Inventor

93674 (Continued) **U001560821**

Click here for Geo Tracker PDF:

F34
West
< 1/8
0.113 mi.
596 ft.

93674-CHEVRON STATION
561 S VERMONT AVE
LOS ANGELES, CA 90020

CA SWEEPS UST **S101583240**
CA FID UST **N/A**
CA HAZMAT

Site 8 of 10 in cluster F

Relative:
Lower

Actual:
247 ft.

SWEEPS UST:

Name:	93674-CHEVRON STATION
Address:	561 S VERMONT AVE
City:	LOS ANGELES
Status:	Not reported
Comp Number:	3549
Number:	Not reported
Board Of Equalization:	44-013094
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-003549-000001
Tank Status:	Not reported
Capacity:	5000
Active Date:	Not reported
Tank Use:	CHEMICAL
STG:	PRODUCT
Content:	UNKNOWN
Number Of Tanks:	4

Name:	93674-CHEVRON STATION
Address:	561 S VERMONT AVE
City:	LOS ANGELES
Status:	Not reported
Comp Number:	3549
Number:	Not reported
Board Of Equalization:	44-013094
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-003549-000002
Tank Status:	Not reported
Capacity:	10000
Active Date:	Not reported
Tank Use:	CHEMICAL
STG:	PRODUCT
Content:	UNKNOWN
Number Of Tanks:	Not reported

Name:	93674-CHEVRON STATION
Address:	561 S VERMONT AVE
City:	LOS ANGELES
Status:	Not reported
Comp Number:	3549
Number:	Not reported
Board Of Equalization:	44-013094
Referral Date:	Not reported
Action Date:	Not reported

93674-CHEVRON STATION (Continued) **S101583240**

Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003549-000003
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Name: 93674-CHEVRON STATION
Address: 561 S VERMONT AVE
City: LOS ANGELES
Status: Not reported
Comp Number: 3549
Number: Not reported
Board Of Equalization: 44-013094
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003549-000004
Tank Status: Not reported
Capacity: 1000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19003147
Regulated By: UTNKI
Regulated ID: 00062484
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134808539
Mail To: Not reported
Mailing Address: 575 MARKET ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900200000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

LOS ANGELES HM:
Name: CHEVRON - BOU-ABSI, ELIAS
Address: 561 S VERMONT AVE
City,State,Zip: LOS ANGELES, CA 90020
Facility ID: FA0010388
Last Run Date: 06/01/2019

93674-CHEVRON STATION (Continued) **S101583240**

Status: INACTIVE

F35 **CHEVRON - BOU-ABSI, ELIAS** **CA UST** **U004306069**
West **561 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90020**
0.113 mi.
596 ft. **Site 9 of 10 in cluster F**

Relative: LOS ANGELES UST:
Lower
Name: CHEVRON - BOU-ABSI, ELIAS
Actual: Address: 561 S VERMONT AVE
247 ft. City,State,Zip: LOS ANGELES, CA 90020
Facility ID: FA0010388
Last Run Date: 06/03/2019
Status: INACTIVE

D36 **TAPIAS JOSE P** **EDR Hist Auto** **1021453958**
ESE **3003 W 6TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90005**
0.114 mi.
601 ft. **Site 7 of 9 in cluster D**

Relative: EDR Hist Auto
Higher

Actual: Year: Name: Type:
267 ft. 1969 TAPIAS JOSE P Gasoline Service Stations
1970 TAPIAS JOSE P Gasoline Service Stations
1971 TAPIAS JOSE P Gasoline Service Stations
1972 TAPIAS JOSE P Gasoline Service Stations
1973 TAPIAS JOSE P Gasoline Service Stations
1974 TAPIAS JOSE P Gasoline Service Stations
1975 TAPIAS JOSE P Gasoline Service Stations
1976 TAPIAS JOSE P Gasoline Service Stations
1977 TAPIAS JOSE P Gasoline Service Stations
1978 TAPIAS JOSE P Gasoline Service Stations
1979 TAPIAS JOSE P Gasoline Service Stations

D37 **CA UST** **U004301804**
ESE **3003 W 6TH ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.114 mi.
601 ft. **Site 8 of 9 in cluster D**

Relative: LOS ANGELES UST:
Higher
Name: Not reported
Actual: Address: 3003 W 6TH ST
267 ft. City,State,Zip: LOS ANGELES, CA
Facility ID: Not reported
Last Run Date: 01/01/1900
Status: HISTORICAL

D38 **GILMORE OIL CO** **EDR Hist Auto** **1009081410**
SE **3000 W 6TH ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.119 mi.
628 ft. **Site 9 of 9 in cluster D**

Relative: EDR Hist Auto
Higher

Actual: Year: Name: Type:
267 ft. 1933 BLU GREEN SERVICE STATION GASOLINE AND OIL SERVICE STATIONS
1933 FADLEY F W AUTOMOBILE REPAIRING
1937 GILMORE OIL CO GASOLINE AND OIL SERVICE STATIONS
1942 CRAIG JAS GASOLINE AND OIL SERVICE STATIONS

E39 **SULLIVAN J J** **EDR Hist Auto** **1009079004**
WNW **501 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.121 mi.
639 ft. **Site 3 of 7 in cluster E**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
246 ft. 1924 SULLIVAN J J AUTOMOBILE SERVICE STATIONS

F40 **MEYERS WM** **EDR Hist Auto** **1009080561**
WSW **600 S VERMONT AVE** **N/A**
< 1/8 **LOS ANGELES, CA**
0.122 mi.
644 ft. **Site 10 of 10 in cluster F**

Relative: EDR Hist Auto
Lower

Actual: Year: Name: Type:
251 ft. 1933 MEYERS WM GASOLINE AND OIL SERVICE STATIONS

H41 **RENAISSANCE IMAGING CENTER DOWNTOWN** **RCRA NonGen / NLR** **1024845760**
East **500 S VIRGIL AVE STE 102** **CAL000399094**
1/8-1/4 **LOS ANGELES, CA 90020**
0.131 mi.
691 ft. **Site 1 of 2 in cluster H**

Relative: RCRA NonGen / NLR:
Higher

Actual:
270 ft.

Date form received by agency:	07/23/2014
Facility name:	RENAISSANCE IMAGING CENTER DOWNTOWN
Facility address:	500 S VIRGIL AVE STE 102 LOS ANGELES, CA 90020
EPA ID:	CAL000399094
Contact:	JORGE ARELLANO
Contact address:	500 S VIRGIL AVE STE 102 LOS ANGELES, CA 90020
Contact country:	Not reported
Contact telephone:	323-375-3950
Contact email:	JARELLANO@RIMARAD.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

RENAISSANCE IMAGING CENTER DOWNTOWN (Continued) **1024845760**

Owner/Operator Summary:

Owner/operator name:	JORGE ARELLANO
Owner/operator address:	500 S VIRGIL AVE STE 102 LOS ANGELES, CA 90020
Owner/operator country:	Not reported
Owner/operator telephone:	323-375-3950
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	DOWNTOWN INVESTMENT LLC/CHA HEALTH
Owner/operator address:	500 S VIRGIL AVE STE 102 LOS ANGELES, CA 90020
Owner/operator country:	Not reported
Owner/operator telephone:	323-375-3950
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

H42 **MIN YOUNG CHA MD INC** **RCRA NonGen / NLR** **1024858673**
East **520 S VIRGIL AVE #507** **CAL000425091**
1/8-1/4 **LOS ANGELES, CA 90020**
0.131 mi.
691 ft. **Site 2 of 2 in cluster H**

Relative: RCRA NonGen / NLR:
Higher

Date form received by agency:	02/17/2017
Facility name:	MIN YOUNG CHA MD INC
Facility address:	520 S VIRGIL AVE #507 LOS ANGELES, CA 90020
EPA ID:	CAL000425091

Actual:
269 ft.

MIN YOUNG CHA MD INC (Continued) **1024858673**

Contact: KIMBERLY PARK
Contact address: 520 S VIRGIL AVE #507
LOS ANGELES, CA 90020
Contact country: Not reported
Contact telephone: 213-480-7770
Contact email: MINYOUNGCHAMD@GMAIL.COM
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: MIN YOUNG CHA MD
Owner/operator address: 520 S VIRGIL AVE #507
LOS ANGELES, CA 90020
Owner/operator country: Not reported
Owner/operator telephone: 213-480-7770
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: KIMBERLY PARK
Owner/operator address: 520 S VIRGIL AVE #507
LOS ANGELES, CA 90020
Owner/operator country: Not reported
Owner/operator telephone: 213-480-7770
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

G43 **AT&T MOBILITY - OLYMPIC / VERMONT** **CA HAZNET** **S112998391**
South **630 SHATTO PL** **CA HAZMAT** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.131 mi.
692 ft. **Site 2 of 6 in cluster G**

Relative: **Lower**

Actual: **262 ft.**

HAZNET:

Name:	UFCW LOCAL 770
Address:	630 SHATTO PL
City,State,Zip:	LOS ANGELES, CA 900051303
Year:	2011
GEPAID:	CAC002682667
Contact:	RAMIRO VACA
Telephone:	2134073356
Mailing Name:	Not reported
Mailing Address:	630 SHATTO PL
Mailing City,St,Zip:	LOS ANGELES, CA 900051303
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Tons:	0.4
CA Waste Code:	151-Asbestos containing waste
Method:	H132-Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

LOS ANGELES HM:

Name:	AT&T MOBILITY - OLYMPIC / VERMONT
Address:	630 SHATTO PL
City,State,Zip:	LOS ANGELES, CA 90010
Facility ID:	FA0037271
Last Run Date:	06/01/2019
Status:	INACTIVE

G44 **DENTAL CONNECTION** **CA HAZNET** **S113165389**
South **630 S SHATTO PL** **CA HAZMAT** **N/A**
1/8-1/4 **LOS ANGELES, CA 90005**
0.131 mi.
692 ft. **Site 3 of 6 in cluster G**

Relative: **Lower**

Actual: **262 ft.**

HAZNET:

Name:	BIO SPRING CHIROPRACTIC CARE
Address:	630 S SHATTO PLACE
City,State,Zip:	LOS ANGELES, CA 900050000
Year:	1997
GEPAID:	CAL920763049
Contact:	CASEY YOO
Telephone:	2133801991
Mailing Name:	Not reported
Mailing Address:	630 SHATTO PL # S
Mailing City,St,Zip:	LOS ANGELES, CA 900051372
Gen County:	Los Angeles
TSD EPA ID:	CAD108040858
TSD County:	Los Angeles
Tons:	0.0145
CA Waste Code:	171-Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Method:	R01-Recycler
Facility County:	Los Angeles

DENTAL CONNECTION (Continued) **S113165389**

LOS ANGELES HM:

Name:	DENTAL CONNECTION
Address:	630 S SHATTO PL
City,State,Zip:	LOS ANGELES, CA 90005
Facility ID:	FA0019583
Last Run Date:	06/01/2019
Status:	INACTIVE

G45 **UFCW LOCAL 770** **RCRA NonGen / NLR** **1024781918**
South **630 S. SHATTO PLACE** **CAC003001888**
1/8-1/4 **LOS ANGELES, CA 90005**
0.131 mi.
692 ft. **Site 4 of 6 in cluster G**

Relative:
Lower

Actual:
262 ft.

RCRA NonGen / NLR:

Date form received by agency:	02/20/2019
Facility name:	UFCW LOCAL 770
Facility address:	630 S. SHATTO PLACE LOS ANGELES, CA 90005
EPA ID:	CAC003001888
Contact:	MIRANDA INGANNI
Contact address:	630 S. SHATTO PLACE LOS ANGELES, CA 90005
Contact country:	Not reported
Contact telephone:	213-201-7110
Contact email:	MIRANDA@UFCW770.ORG
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	MIRANDA INGANNI
Owner/operator address:	630 S. SHATTO PLACE LOS ANGELES, CA 90005
Owner/operator country:	Not reported
Owner/operator telephone:	213-201-7110
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	JOHN GRANT, PRESIDENT
Owner/operator address:	630 S. SHATTO PLACE LOS ANGELES, CA 90005
Owner/operator country:	Not reported
Owner/operator telephone:	213-201-7110
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

UFCW LOCAL 770 (Continued) **1024781918**

Handler Activities Summary:
- U.S. importer of hazardous waste: No
- Mixed waste (haz. and radioactive): No
- Recycler of hazardous waste: No
- Transporter of hazardous waste: No
- Treater, storer or disposer of HW: No
- Underground injection activity: No
- On-site burner exemption: No
- Furnace exemption: No
- Used oil fuel burner: No
- Used oil processor: No
- User oil refiner: No
- Used oil fuel marketer to burner: No
- Used oil Specification marketer: No
- Used oil transfer facility: No
- Used oil transporter: No

Violation Status: No violations found

I46 **WALGREENS #5879** **CA CERS HAZ WASTE** **S113149168**
West **3201 W 6TH ST** **CA HAZNET** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020** **CA HAZMAT**
0.132 mi.
697 ft. **Site 1 of 4 in cluster I**

Relative: **Lower**
Actual: **247 ft.**

CERS HAZ WASTE:
- Name: WALGREENS #5879
- Address: 3201 W 6TH ST
- City,State,Zip: LOS ANGELES, CA 90020
- Site ID: 170016
- CERS ID: 10260067
- CERS Description: Hazardous Waste Generator

Violations:
- Site ID: 170016
- Site Name: WALGREENS #5879
- Violation Date: 05-04-2016
- Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
- Violation Description: Failure to establish and electronically submit an adequate training program in safety procedures in the event of a release or threatened release of a hazardous material.
- Violation Notes: Not reported
- Violation Division: Los Angeles City Fire Department
- Violation Program: HMRRP
- Violation Source: CERS

- Site ID: 170016
- Site Name: WALGREENS #5879
- Violation Date: 05-04-2016
- Citation: HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
- Violation Description: Failure to annually review and electronically certify that the business plan is complete, accurate, and up-to-date.
- Violation Notes: Not reported
- Violation Division: Los Angeles City Fire Department
- Violation Program: HMRRP
- Violation Source: CERS

WALGREENS #5879 (Continued) **S113149168**

Site ID: 170016
Site Name: WALGREENS #5879
Violation Date: 05-04-2016
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.
Violation Notes: Not reported
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 170016
Site Name: WALGREENS #5879
Violation Date: 05-04-2016
Citation: 19 CCR 6.95 25508(a)(1) - California Code of Regulations, Title 19, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit the Business Activities Page and/or Business Owner Operator Identification Page.
Violation Notes: Not reported
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 170016
Site Name: WALGREENS #5879
Violation Date: 05-04-2016
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a site map with all required content.
Violation Notes: Not reported
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 170016
Site Name: WALGREENS #5879
Violation Date: 05-04-2016
Citation: HSC 6.95 25508.1(a)-(e) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(e)
Violation Description: Failure to electronically update business plan within 30 days of any one of the following events: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a previously undisclosed hazardous materials at or above reportable quantities. A change of business address, business ownership, or business name.
Violation Notes: Not reported
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 170016
Site Name: WALGREENS #5879
Violation Date: 05-04-2016
Citation: HSC 6.95 25508(d) - California Health and Safety Code, Chapter 6.95,

WALGREENS #5879 (Continued) **S113149168**

Section(s) 25508(d)
Violation Description: Failure to complete and/or electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes: Not reported
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 170016
Site Name: WALGREENS #5879
Violation Date: 05-04-2016
Citation: HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description: Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes: Not reported
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 170016
Site Name: WALGREENS #5879
Violation Date: 05-04-2016
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Not reported
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 170016
Site Name: WALGREENS #5879
Violation Date: 05-04-2016
Citation: HSC 6.95 25507 - California Health and Safety Code, Chapter 6.95, Section(s) 25507
Violation Description: Failure to adequately establish and implement a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes: Not reported
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-04-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On site for routine hazardous materials and business emergency plan inspection. Consent to enter and inspect was given by KYLING KWAN - MANAGER. CONTACT INFORMATION: MGR.05879@STORE.WALGREENS.COM Observed

WALGREENS #5879 (Continued) **S113149168**

the facility and inspected hazardous materials storage. Annual employee safety training records were not maintained. Facility has also not electronically disclosed the onsite hazardous materials inventory or submitted a business emergency plan in California Environmental Reporting System (CERS). Please go to https://cersbusiness2.calepa.ca.gov to complete a chemical inventory disclosure and business emergency plan. The facility is responsible for identifying all hazardous materials, to include hazardous wastes, which are above disclosure thresholds. If there is a change in the type or amount of chemicals that are maintained on site, please submit revised documents (electronically)within 30 days of the change.

Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-08-2019
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: FOR DOCUMENTATION. CONFIRMED SITE HAS NO REPORTABLE HAZMAT. REFERRAL SENT TO DMU TO ACTIVATE.
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-07-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: On site for routine hazardous materials and business emergency plan inspection. Consent to enter and inspect was given by MARY MERINO. Observed the facility and inspected hazardous materials storage. Annual employee safety training records were maintained. The facility is responsible for identifying all hazardous materials, to include hazardous wastes, which are above disclosure thresholds. If there is a change in the type or amount of chemicals that are maintained on site, please submit revised documents (electronically)within 30 days of the change.
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-16-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Kyung Kwon
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-13-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Consent to do inspection was given by Sergio Rivas.
Eval Division: Los Angeles County Fire Department

WALGREENS #5879 (Continued) **S113149168**

Eval Program: HW
Eval Source: CERS

Coordinates:
Site ID: 170016
Facility Name: WALGREENS #5879
Env Int Type Code: HWG
Program ID: 10260067
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 34.064450
Longitude: -118.292070

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Los Angeles City Fire Department
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Room 1780
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 90012
Affiliation Phone: (213) 978-3680

Affiliation Type Desc: Parent Corporation
Entity Name: Walgreens
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Operator
Entity Name: Walgreen Co.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (847) 914-2264

Affiliation Type Desc: Document Preparer
Entity Name: Stephen Horn, On behalf of Walgreen Co.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: Verisk 3E, Regulatory Department/Walgreen Co.

WALGREENS #5879 (Continued) **S113149168**

Entity Title:	Not reported
Affiliation Address:	3207 Grey Hawk Court, Suite 200
Affiliation City:	Carlsbad
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92010
Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	Verisk 3E, Regulatory Dept/Walgreen Co, 3207 Grey Hawk Ct, Ste 200
Affiliation City:	Carlsbad
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92010
Affiliation Phone:	Not reported
Affiliation Type Desc:	Identification Signer
Entity Name:	Stephen Horn, on behalf of Walgreen Co.
Entity Title:	Regulatory Compliance Specialist, Verisk 3E
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	Walgreen Co.
Entity Title:	Not reported
Affiliation Address:	200 Wilmot Road
Affiliation City:	Deerfield
Affiliation State:	IL
Affiliation Country:	United States
Affiliation Zip:	60015
Affiliation Phone:	(847) 914-2264

HAZNET:

Name:	WALGREENS #5879
Address:	3201 W 6TH ST
City,State,Zip:	LOS ANGELES, CA 90020
Year:	2017
GEPAID:	CAL000323473
Contact:	KARINA ROMERO
Telephone:	7606028700
Mailing Name:	Not reported
Mailing Address:	3207 GREY HAWK CT., SUITE 200
Mailing City,St,Zip:	CARLSBAD, CA 920100000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Tons:	0.0115
CA Waste Code:	122-Alkaline solution without metals pH >= 12.5
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

WALGREENS #5879 (Continued) **S113149168**

Facility County: Los Angeles

Name: WALGREENS #5879
Address: 3201 W 6TH ST
City,State,Zip: LOS ANGELES, CA 90020
Year: 2017
GEPAID: CAL000323473
Contact: KARINA ROMERO
Telephone: 7606028700
Mailing Name: Not reported
Mailing Address: 3207 GREY HAWK CT., SUITE 200
Mailing City,St,Zip: CARLSBAD, CA 920100000
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Tons: 0.005
CA Waste Code: 131-Aqueous solution (2 < pH < 12.5) containing reactive anions ...
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: WALGREENS #5879
Address: 3201 W 6TH ST
City,State,Zip: LOS ANGELES, CA 90020
Year: 2017
GEPAID: CAL000323473
Contact: KARINA ROMERO
Telephone: 7606028700
Mailing Name: Not reported
Mailing Address: 3207 GREY HAWK CT., SUITE 200
Mailing City,St,Zip: CARLSBAD, CA 920100000
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Tons: 0.0325
CA Waste Code: 311-Pharmaceutical waste
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: WALGREENS #5879
Address: 3201 W 6TH ST
City,State,Zip: LOS ANGELES, CA 90020
Year: 2017
GEPAID: CAL000323473
Contact: KARINA ROMERO
Telephone: 7606028700
Mailing Name: Not reported
Mailing Address: 3207 GREY HAWK CT., SUITE 200
Mailing City,St,Zip: CARLSBAD, CA 920100000
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Tons: 0.412
CA Waste Code: 331-Off-specification, aged or surplus organics
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

WALGREENS #5879 (Continued) **S113149168**

Facility County: Los Angeles

Name: WALGREENS #5879
Address: 3201 W 6TH ST
City,State,Zip: LOS ANGELES, CA 90020
Year: 2017
GEPAID: CAL000323473
Contact: KARINA ROMERO
Telephone: 7606028700
Mailing Name: Not reported
Mailing Address: 3207 GREY HAWK CT., SUITE 200
Mailing City,St,Zip: CARLSBAD, CA 920100000
Gen County: Los Angeles
TSD EPA ID: NVD980895338
TSD County: 99
Tons: 0.0005
CA Waste Code: 331-Off-specification, aged or surplus organics
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
79 additional CA_HAZNET: record(s) in the EDR Site Report.

LOS ANGELES HM:
Name: WALGREENS #5879
Address: 3201 W 6TH ST
City,State,Zip: LOS ANGELES, CA 90020
Facility ID: FA0036356
Last Run Date: 06/01/2019
Status: INACTIVE

I47 **WALGREENS #5879** **RCRA-CESQG** **1016954313**
West **3201 W 6TH ST** **CAL000323473**
1/8-1/4 **LOS ANGELES, CA 90020**
0.132 mi.
697 ft. **Site 2 of 4 in cluster I**

Relative: **Lower**

Actual: **247 ft.**

RCRA-CESQG:
Date form received by agency: 04/06/2016
Facility name: WALGREENS #5879
Facility address: 3201 W 6TH ST
LOS ANGELES, CA 90020
EPA ID: CAL000323473
Mailing address: GREYHAWK CT
SUITE 200
CARLSBAD, CA 92010
Contact: KARINA ROMERO
Contact address: GREYHAWK CT SUITE 200
CARLSBAD, CA 92010
Contact country: US
Contact telephone: 760-602-8700
Contact email: REGULATORY@3ECOMPANY.COM
EPA Region: 09
Classification: Conditionally Exempt Small Quantity Generator
Description: Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time;

WALGREENS #5879 (Continued) **1016954313**

or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 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; 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 at any time: 1 kg or less of acutely hazardous waste; or 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

Owner/Operator Summary:

Owner/operator name:	WALGREEN CO.
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	03/23/2001
Owner/Op end date:	Not reported

Owner/operator name:	JEAN LE ROY FAMILY TRUST
Owner/operator address:	BOVET RD STE 220
	SAN MATEO, CA 94402
Owner/operator country:	US
Owner/operator telephone:	650-378-3737
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	03/05/2001
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
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

WALGREENS #5879 (Continued) **1016954313**

Historical Generators:
Date form received by agency: 03/01/2014
Site name: WALGREENS #5879
Classification: Conditionally Exempt Small Quantity Generator

Hazardous Waste Summary:

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 131
. Waste name: Aqueous solution (2 < pH < 12.5) containing reactive anions (azide, bromate, chlorate, cyanide, fluoride, hypochlorite, nitrite, perchlorate, and sulfide anions)

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 311
. Waste name: Pharmaceutical waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: U034
. Waste name: ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

WALGREENS #5879 (Continued) **1016954313**

. Waste code: U165
. Waste name: NAPHTHALENE

Biennial Reports:

Last Biennial Reporting Year: 2017

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): 602

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): 217

Waste code: D007
Waste name: CHROMIUM
Amount (Lbs): 70

Waste code: D009
Waste name: MERCURY
Amount (Lbs): 29

Waste code: D010
Waste name: SELENIUM
Amount (Lbs): 70

Waste code: P001
Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
Amount (Lbs): 10

Waste code: P075
Waste name: NICOTINE, & SALTS
Amount (Lbs): 5

Waste code: U165
Waste name: NAPHTHALENE
Amount (Lbs): 1

Violation Status: No violations found

E48
West
1/8-1/4
0.134 mi.
705 ft.

WILSHIRE CAR WASH
505 VERMONT AVE S
LOS ANGELES, CA 90020

Site 4 of 7 in cluster E

CA LUST **S104159570**
CA Cortese **N/A**
CA ENF
CA HIST CORTESE
CA CERS

Relative:
Lower

Actual:
245 ft.

LUST:

Name:	WILSHIRE CAR WASH
Address:	505 VERMONT AVE S
City,State,Zip:	LOS ANGELES, CA 90020
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700634
Global Id:	T0603700634
Latitude:	34.065172769338
Longitude:	-118.292075301887
Status:	Open - Verification Monitoring
Status Date:	06/16/2016
Case Worker:	DPP
RB Case Number:	900200070
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603700634
Contact Type:	Regional Board Caseworker
Contact Name:	DANIEL PIROTTON
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	dpirotton@waterboards.ca.gov
Phone Number:	2135766714

Global Id:	T0603700634
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

LUST:

Global Id:	T0603700634
Action Type:	ENFORCEMENT
Date:	06/15/2009
Action:	Staff Letter

Global Id:	T0603700634
Action Type:	ENFORCEMENT
Date:	05/16/2019
Action:	Notification - Preclosure

Global Id:	T0603700634
Action Type:	RESPONSE

WILSHIRE CAR WASH (Continued) **S104159570**

Date: 10/15/2009
Action: Other Report / Document

Global Id: T0603700634
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700634
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 07/15/2010
Action: Interim Remedial Action Report

Global Id: T0603700634
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700634
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: ENFORCEMENT
Date: 08/20/2001
Action: 13267 Requirement

Global Id: T0603700634
Action Type: ENFORCEMENT
Date: 03/26/2002
Action: Staff Letter

Global Id: T0603700634
Action Type: ENFORCEMENT
Date: 08/22/2011
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700634
Action Type: ENFORCEMENT
Date: 09/06/2012
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700634
Action Type: ENFORCEMENT
Date: 10/31/2018
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700634
Action Type: ENFORCEMENT
Date: 04/19/2010
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

WILSHIRE CAR WASH (Continued) **S104159570**

Global Id: T0603700634
Action Type: RESPONSE
Date: 08/15/2002
Action: Soil and Water Investigation Report

Global Id: T0603700634
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: ENFORCEMENT
Date: 02/09/2010
Action: Staff Letter

Global Id: T0603700634
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 07/15/2004
Action: Remedial Progress Report

Global Id: T0603700634
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 07/15/2003
Action: Remedial Progress Report

Global Id: T0603700634
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE

WILSHIRE CAR WASH (Continued) **S104159570**

Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 10/15/2003
Action: Remedial Progress Report

Global Id: T0603700634
Action Type: RESPONSE
Date: 10/15/2010
Action: Remedial Progress Report

Global Id: T0603700634
Action Type: RESPONSE
Date: 04/15/2011
Action: Remedial Progress Report

Global Id: T0603700634
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700634
Action Type: ENFORCEMENT
Date: 07/27/2016
Action: Health and Safety Code Section 25296.10(c)

Global Id: T0603700634
Action Type: RESPONSE
Date: 04/15/2004
Action: Remedial Progress Report

Global Id: T0603700634
Action Type: RESPONSE
Date: 01/15/2004
Action: Remedial Progress Report

Global Id: T0603700634
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 01/15/2012
Action: Remedial Progress Report

Global Id: T0603700634
Action Type: RESPONSE
Date: 04/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603700634
Action Type: RESPONSE
Date: 09/15/2016
Action: Other Workplan

WILSHIRE CAR WASH (Continued) **S104159570**

Global Id: T0603700634
Action Type: RESPONSE
Date: 07/16/2019
Action: Other Report / Document

Global Id: T0603700634
Action Type: RESPONSE
Date: 07/15/2018
Action: Monitoring Report - Semi-Annually

Global Id: T0603700634
Action Type: RESPONSE
Date: 07/15/2018
Action: Remedial Progress Report

Global Id: T0603700634
Action Type: RESPONSE
Date: 01/15/2018
Action: Remedial Progress Report

Global Id: T0603700634
Action Type: RESPONSE
Date: 04/15/2018
Action: Remedial Progress Report

Global Id: T0603700634
Action Type: ENFORCEMENT
Date: 03/15/2007
Action: 13267 Requirement

Global Id: T0603700634
Action Type: ENFORCEMENT
Date: 10/04/2007
Action: Staff Letter

Global Id: T0603700634
Action Type: ENFORCEMENT
Date: 07/30/2007
Action: Site Visit / Inspection / Sampling

Global Id: T0603700634
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 10/15/2012
Action: Remedial Progress Report

Global Id: T0603700634
Action Type: RESPONSE
Date: 04/15/2013
Action: Remedial Progress Report

Global Id: T0603700634
Action Type: RESPONSE

WILSHIRE CAR WASH (Continued) **S104159570**

Date: 10/15/2017
Action: Monitoring Report - Semi-Annually

Global Id: T0603700634
Action Type: RESPONSE
Date: 02/14/2019
Action: Request for Closure - Regulator Responded

Global Id: T0603700634
Action Type: REMEDIATION
Date: 10/24/2007
Action: Dual Phase Extraction

Global Id: T0603700634
Action Type: REMEDIATION
Date: 10/24/2007
Action: Dual Phase Extraction

Global Id: T0603700634
Action Type: REMEDIATION
Date: 11/01/1994
Action: Free Product Removal

Global Id: T0603700634
Action Type: Other
Date: 04/17/1991
Action: Leak Reported

Global Id: T0603700634
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700634
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

WILSHIRE CAR WASH (Continued) **S104159570**

Global Id: T0603700634
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 07/31/2007
Action: Soil and Water Investigation Workplan

Global Id: T0603700634
Action Type: RESPONSE
Date: 01/15/2008
Action: Remedial Progress Report

Global Id: T0603700634
Action Type: RESPONSE
Date: 07/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603700634
Action Type: ENFORCEMENT
Date: 02/22/2018
Action: Health and Safety Code Section 25296.10(c)

Global Id: T0603700634
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603700634
Action Type: RESPONSE
Date: 06/26/2009
Action: Correspondence

Global Id: T0603700634
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700634
Action Type: RESPONSE
Date: 01/15/2008
Action: Well Installation Report

LUST:
Global Id: T0603700634

WILSHIRE CAR WASH (Continued) **S104159570**

Status: Open - Case Begin Date
Status Date: 04/17/1991

Global Id: T0603700634
Status: Open - Site Assessment
Status Date: 04/17/1991

Global Id: T0603700634
Status: Open - Verification Monitoring
Status Date: 04/17/1991

Global Id: T0603700634
Status: Open - Site Assessment
Status Date: 09/18/1991

Global Id: T0603700634
Status: Open - Site Assessment
Status Date: 11/27/2000

Global Id: T0603700634
Status: Open - Remediation
Status Date: 03/26/2002

Global Id: T0603700634
Status: Open - Remediation
Status Date: 08/19/2003

Global Id: T0603700634
Status: Open - Remediation
Status Date: 11/19/2003

Global Id: T0603700634
Status: Open - Remediation
Status Date: 02/11/2004

Global Id: T0603700634
Status: Open - Remediation
Status Date: 05/24/2004

Global Id: T0603700634
Status: Open - Remediation
Status Date: 08/18/2004

Global Id: T0603700634
Status: Open - Site Assessment
Status Date: 07/31/2007

Global Id: T0603700634
Status: Open - Remediation
Status Date: 01/24/2008

Global Id: T0603700634
Status: Open - Eligible for Closure
Status Date: 02/20/2013

Global Id: T0603700634
Status: Open - Verification Monitoring

WILSHIRE CAR WASH (Continued) **S104159570**

Status Date: 06/16/2016

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900200070	
Status:	Remedial action (cleanup) Underway	
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:	T0603700634	
W Global ID:	Not reported	
Staff:	MSH	
Local Agency:	19050	
Cross Street:	Not reported	
Enforcement Type:	DLSEL	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		4/17/1991
Date Leak Record Entered:	9/16/1991	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		8/26/2002
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:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4622.529794604454396148929829
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		4/17/1991
Preliminary Site Assessment Began:		9/18/1991
Pollution Characterization Began:		11/27/2000
Remediation Plan Submitted:		3/26/2002
Remedial Action Underway:		11/19/2003
Post Remedial Action Monitoring Began:		4/17/1991
Enforcement Action Date:		8/20/2001
Historical Max MTBE Date:		12/9/1998
Hist Max MTBE Conc in Groundwater:		12400
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:	ALLEN BRODY	
RP Address:	600 S. SPRING ST., STE. 1700	
Program:	LUST	
Lat/Long:	34.0652419 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	

WILSHIRE CAR WASH (Continued) **S104159570**

Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: CALLED 9/14/99, RE: DELIQUENT QMR199, CHANGED CONSULTAN, WILL SUBMIT QMR199 BY 10/15/99; 5/17/00 QTR MON STATUS RPT; 10/18/00 3RD QTR GW MON RPT; 4/9/01 QTRLY MON RPT MARCH 2001

CORTESE:
Name: WILSHIRE CAR WASH
Address: 505 VERMONT AVE S
City,State,Zip: LOS ANGELES, CA 90020
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0603700634
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: OPEN - ELIGIBLE FOR CLOSURE
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: active
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported
Region 2: Not reported
WID Id: Not reported
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported
File Name: Active Open

ENF:
Name: WILSHIRE CAR WASH
Address: 505 SOUTH VERMONT AVENUE
City,State,Zip: LOS ANGELES, CA 90020
Region: 4
Facility Id: 272717
Agency Name: L & R Investment Co
Place Type: Facility
Place Subtype: Not reported
Facility Type: Not reported
Agency Type: Privately-Owned Business
Of Agencies: 1
Place Latitude: 34.065306
Place Longitude: -118.291653
SIC Code 1: Not reported
SIC Desc 1: Not reported
SIC Code 2: Not reported
SIC Desc 2: Not reported
SIC Code 3: Not reported
SIC Desc 3: Not reported
NAICS Code 1: Not reported
NAICS Desc 1: Not reported

WILSHIRE CAR WASH (Continued) **S104159570**

NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UST
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	900200070
Reg Measure Id:	167903
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	324354
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	03/15/2007
Adoption/Issuance Date:	03/15/2007
Achieve Date:	Not reported
Termination Date:	03/15/2007
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV sent 3/15/07 for 2 overdue groundwater monitoring reports.

WILSHIRE CAR WASH (Continued) **S104159570**

Description:	NOV sent 3/15/07 for 2 overdue groundwater monitoring reports (3Q06 & 4Q06).
Program:	UST
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0
Name:	WILSHIRE CAR WASH
Address:	505 SOUTH VERMONT AVENUE
City,State,Zip:	LOS ANGELES, CA 90020
Region:	4
Facility Id:	272717
Agency Name:	L & R Investment Co
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.065306
Place Longitude:	-118.291653
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UST
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	900200070
Reg Measure Id:	167903
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported

WILSHIRE CAR WASH (Continued) **S104159570**

Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	235524
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	04/20/2001
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	07/24/2001
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV sent 4/20/01 for overdue site plan & technical report.
Description:	Notice of Violation sent 4/20/01 for overdue technical reports. Site plan due 5/4/01 & technical report due 7/15/01.
Program:	UST
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

Name:	WILSHIRE CAR WASH
Address:	505 SOUTH VERMONT AVENUE
City,State,Zip:	LOS ANGELES, CA 90020
Region:	4
Facility Id:	272717
Agency Name:	L & R Investment Co
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported

WILSHIRE CAR WASH (Continued) **S104159570**

Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.065306
Place Longitude:	-118.291653
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UST
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	900200070
Reg Measure Id:	167903
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive

WILSHIRE CAR WASH (Continued) **S104159570**

Enforcement Id(EID):	229772
Region:	4
Order / Resolution Number:	Staff enforcement letter
Enforcement Action Type:	Staff Enforcement Letter
Effective Date:	11/09/1999
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	01/24/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Staff enforcement letter sent 11/9/99 for 3 overdue groundwater monitoring repor
Description:	Level 1 enforcement letter sent 11/9/99 for FTS 3 groundwater monitoring reports.
Program:	UST
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

Name:	WILSHIRE CAR WASH
Address:	505 SOUTH VERMONT AVENUE
City,State,Zip:	LOS ANGELES, CA 90020
Region:	4
Facility Id:	272717
Agency Name:	L & R Investment Co
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.065306
Place Longitude:	-118.291653
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported

WILSHIRE CAR WASH (Continued) **S104159570**

Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UST
Program Category1:	TANKS
Program Category2:	TANKS
# Of Programs:	1
WDID:	900200070
Reg Measure Id:	167903
Reg Measure Type:	Unregulated
Region:	4
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/20/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	229585
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	01/24/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	2000-02-07
Termination Date:	02/07/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV sent 1/24/00 for 3 overdue groundwater monitoring reports.
Description:	Notice of Violation sent 1/24/00 for FTS 3 groundwater monitoring reports.
Program:	UST
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0

WILSHIRE CAR WASH (Continued) **S104159570**

Project $ Completed: 0
Total $ Paid/Completed Amount: 0

HIST CORTESE:
edr_fname: WILSHIRE CAR WASH
edr_fadd1: 505 VERMONT
City,State,Zip: LOS ANGELES, CA 90020
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900200070

CERS:
Name: WILSHIRE CAR WASH
Address: 505 VERMONT AVE S
City,State,Zip: LOS ANGELES, CA 90020
Site ID: 190272
CERS ID: T0603700634
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: DANIEL PIROTTON - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: R4 UNKNOWN
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766714

Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

E49 **V5 CAR WASH** **CA UST** **U004305314**
West **505 S VERMONT AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020**
0.134 mi.
705 ft. **Site 5 of 7 in cluster E**

Relative: LOS ANGELES UST:
Lower
Actual: Name: V5 CAR WASH
245 ft. Address: 505 S VERMONT AVE
City,State,Zip: LOS ANGELES, CA 90020
Facility ID: FA0000356
Last Run Date: 06/03/2019
Status: INACTIVE

E50
West
1/8-1/4
0.134 mi.
705 ft.

WILSHIRE CAR WASH
505 S VERMONT AVE
LOS ANGELES, CA 90020

Site 6 of 7 in cluster E

CA SWEEPS UST **S101617219**
CA FID UST **N/A**
CA HAZMAT
CA CERS

Relative:
Lower

Actual:
245 ft.

SWEEPS UST:

Name:	WILSHIRE CAR WASH
Address:	505 S VERMONT AVE
City:	LOS ANGELES
Status:	Active
Comp Number:	1361
Number:	9
Board Of Equalization:	44-011746
Referral Date:	01-22-93
Action Date:	03-16-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-001361-000001
Tank Status:	A
Capacity:	10000
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	7

Name:	WILSHIRE CAR WASH
Address:	505 S VERMONT AVE
City:	LOS ANGELES
Status:	Active
Comp Number:	1361
Number:	9
Board Of Equalization:	44-011746
Referral Date:	01-22-93
Action Date:	03-16-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-001361-000002
Tank Status:	A
Capacity:	10000
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Name:	WILSHIRE CAR WASH
Address:	505 S VERMONT AVE
City:	LOS ANGELES
Status:	Active
Comp Number:	1361
Number:	9
Board Of Equalization:	44-011746
Referral Date:	01-22-93
Action Date:	03-16-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-001361-000003

WILSHIRE CAR WASH (Continued) **S101617219**

Tank Status: A
Capacity: 10000
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: WILSHIRE CAR WASH
Address: 505 S VERMONT AVE
City: LOS ANGELES
Status: Active
Comp Number: 1361
Number: 9
Board Of Equalization: 44-011746
Referral Date: 01-22-93
Action Date: 03-16-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001361-000004
Tank Status: A
Capacity: 10000
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: WILSHIRE CAR WASH
Address: 505 S VERMONT AVE
City: LOS ANGELES
Status: Active
Comp Number: 1361
Number: 9
Board Of Equalization: 44-011746
Referral Date: 01-22-93
Action Date: 03-16-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001361-000005
Tank Status: A
Capacity: 10000
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: WILSHIRE CAR WASH
Address: 505 S VERMONT AVE
City: LOS ANGELES
Status: Active
Comp Number: 1361
Number: 9
Board Of Equalization: 44-011746
Referral Date: 01-22-93
Action Date: 03-16-94

WILSHIRE CAR WASH (Continued) **S101617219**

Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001361-000006
Tank Status: A
Capacity: 10000
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: WILSHIRE CAR WASH
Address: 505 S VERMONT AVE
City: LOS ANGELES
Status: Active
Comp Number: 1361
Number: 9
Board Of Equalization: 44-011746
Referral Date: 01-22-93
Action Date: 03-16-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001361-000007
Tank Status: A
Capacity: 10000
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19003225
Regulated By: UTNKA
Regulated ID: 00019024
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134873658
Mail To: Not reported
Mailing Address: 505 S VERMONT AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900200000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

LOS ANGELES HM:
Name: V5 CAR WASH
Address: 505 S VERMONT AVE
City,State,Zip: LOS ANGELES, CA 90020
Facility ID: FA0000356
Last Run Date: 06/01/2019

WILSHIRE CAR WASH (Continued) **S101617219**

Status: ACTIVE

CERS:
Name: V5 CAR WASH
Address: 505 S VERMONT AVE
City,State,Zip: LOS ANGELES, CA 90020
Site ID: 79629
CERS ID: 10239682
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 79629
Site Name: V5 CAR WASH
Violation Date: 06-27-2017
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes: Not reported
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 79629
Site Name: V5 CAR WASH
Violation Date: 06-27-2017
Citation: HSC 6.95 25507 - California Health and Safety Code, Chapter 6.95, Section(s) 25507
Violation Description: Failure to adequately establish and implement a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes: Not reported
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-05-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 06-27-2017
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: AFTER RE INSPECTION THIS BUSINESS IS STILL NOT COMPLIANT WITH CERS AND HAS NOT COMPLETED A HAZARDOUS MATERIALS BUSINESS PLAN. I SPOKE WITH OWNER CHRISTINE RHO (310)709-8192 AND INFORMED HER OF THE NON COMPLIANT STATUES AND OFFERED HER ALL THE NECESSARY INFORMATION WHICH INCLUDED DOCUMENTATION, CONTRACTORS, AND CERS CLASS BY EMAIL AT CHRISTINE.RHO@GMAIL.COM

WILSHIRE CAR WASH (Continued) **S101617219**

Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-23-2013
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: 05/09/2016 Changed service code 106 to 006 per Royce Long request.MET WITH KEN ROE, MANAGER, NOV WRITTEN FOR HMBP. CUSTOMER WILL SUBMIT COPY HMBP TO FD FOR COMPLIANCE AND WORK ON ESUBMITAL OF HMBP THROUGH LAFD CUPA PORTAL. MISSING ADDRESS ON THEIR BLDG. 505 TO BE PLACED ON SIGN POST AND DOOR OF CAR WASH OFFICE.
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Coordinates:
Site ID: 79629
Facility Name: V5 CAR WASH
Env Int Type Code: HMBP
Program ID: 10239682
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 34.065060
Longitude: -118.292070

Affiliation:
Affiliation Type Desc: Environmental Contact
Entity Name: Christine Rho
Entity Title: Not reported
Affiliation Address: 505 S VERMONT AVE
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 90020
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: V5 CAR WASH LLC
Entity Title: Not reported
Affiliation Address: 505 S VERMONT AVE
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90020
Affiliation Phone: (213) 487-3658

Affiliation Type Desc: Parent Corporation
Entity Name: V5 CAR WASH
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported

WILSHIRE CAR WASH (Continued) **S101617219**

Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	505 S VERMONT AV
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90020
Affiliation Phone:	Not reported
Affiliation Type Desc:	Identification Signer
Entity Name:	CHRISTINE RHO
Entity Title:	Managing Member
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680

E51 **WILSHIRE CAR WASH** **CA HIST UST** **U001560830**
West **505 S VERMONT** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020**
0.134 mi.
705 ft. **Site 7 of 7 in cluster E**

Relative: HIST UST:
Lower

Actual:
245 ft.

Name:	WILSHIRE CAR WASH
Address:	505 S VERMONT
City,State,Zip:	LOS ANGELES, CA 90020
File Number:	0002887C
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002887C.pdf
Region:	STATE
Facility ID:	00000019024
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	BEN SCHULMAN
Telephone:	2134873658
Owner Name:	WILSHIRE CAR WASH
Owner Address:	505 S. VERMONT
Owner City,St,Zip:	LOS ANGELES, CA 90020
Total Tanks:	0008
Tank Num:	001
Container Num:	#1

WILSHIRE CAR WASH (Continued) **U001560830**

Year Installed:	1973
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	#2
Year Installed:	1973
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	003
Container Num:	#3
Year Installed:	1973
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	004
Container Num:	#4
Year Installed:	1973
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	005
Container Num:	#5
Year Installed:	1973
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	006
Container Num:	#6
Year Installed:	1973
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	007
Container Num:	#7
Year Installed:	1973
Tank Capacity:	00010000
Tank Used for:	PRODUCT

WILSHIRE CAR WASH (Continued) **U001560830**

Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	008
Container Num:	#8
Year Installed:	1973
Tank Capacity:	00000000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	None

Click here for Geo Tracker PDF:

J52 **JACK IN THE BOX, INC. #0389** **CA HAZMAT S123515395**
WNW **459 S VERMONT AVE** **CA CERS N/A**
1/8-1/4 **LOS ANGELES, CA 90020**
0.140 mi.
741 ft. **Site 1 of 9 in cluster J**

Relative: **Lower**

Actual: **244 ft.**

LOS ANGELES HM:

Name:	JACK IN THE BOX #0389
Address:	459 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	FA0038049
Last Run Date:	06/01/2019
Status:	ACTIVE

CERS:

Name:	JACK IN THE BOX, INC. #0389
Address:	459 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 90020
Site ID:	39138
CERS ID:	10140457
CERS Description:	Chemical Storage Facilities

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	02-23-2018
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Inspection Report Consent to enter, inspect and take photographs was given by: Ernesto Martinez Documents uploaded to CERS were reviewed and field verified. The following is a list items that need to be corrected: 1. No violations found at time of inspection 2. Thank you for providing your 2018 CERS submittal NOTE: The LAMC, Sections (L.A.M.C. SECTIONS 57.105.1.4; 57.120.3; 57.121.2 and 57.121.2.1.) requires business that store, uses or handle hazardous materials in the City of Los Angeles to obtain a Consolidated Permit from the Los Angeles Fire Department CUPA. To receive a Consolidated Permit you must satisfy the following requirement: **** Annual submission of a hazardous materials business plan to CERS by March 1 of every year. Please remember that any change in inventory of greater than 100 percent will require new submission within 30 days of that change. For new CERS users, please follow the procedures below: 1. Log in to [Truncated]
Eval Division:	Los Angeles City Fire Department

JACK IN THE BOX, INC. #0389 (Continued) **S123515395**

Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-21-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Coordinates:
Site ID: 39138
Facility Name: Jack in the Box, Inc. #0389
Env Int Type Code: HMBP
Program ID: 10140457
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 34.065640
Longitude: -118.291980

Affiliation:
Affiliation Type Desc: Legal Owner
Entity Name: Bizhan Nematzadeh
Entity Title: Not reported
Affiliation Address: 4917 Genesta Avenue
Affiliation City: ENCINO
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 91316
Affiliation Phone: (805) 551-7800

Affiliation Type Desc: Identification Signer
Entity Name: paul renyer
Entity Title: Finance Director
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Operator
Entity Name: NEMATZADEH ENTERPRISES, INC
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (818) 285-2160

Affiliation Type Desc: Document Preparer
Entity Name: paul renyer
Entity Title: Not reported

JACK IN THE BOX, INC. #0389 (Continued) **S123515395**

Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	4917 Genesta Ave
Affiliation City:	ENCINO
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	91316
Affiliation Phone:	Not reported
Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680
Affiliation Type Desc:	Environmental Contact
Entity Name:	Bizhan Nematzadeh
Entity Title:	Not reported
Affiliation Address:	4917 Genesta Avenue
Affiliation City:	ENCINO
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	91316
Affiliation Phone:	Not reported
Affiliation Type Desc:	Parent Corporation
Entity Name:	NEMATZADEH ENTERPRISES, INC
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

J53 **VERMONT CHEVROLET** **RCRA-SQG** **1000598060**
NW **444 S VERMONT AVE** **FINDS** **CAD983621012**
1/8-1/4 **LOS ANGELES, CA 90020** **ECHO**
0.142 mi. **CA HAZNET**
750 ft. **Site 2 of 9 in cluster J**

Relative: Lower

Actual: 245 ft.

RCRA-SQG:

Date form received by agency:	02/03/1992
Facility name:	VERMONT CHEVROLET
Facility address:	444 S VERMONT AVE LOS ANGELES, CA 90020
EPA ID:	CAD983621012
Contact:	JACK REESE
Contact address:	444 S VERMONT AVE LOS ANGELES, CA 90020
Contact country:	US
Contact telephone:	213-383-5100
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:	CHEVROLET
Owner/operator address:	444 S VERMONT AVE LOS ANGELES, CA 90020
Owner/operator country:	Not reported
Owner/operator telephone:	213-383-5100
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

VERMONT CHEVROLET (Continued) **1000598060**

FINDS:

Registry ID: 110002870509

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.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000598060
Registry ID:	110002870509
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002870509

HAZNET:

Name:	VERMONT CHEVROLET
Address:	444 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 900200000
Year:	2003
GEPAID:	CAD983621012
Contact:	JIM MONROE
Telephone:	2133835100
Mailing Name:	Not reported
Mailing Address:	444 S VERMONT AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900201910
Gen County:	Los Angeles
TSD EPA ID:	CAT000613935
TSD County:	Los Angeles
Tons:	0.0756
CA Waste Code:	134-Aqueous solution with total organic residues less than 10 percent
Method:	H01-Transfer Station
Facility County:	Los Angeles

Name:	VERMONT CHEVROLET
Address:	444 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 900200000
Year:	2003
GEPAID:	CAD983621012
Contact:	JIM MONROE
Telephone:	2133835100
Mailing Name:	Not reported
Mailing Address:	444 S VERMONT AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900201910
Gen County:	Los Angeles
TSD EPA ID:	CAT000613976
TSD County:	Orange
Tons:	0.06672
CA Waste Code:	741-Liquids with halogenated organic compounds >= 1,000 Mg./L
Method:	H01-Transfer Station

VERMONT CHEVROLET (Continued) **1000598060**

Facility County: Los Angeles

Name: VERMONT CHEVROLET
Address: 444 S VERMONT AVE
City,State,Zip: LOS ANGELES, CA 900200000
Year: 2002
GEPAID: CAD983621012
Contact: JIM MONROE
Telephone: 2133835100
Mailing Name: Not reported
Mailing Address: 444 S VERMONT AVE
Mailing City,St,Zip: LOS ANGELES, CA 900201910
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Tons: 2.7105
CA Waste Code: 222-Oil/water separation sludge
Method: R01-Recycler
Facility County: Los Angeles

Name: VERMONT CHEVROLET
Address: 444 S VERMONT AVE
City,State,Zip: LOS ANGELES, CA 900200000
Year: 2002
GEPAID: CAD983621012
Contact: JIM MONROE
Telephone: 2133835100
Mailing Name: Not reported
Mailing Address: 444 S VERMONT AVE
Mailing City,St,Zip: LOS ANGELES, CA 900201910
Gen County: Los Angeles
TSD EPA ID: CAT000613935
TSD County: Los Angeles
Tons: 0.1134
CA Waste Code: 134-Aqueous solution with total organic residues less than 10 percent
Method: H01-Transfer Station
Facility County: Los Angeles

Name: VERMONT CHEVROLET
Address: 444 S VERMONT AVE
City,State,Zip: LOS ANGELES, CA 900200000
Year: 2000
GEPAID: CAD983621012
Contact: JIM MONROE
Telephone: 2133835100
Mailing Name: Not reported
Mailing Address: 444 S VERMONT AVE
Mailing City,St,Zip: LOS ANGELES, CA 900201910
Gen County: Los Angeles
TSD EPA ID: CAD099452708
TSD County: Los Angeles
Tons: 2.1642
CA Waste Code: 222-Oil/water separation sludge
Method: H01-Transfer Station
Facility County: Los Angeles

VERMONT CHEVROLET (Continued) **1000598060**

Click this hyperlink while viewing on your computer to access
11 additional CA_HAZNET: record(s) in the EDR Site Report.

J54 **MCKINLEY MORTUARY** **CA SWEEPS UST** **S101583768**
NW **444 S VERMONT AVE** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020**
0.142 mi.
750 ft. **Site 3 of 9 in cluster J**

Relative:
Lower

Actual:
245 ft.

SWEEPS UST:

Name:	MCKINLEY MORTUARY
Address:	444 S VERMONT AVE
City:	LOS ANGELES
Status:	Not reported
Comp Number:	7111
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19006047
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	444 S VERMONT AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900200000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

J55 **VERMONT CHEVROLET** **CA HAZNET** **S113089645**
NW **444 S VERMONT AVE** **CA HAZMAT** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020**
0.142 mi.
750 ft. **Site 4 of 9 in cluster J**

Relative: **Lower**

Actual: **245 ft.**

HAZNET:

Name:	VERMONT CHEVROLET
Address:	444 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 900200000
Year:	2008
GEPAID:	CAL000170740
Contact:	STEVE RIVERA
Telephone:	2133835100
Mailing Name:	Not reported
Mailing Address:	444 S VERMONT AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900200000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	5.46
CA Waste Code:	135-Unspecified aqueous solution
Method:	H039-Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

Name:	VERMONT CHEVROLET
Address:	444 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 900200000
Year:	2006
GEPAID:	CAL000170740
Contact:	STEVE RIVERA
Telephone:	2133835100
Mailing Name:	Not reported
Mailing Address:	444 S VERMONT AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900200000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	3.1275
CA Waste Code:	222-Oil/water separation sludge
Method:	H135-Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Facility County:	Los Angeles

Name:	VERMONT CHEVROLET
Address:	444 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 900200000
Year:	2005
GEPAID:	CAL000170740
Contact:	STEVE RIVERA
Telephone:	2133835100
Mailing Name:	Not reported
Mailing Address:	444 S VERMONT AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900200000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	4.17

VERMONT CHEVROLET (Continued) **S113089645**

CA Waste Code: 222-Oil/water separation sludge
Method: R01-Recycler
Facility County: Los Angeles

Name: VERMONT CHEVROLET
Address: 444 S VERMONT AVE
City,State,Zip: LOS ANGELES, CA 900200000
Year: 2004
GEPAID: CAL000170740
Contact: STEVE RIVERA
Telephone: 2133835100
Mailing Name: Not reported
Mailing Address: 444 S VERMONT AVE
Mailing City,St,Zip: LOS ANGELES, CA 900200000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Tons: 4.64955
CA Waste Code: 222-Oil/water separation sludge
Method: R01-Recycler
Facility County: Los Angeles

Name: VERMONT CHEVROLET
Address: 444 S VERMONT AVE
City,State,Zip: LOS ANGELES, CA 900200000
Year: 2003
GEPAID: CAL000170740
Contact: STEVE RIVERA
Telephone: 2133835100
Mailing Name: Not reported
Mailing Address: 444 S VERMONT AVE
Mailing City,St,Zip: LOS ANGELES, CA 900200000
Gen County: Los Angeles
TSD EPA ID: CAT080033681
TSD County: Los Angeles
Tons: 0.4587
CA Waste Code: 223-Unspecified oil-containing waste
Method: R01-Recycler
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
12 additional CA_HAZNET: record(s) in the EDR Site Report.

LOS ANGELES HM:
Name: HK TOWN, LLC
Address: 444 S VERMONT AVE
City,State,Zip: LOS ANGELES, CA 90020
Facility ID: FA0021140
Last Run Date: 06/01/2019
Status: INACTIVE

J56
NW
1/8-1/4
0.142 mi.
750 ft.

444 S VERMONT AVE
LOS ANGELES, CA

Site 5 of 9 in cluster J

CA AST **A100345147**
N/A

Relative:
Lower

Actual:
245 ft.

AST:

Name:	Not reported
Address:	444 S VERMONT AVE
City/Zip:	LOS ANGELES,
Certified Unified Program Agencies:	City of Los Angeles
Owner:	VERMONT CHEVROLET BUICK
Total Gallons:	2,200
CERSID:	Not reported
Facility ID:	Not reported
Business Name:	Not reported
Phone:	Not reported
Fax:	Not reported
Mailing Address:	Not reported
Mailing Address City:	Not reported
Mailing Address State:	Not reported
Mailing Address Zip Code:	Not reported
Operator Name:	Not reported
Operator Phone:	Not reported
Owner Phone:	Not reported
Owner Mail Address:	Not reported
Owner State:	Not reported
Owner Zip Code:	Not reported
Owner Country:	Not reported
Property Owner Name:	Not reported
Property Owner Phone:	Not reported
Property Owner Mailing Address:	Not reported
Property Owner City:	Not reported
Property Owner Stat :	Not reported
Property Owner Zip Code:	Not reported
Property Owner Country:	Not reported
EPAID:	Not reported

J57
WNW
1/8-1/4
0.148 mi.
780 ft.

UNK
443 S VERMONT AVE
LOS ANGELES, CA 90020

Site 6 of 9 in cluster J

CA SWEEPS UST **S101586396**
CA FID UST **N/A**

Relative:
Lower

Actual:
245 ft.

SWEEPS UST:

Name:	UNK
Address:	443 S VERMONT AVE
City:	LOS ANGELES
Status:	Not reported
Comp Number:	7740
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported

UNK (Continued) **S101586396**

Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

CA FID UST:
Facility ID: 19048663
Regulated By: UTNKI
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 900200000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

J58 **EDEN MOTOR & TIRE INC** **RCRA NonGen / NLR** **1024820362**
WNW **443 S VERMONT AVE** **CAL000333390**
1/8-1/4 **LOS ANGELES, CA 90020**
0.148 mi.
780 ft. **Site 7 of 9 in cluster J**

Relative: RCRA NonGen / NLR:
Lower Date form received by agency: 06/06/2008
Facility name: EDEN MOTOR & TIRE INC
Actual: Facility address: 443 S VERMONT AVE
245 ft. LOS ANGELES, CA 90020
EPA ID: CAL000333390
Mailing address: 2605 W. OLYMPIC BLVD.
LOS ANGELES, CA 90006-0000
Contact: SOON CHO LEE
Contact address: 2605 W. OLYMPIC BLVD.
LOS ANGELES, CA 90006
Contact country: Not reported
Contact telephone: 213-321-7311
Contact email: EDENMOTOR111@GMAIL.COM
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: JONG JOON LEE
Owner/operator address: 813 5TH AVE
LOS ANGELES, CA 90005
Owner/operator country: Not reported
Owner/operator telephone: 213-321-7311
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported

EDEN MOTOR & TIRE INC (Continued) **1024820362**

Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	SOON CHO LEE
Owner/operator address:	2605 W. OLYMPIC BLVD. LOS ANGELES, CA 90006
Owner/operator country:	Not reported
Owner/operator telephone:	213-321-7311
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

G59 **(SITE ASSES.) METROPOLITAN TRANSIT** **CA UST** **U004307665**
South **640 S SHATTO PL** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.150 mi.
790 ft. **Site 5 of 6 in cluster G**

Relative: LOS ANGELES UST:
Lower

Name:	(SITE ASSES.) METROPOLITAN TRANSIT
Address:	640 S SHATTO PL
City,State,Zip:	LOS ANGELES, CA 90010
Facility ID:	FA0034723
Last Run Date:	06/03/2019
Status:	INACTIVE

Actual:
261 ft.

G60 **(SITE ASSES.) METROPOLITAN TRANSIT** **CA HAZMAT** **S123551427**
South **640 S SHATTO PL** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.150 mi.
790 ft. **Site 6 of 6 in cluster G**

Relative: LOS ANGELES HM:
Lower
Name: (SITE ASSES.) METROPOLITAN TRANSIT
Actual: Address: 640 S SHATTO PL
261 ft. City,State,Zip: LOS ANGELES, CA 90010
Facility ID: FA0034723
Last Run Date: 06/01/2019
Status: INACTIVE

K61 **UNITED STATES BORAX & CHEM CORP** **RCRA-SQG** **1000399305**
SSE **3075 WILSHIRE BLVD** **FINDS** **CAD008382251**
1/8-1/4 **LOS ANGELES, CA 90010** **ECHO**
0.150 mi.
792 ft. **Site 1 of 10 in cluster K**

Relative: RCRA-SQG:
Lower
Date form received by agency: 09/01/1996
Actual: Facility name: UNITED STATES BORAX & CHEM CORP
264 ft. Facility address: 3075 WILSHIRE BLVD
LOS ANGELES, CA 90010
EPA ID: CAD008382251
Mailing address: 3075 WILSHIRE BOULEVARD
LOS ANGELES, CA 90010
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: 3075 WILSHIRE BUILDING COMPANY
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
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

UNITED STATES BORAX & CHEM CORP (Continued) **1000399305**

Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 07/29/1981
Site name: UNITED STATES BORAX & CHEM CORP
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002633801

Environmental Interest/Information System

NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

TSCA SUBMITTER

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.

US EPA RACT/BACT/LAER Clearinghouse (RBLC) database contains case-specific information on the "Best Available" air pollution technologies that have been required to reduce the emission of air

UNITED STATES BORAX & CHEM CORP (Continued) **1000399305**

pollutants from stationary sources (e.g., power plants, steel mills, chemical plants, etc.). RACT, or Reasonably Available Control Technology, is required on existing sources in areas that are not meeting national ambient air quality standards. BACT, or Best Available Control Technology, is required on major new or modified sources in clean areas. LAER, or Lowest Achievable Emission Rate, is required on major new or modified sources in non-attainment areas.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000399305
Registry ID: 110002633801
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002633801

K62 **CARTER COMPANY CONTRACTORS AND DEVE** **CA HAZMAT** **S123548734**
SSE **3075 W WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.150 mi.
792 ft. **Site 2 of 10 in cluster K**

Relative: LOS ANGELES HM:
Lower
Actual: Name: CARTER COMPANY CONTRACTORS AND DEVE
264 ft. Address: 3075 W WILSHIRE BLVD
City,State,Zip: LOS ANGELES, CA 90010
Facility ID: FA0023449
Last Run Date: 06/01/2019
Status: INACTIVE

L63 **T-MOBILE CELL SITE: SV00239A** **CA HAZMAT** **S123552188**
SE **621 S VIRGIL AVE T-MO SITEA** **N/A**
1/8-1/4 **LOS ANGELES, CA 90005**
0.161 mi.
849 ft. **Site 1 of 10 in cluster L**

Relative: LOS ANGELES HM:
Lower
Actual: Name: T-MOBILE CELL SITE: SV00239A
263 ft. Address: 621 S VIRGIL AVE T-MO SITEA
City,State,Zip: LOS ANGELES, CA 90005
Facility ID: FA0037565
Last Run Date: 06/01/2019
Status: INACTIVE

I64
West
1/8-1/4
0.162 mi.
854 ft.

STAPLES THE OFFICE SUPERSTORE EAST INC STORE 1499
3223 W 6TH ST
LOS ANGELES, CA 90020

Site 3 of 4 in cluster I

RCRA NonGen / NLR | **1024841217** | **CAL000390817**

Relative:
Lower

Actual:
244 ft.

RCRA NonGen / NLR:

Date form received by agency:	11/04/2013
Facility name:	STAPLES THE OFFICE SUPERSTORE EAST INC STORE 1499
Facility address:	3223 W 6TH ST LOS ANGELES, CA 90020
EPA ID:	CAL000390817
Mailing address:	500 STAPLES DR FRAMINGHAM, MA 01702
Contact:	KEITH BARROWS
Contact address:	500 STAPLES DR FRAMINGHAM, MA 01702
Contact country:	Not reported
Contact telephone:	508-253-1498
Contact email:	KEITH.BARROWS@STAPLES.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	STAPLES THE OFFICE SUPERSTORE E INC
Owner/operator address:	500 STAPLES DR FRAMINGHAM, MA 01702
Owner/operator country:	Not reported
Owner/operator telephone:	508-253-1498
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	KEITH BARROWS
Owner/operator address:	500 STAPLES DR FRAMINGHAM, MA 01702
Owner/operator country:	Not reported
Owner/operator telephone:	508-253-1498
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No

STAPLES THE OFFICE SUPERSTORE EAST INC STORE 1499 (Continued) **1024841217**

On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

I65 **SIXTH & NEW HAMPSHIRE ASSOCIATES** **CA CERS HAZ WASTE** **S112948711**
West **3223 W 6TH ST** **CA HAZNET** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020** **CA HAZMAT**
0.162 mi.
854 ft. **Site 4 of 4 in cluster I**

Relative: **Lower**
Actual: **244 ft.**

CERS HAZ WASTE:

Name:	STAPLES THE OFFICE SUPERSTORE #1499
Address:	3223 W 6TH ST
City,State,Zip:	LOS ANGELES, CA 90020
Site ID:	355029
CERS ID:	10636969
CERS Description:	Hazardous Waste Generator

Violations:

Site ID:	355029
Site Name:	Staples the Office Superstore #1499
Violation Date:	05-28-2019
Citation:	22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)
Violation Description:	Failure to keep a copy of each properly signed manifest for at least three years from the date the waste was accepted by the initial transporter. The manifest signed at the time the waste was accepted for transport shall be kept until receiving a signed copy from the designated facility which received the waste.
Violation Notes:	Returned to compliance on 06/25/2019. OBSERVATION: Uniform Hazardous Waste Manifests for the retail hazardous waste were not available at the time of inspection. CORRECTIVE ACTION: Locate a copy of all manifests for the retail hazardous waste and submit copies to the CUPA.
Violation Division:	Los Angeles County Fire Department
Violation Program:	HW
Violation Source:	CERS

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	05-28-2019
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Danielle Knickerbocker, Sales Manager
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS

Coordinates:

Site ID:	355029

SIXTH & NEW HAMPSHIRE ASSOCIATES (Continued) **S112948711**

Facility Name: Staples the Office Superstore #1499
Env Int Type Code: HWG
Program ID: 10636969
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 34.064220
Longitude: -118.292560

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Los Angeles City Fire Department
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Room 1780
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 90012
Affiliation Phone: (213) 978-3680

Affiliation Type Desc: Document Preparer
Entity Name: Froy Ruiz
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: Froy Ruiz
Entity Title: Safety and Compliance Manager
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: Staples the Office Superstore East Inc
Entity Title: Not reported
Affiliation Address: 500 Staples Drive
Affiliation City: Framingham
Affiliation State: MA
Affiliation Country: United States
Affiliation Zip: 01702
Affiliation Phone: (508) 253-5000

Affiliation Type Desc: Parent Corporation
Entity Name: Staples the Office Superstore East Inc
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported

SIXTH & NEW HAMPSHIRE ASSOCIATES (Continued) **S112948711**

Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: Keith Barrows
Entity Title: Not reported
Affiliation Address: 500 Staples Drive
Affiliation City: Framingham
Affiliation State: MA
Affiliation Country: Not reported
Affiliation Zip: 01702
Affiliation Phone: Not reported

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 500 Staples Drive
Affiliation City: Framingham
Affiliation State: MA
Affiliation Country: Not reported
Affiliation Zip: 01702
Affiliation Phone: Not reported

Affiliation Type Desc: Operator
Entity Name: Staples the Office Superstore East Inc
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (508) 253-5000

Affiliation Type Desc: Property Owner
Entity Name: 3223 WESIX LLC
Entity Title: Not reported
Affiliation Address: 3424 WILSHIRE BOULEVARD
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90010
Affiliation Phone: (213) 365-5000

HAZNET:
Name: AZ 3223 6TH ST LLC
Address: 3223 W 6TH ST
City,State,Zip: LOS ANGELES, CA 90007
Year: 2008
GEPAID: CAC002595802
Contact: JAMES HU
Telephone: 3238012364
Mailing Name: Not reported
Mailing Address: 8489 W 3RD ST STE 1102
Mailing City,St,Zip: LOS ANGELES, CA 90048
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles

SIXTH & NEW HAMPSHIRE ASSOCIATES (Continued) **S112948711**

Tons:	0.025
CA Waste Code:	352-Other organic solids
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

Name:	AZ 3223 6TH ST LLC
Address:	3223 W 6TH ST
City,State,Zip:	LOS ANGELES, CA 90007
Year:	2007
GEPAID:	CAC002595802
Contact:	JAMES HU
Telephone:	3238012364
Mailing Name:	Not reported
Mailing Address:	8489 W 3RD ST STE 1102
Mailing City,St,Zip:	LOS ANGELES, CA 90048
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Tons:	0.4
CA Waste Code:	151-Asbestos containing waste
Method:	H132-Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

Name:	AZ 3223 6TH ST LLC
Address:	3223 W 6TH ST
City,State,Zip:	LOS ANGELES, CA 90007
Year:	2006
GEPAID:	CAC002595802
Contact:	JAMES HU
Telephone:	3238012364
Mailing Name:	Not reported
Mailing Address:	8489 W 3RD ST STE 1102
Mailing City,St,Zip:	LOS ANGELES, CA 90048
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Tons:	6.90954
CA Waste Code:	261-Polychlorinated biphenyls and material containing PCBs
Method:	D80-Disposal, Land Fill
Facility County:	Los Angeles

Name:	AZ 3223 6TH ST LLC
Address:	3223 W 6TH ST
City,State,Zip:	LOS ANGELES, CA 90007
Year:	2006
GEPAID:	CAC002595802
Contact:	JAMES HU
Telephone:	3238012364
Mailing Name:	Not reported
Mailing Address:	8489 W 3RD ST STE 1102
Mailing City,St,Zip:	LOS ANGELES, CA 90048
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Tons:	804.874

SIXTH & NEW HAMPSHIRE ASSOCIATES (Continued) **S112948711**

CA Waste Code: 151-Asbestos containing waste
Method: -
Facility County: Los Angeles

Name: AZ 3223 6TH ST LLC
Address: 3223 W 6TH ST
City,State,Zip: LOS ANGELES, CA 90007
Year: 2005
GEPAID: CAC002595802
Contact: JAMES HU
Telephone: 3238012364
Mailing Name: Not reported
Mailing Address: 8489 W 3RD ST STE 1102
Mailing City,St,Zip: LOS ANGELES, CA 90048
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Tons: 742.5068
CA Waste Code: 151-Asbestos containing waste
Method: -
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access additional CA_HAZNET: detail in the EDR Site Report.

LOS ANGELES HM:
Name: SIXTH & NEW HAMPSHIRE ASSOCIATES
Address: 3223 W 6TH ST
City,State,Zip: LOS ANGELES, CA 90020
Facility ID: FA0011982
Last Run Date: 06/01/2019
Status: INACTIVE

M66 **CA UST** **U004301774**
ESE **2980 W 6TH ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.163 mi.
859 ft. **Site 1 of 3 in cluster M**

Relative: LOS ANGELES UST:
Lower
Actual: Name: Not reported
264 ft. Address: 2980 W 6TH ST
City,State,Zip: LOS ANGELES, CA
Facility ID: Not reported
Last Run Date: 01/01/1900
Status: HISTORICAL

J67 **433 VERMONT, LP** **RCRA NonGen / NLR** **1024768852**
NW **433 S. VERMONT AVE** **CAC002988738**
1/8-1/4 **LOS ANGELES, CA 90020**
0.163 mi.
862 ft. **Site 8 of 9 in cluster J**

Relative:
Lower

Actual:
244 ft.

RCRA NonGen / NLR:

Date form received by agency:	11/09/2018
Facility name:	433 VERMONT, LP
Facility address:	433 S. VERMONT AVE LOS ANGELES, CA 90020
EPA ID:	CAC002988738
Mailing address:	11150 W. OLYMPIC BLVD. SUITE 260 LOS ANGELES, CA 90064
Contact:	ROBERT DAUTH
Contact address:	11150 W. OLYMPIC BLVD. SUITE 620 LOS ANGELES, CA 90064
Contact country:	Not reported
Contact telephone:	626-203-6394
Contact email:	KPATTERSON@WESTPORT-INC.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	433 VERMONT, LP
Owner/operator address:	11150 W. OLYMPIC BLVD. SUITE 260 LOS ANGELES, CA 90064
Owner/operator country:	Not reported
Owner/operator telephone:	626-203-6394
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	ROBERT DAUTH
Owner/operator address:	11150 W. OLYMPIC BLVD. SUITE 620 LOS ANGELES, CA 90064
Owner/operator country:	Not reported
Owner/operator telephone:	626-203-6394
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No

433 VERMONT, LP (Continued) **1024768852**

On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

N68 **CHIPOTLE MEXICAN GRILL #1913** **CA HAZMAT** **S123552654**
SSW **3183 W WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90005**
0.167 mi.
883 ft. **Site 1 of 4 in cluster N**

Relative:
Lower

Actual:
260 ft.

LOS ANGELES HM:

Name:	CHIPOTLE MEXICAN GRILL #1913
Address:	3183 W WILSHIRE BLVD
City,State,Zip:	LOS ANGELES, CA 90005
Facility ID:	FA0039855
Last Run Date:	06/01/2019
Status:	ACTIVE

L69 **TARGET #T-3216** **CA CERS HAZ WASTE** **S123520941**
SE **620 S VIRGIL ST STE 100** **CA HAZMAT** **N/A**
1/8-1/4 **LOS ANGELES, CA 90005** **CA CERS**
0.171 mi.
905 ft. **Site 2 of 10 in cluster L**

Relative:
Lower

Actual:
263 ft.

CERS HAZ WASTE:

Name:	TARGET STORE T3216
Address:	620 S VIRGIL AVE STE 100
City,State,Zip:	LOS ANGELES, CA 90005
Site ID:	435556
CERS ID:	10758691
CERS Description:	Hazardous Waste Generator

Name:	TARGET STORE T3216
Address:	620 S VIRGIL AVE STE 100
City,State,Zip:	LOS ANGELES, CA 90005
Site ID:	435556
CERS ID:	10758691
CERS Description:	RCRA LQ HW Generator

LOS ANGELES HM:

Name:	TARGET #T-3216
Address:	620 S VIRGIL ST STE 100
City,State,Zip:	LOS ANGELES, CA 90005
Facility ID:	FA0040931
Last Run Date:	06/01/2019
Status:	ACTIVE

CERS:

TARGET #T-3216 (Continued) **S123520941**

Name: TARGET STORE T3216
Address: 620 S VIRGIL AVE STE 100
City,State,Zip: LOS ANGELES, CA 90005
Site ID: 435556
CERS ID: 10758691
CERS Description: Chemical Storage Facilities

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-11-2019
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Dion Mata, Property Management Lead
Eval Division: Los Angeles County Fire Department
Eval Program: HWLQG
Eval Source: CERS

Affiliation:
Affiliation Type Desc: Document Preparer
Entity Name: Nathan White
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: PO Box 111
Affiliation City: Minneapolis
Affiliation State: MN
Affiliation Country: Not reported
Affiliation Zip: 55440-0111
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: Target Corporation
Entity Title: Not reported
Affiliation Address: PO BOX 111
Affiliation City: Minneapolis
Affiliation State: MN
Affiliation Country: United States
Affiliation Zip: 55440-0111
Affiliation Phone: (800) 587-2228

Affiliation Type Desc: Parent Corporation
Entity Name: Target Corporate Office Headquarters
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

TARGET #T-3216 (Continued) **S123520941**

Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680

Affiliation Type Desc:	Identification Signer
Entity Name:	Steve Musser
Entity Title:	Sr. Director of Compliance
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Environmental Contact
Entity Name:	Risk & Compliance
Entity Title:	Not reported
Affiliation Address:	PO Box 111
Affiliation City:	Minneapolis
Affiliation State:	MN
Affiliation Country:	Not reported
Affiliation Zip:	55440-0111
Affiliation Phone:	Not reported

Affiliation Type Desc:	Operator
Entity Name:	Target Corporation
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(800) 587-2228

L70 **CVS PHARMACY #17703** **CA CERS HAZ WASTE** **S123537920**
SE **620 S VIRGIL AVE STE 100** **N/A**
1/8-1/4 **LOS ANGELES, CA 90005**
0.171 mi.
905 ft. **Site 3 of 10 in cluster L**

Relative: **Lower**
Actual: **263 ft.**

CERS HAZ WASTE:

Name:	CVS PHARMACY #17703
Address:	620 S VIRGIL AVE STE 100
City,State,Zip:	LOS ANGELES, CA 90005
Site ID:	437195
CERS ID:	10762096
CERS Description:	Hazardous Waste Generator

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	03-11-2019

CVS PHARMACY #17703 (Continued) **S123537920**

Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Dion Mata, Property Management Lead
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Los Angeles City Fire Department
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Room 1780
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 90012
Affiliation Phone: (213) 978-3680

Affiliation Type Desc: Document Preparer
Entity Name: John Koning, Agent for Garfield Beach CVS, L.L.C.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: Verisk 3E, Regulatory Services/CVS
Entity Title: Not reported
Affiliation Address: 3207 Grey Hawk Ct, Suite 200
Affiliation City: Carlsbad
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92010
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: Garfield Beach CVS, L.L.C.
Entity Title: Not reported
Affiliation Address: One CVS Drive
Affiliation City: Woonsocket
Affiliation State: RI
Affiliation Country: United States
Affiliation Zip: 02895
Affiliation Phone: (401) 765-1500

Affiliation Type Desc: Parent Corporation
Entity Name: CVS Health
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

CVS PHARMACY #17703 (Continued) **S123537920**

Affiliation Type Desc:	Identification Signer
Entity Name:	John Koning, Agent for Garfield Beach CVS, L.L.C.
Entity Title:	Regulatory Business Solutions Spec, Verisk 3E
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	CVS Health, Attn: Dianne E. Durand, Licensing, One CVS Dr. - MC 1160
Affiliation City:	Woonsocket
Affiliation State:	RI
Affiliation Country:	Not reported
Affiliation Zip:	02895
Affiliation Phone:	Not reported

Affiliation Type Desc:	Operator
Entity Name:	Garfield Beach CVS, L.L.C.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(401) 765-1500

L71 **CVS PHARMACY #17703** **RCRA-CESQG** **1024876916**
SE **620 620 S VIRGIL AVE STE 100B** **CAR000284059**
1/8-1/4 **LOS ANGELES, CA 90020**
0.171 mi.
905 ft. **Site 4 of 10 in cluster L**

Relative: **Lower**

Actual: **263 ft.**

RCRA-CESQG:

Date form received by agency:	05/21/2018
Facility name:	CVS PHARMACY #17703
Facility address:	620 620 S VIRGIL AVE STE 100B LOS ANGELES, CA 90020
EPA ID:	CAR000284059
Mailing address:	ONE CVS DR WOONSOCKET, RI 02895
Contact:	NICOLE WILKINSON
Contact address:	ONE CVS DR MC2340 WOONSOCKET, RI 02895
Contact country:	US
Contact telephone:	401-770-7132
Contact email:	NICOLE.WILKINSON@CVSHEALTH.COM
EPA Region:	09
Classification:	Conditionally Exempt Small Quantity Generator
Description:	Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or

CVS PHARMACY #17703 (Continued) **1024876916**

other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; 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 at any time: 1 kg or less of acutely hazardous waste; or 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

Owner/Operator Summary:

Owner/operator name:	TARGET CORPORATION
Owner/operator address:	NICOLLET MALL MINNEAPOLIS, MN 55403
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	02/06/2018
Owner/Op end date:	Not reported

Owner/operator name:	GARFIELD BEACH CVS, L.L.C.
Owner/operator address:	ONE CVS DRIVE WOONSOCKET, RI 02895
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	03/30/2018
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

Hazardous Waste Summary:

CVS PHARMACY #17703 (Continued) **1024876916**

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 123
. Waste name: Unspecified alkaline solution

. Waste code: 134
. Waste name: Aqueous solution with <10% total organic residues

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 311
. Waste name: Pharmaceutical waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 352
. Waste name: Other organic solids

. Waste code: 541
. Waste name: Photochemicals / photo processing waste

. Waste code: 561
. Waste name: Detergent and soap

. Waste code: 791
. Waste name: Liquids with pH < 2

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: U002

CVS PHARMACY #17703 (Continued) **1024876916**

. Waste name: 2-PROPANONE (I) (OR) ACETONE (I)

Violation Status: No violations found

L72 **TARGET STORE T3216** **RCRA-SQG** **1024089780**
SE **620 S VIRGIL AVE** **CAR000278135**
1/8-1/4 **LOS ANGELES, CA 90005**
0.171 mi.
905 ft. **Site 5 of 10 in cluster L**

Relative: **Lower**

Actual: **263 ft.**

RCRA-SQG:

Date form received by agency:	12/12/2017
Facility name:	TARGET STORE T3216
Facility address:	620 S VIRGIL AVE SUITE 100 LOS ANGELES, CA 90005
EPA ID:	CAR000278135
Mailing address:	PO BOX 111 MINNEAPOLIS, MN 55440
Contact:	STEVE MUSSER
Contact address:	PO BOX 111 MINNEAPOLIS, MN 55440
Contact country:	US
Contact telephone:	800-587-2228
Contact email:	POC@TARGET.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:	SIXTH & VIRGIL, LLC
Owner/operator address:	12121 WILSHIRE BLVD SUITE 720 LOS ANGELES, CA 90025
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	06/22/2015
Owner/Op end date:	Not reported

Owner/operator name:	TARGET CORPORATION
Owner/operator address:	PO BOX 111 MINNEAPOLIS, MN 55440
Owner/operator country:	US
Owner/operator telephone:	800-587-2228
Owner/operator email:	POC@TARGET.COM
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	06/22/2015

TARGET STORE T3216 (Continued) **1024089780**

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

Hazardous Waste Summary:

. Waste code: 121
. Waste name: Alkaline solution (pH >12.5) with metals (antimony, arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, selenium, silver, thallium, vanadium, and zinc)

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 132
. Waste name: Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals)

. Waste code: 135
. Waste name: Unspecified aqueous solution

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 221
. Waste name: Waste oil and mixed oil

. Waste code: 223
. Waste name: Unspecified oil-containing waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

. Waste code: 342
. Waste name: Organic liquids with metals (see 121)

. Waste code: 352
. Waste name: Other organic solids

TARGET STORE T3216 (Continued) **1024089780**

. Waste code: 512
. Waste name: Other empty containers 30 gallons or more

. Waste code: 513
. Waste name: Empty containers less than 30 gallons

. Waste code: 791
. Waste name: Liquids with pH < 2

. Waste code: 792
. Waste name: Liquids with pH < 2 with metals

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D005
. Waste name: BARIUM

. Waste code: D006
. Waste name: CADMIUM

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D011
. Waste name: SILVER

. Waste code: D016
. Waste name: 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

. Waste code: D018
. Waste name: BENZENE

. Waste code: D027
. Waste name: 1,4-DICHLOROBENZENE

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

TARGET STORE T3216 (Continued) **1024089780**

. Waste code: U002
. Waste name: 2-PROPANONE (I) (OR) ACETONE (I)

. Waste code: U154
. Waste name: METHANOL (I) (OR) METHYL ALCOHOL (I)

. Waste code: U279
. Waste name: CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

Violation Status: No violations found

K73 **LOS ANGELES COUNTY MTA** **CA UST** **U003781427**
South **3087 WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.176 mi.
931 ft. **Site 3 of 10 in cluster K**

Relative: UST:
Lower
Name: LOS ANGELES COUNTY MTA
Actual: Address: 3087 WILSHIRE BLVD
262 ft. City,State,Zip: LOS ANGELES, CA 90010
Facility ID: 25131
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.063529
Longitude: -118.287948

K74 **LOS ANGELES COUNTY MTA** **CA UST** **U004307119**
South **3087 W WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.176 mi.
931 ft. **Site 4 of 10 in cluster K**

Relative: LOS ANGELES UST:
Lower
Name: LOS ANGELES COUNTY MTA
Actual: Address: 3087 W WILSHIRE BLVD
262 ft. City,State,Zip: LOS ANGELES, CA 90010
Facility ID: FA0029669
Last Run Date: 06/03/2019
Status: INACTIVE

J75 **PACIFIC BELL** **CA SWEEPS UST** **S101587930**
WNW **501 VERMONT AVE** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 94583**
0.177 mi.
935 ft. **Site 9 of 9 in cluster J**

Relative: SWEEPS UST:
Lower
Name: PACIFIC BELL
Actual: Address: 501 VERMONT AVE
234 ft. City: LOS ANGELES
Status: Not reported
Comp Number: 5984
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported

PACIFIC BELL (Continued) **S101587930**

Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19056155
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	4158238723
Mail To:	Not reported
Mailing Address:	501 VERMONT AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 945830000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

M76 **CARPENTERS TRUST** **CA LUST** **S101297424**
ESE **2951 006TH ST W** **CA HIST CORTESE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90018** **CA CERS**
0.180 mi.
953 ft. **Site 2 of 3 in cluster M**

Relative: **Lower**
Actual: **265 ft.**

LUST:

Name:	CARPENTERS TRUST
Address:	2951 006TH ST W
City,State,Zip:	LOS ANGELES, CA 90020
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700601
Global Id:	T0603700601
Latitude:	34.0639300387206
Longitude:	-118.286061286926
Status:	Completed - Case Closed
Status Date:	04/11/2011
Case Worker:	DPP
RB Case Number:	900180025
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

CARPENTERS TRUST (Continued) **S101297424**

LUST:
Global Id: T0603700601
Contact Type: Regional Board Caseworker
Contact Name: DANIEL PIROTTON
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: dpirotton@waterboards.ca.gov
Phone Number: 2135766714

Global Id: T0603700601
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

LUST:
Global Id: T0603700601
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700601
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603700601
Action Type: ENFORCEMENT
Date: 07/22/2002
Action: Staff Letter

Global Id: T0603700601
Action Type: ENFORCEMENT
Date: 12/23/2002
Action: Staff Letter

Global Id: T0603700601
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603700601
Action Type: ENFORCEMENT
Date: 01/27/2010
Action: Staff Letter

Global Id: T0603700601

CARPENTERS TRUST (Continued) **S101297424**

Action Type: ENFORCEMENT
Date: 04/19/2010
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700601
Action Type: RESPONSE
Date: 08/30/2002
Action: Remedial Progress Report

Global Id: T0603700601
Action Type: RESPONSE
Date: 10/01/2002
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603700601
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 03/31/2003
Action: Soil and Water Investigation Report

Global Id: T0603700601
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700601
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700601
Action Type: RESPONSE
Date: 01/15/2011
Action: Remedial Progress Report

Global Id: T0603700601
Action Type: ENFORCEMENT
Date: 03/14/2011

CARPENTERS TRUST (Continued) **S101297424**

Action: Notification - Preclosure

Global Id: T0603700601
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: ENFORCEMENT
Date: 06/09/1999
Action: Staff Letter

Global Id: T0603700601
Action Type: ENFORCEMENT
Date: 04/11/2011
Action: Closure/No Further Action Letter

Global Id: T0603700601
Action Type: ENFORCEMENT
Date: 08/19/2010
Action: Staff Letter

Global Id: T0603700601
Action Type: ENFORCEMENT
Date: 08/17/2007
Action: Staff Letter

Global Id: T0603700601
Action Type: ENFORCEMENT
Date: 04/30/2010
Action: Petition Submitted for Review

Global Id: T0603700601
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: REMEDIATION
Date: 07/01/1997
Action: Other (Use Description Field)

CARPENTERS TRUST (Continued) **S101297424**

Global Id: T0603700601
Action Type: REMEDIATION
Date: 08/01/2003
Action: Excavation

Global Id: T0603700601
Action Type: REMEDIATION
Date: 12/01/2000
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603700601
Action Type: REMEDIATION
Date: 12/01/2000
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603700601
Action Type: ENFORCEMENT
Date: 04/26/2007
Action: Staff Letter

Global Id: T0603700601
Action Type: Other
Date: 11/07/1989
Action: Leak Reported

Global Id: T0603700601
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: ENFORCEMENT
Date: 03/05/2002
Action: Staff Letter

Global Id: T0603700601
Action Type: ENFORCEMENT
Date: 03/16/2001
Action: * Historical Enforcement

Global Id: T0603700601
Action Type: ENFORCEMENT
Date: 03/07/2008
Action: Staff Letter

Global Id: T0603700601
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE

CARPENTERS TRUST (Continued) **S101297424**

Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 07/15/2002
Action: Remedial Progress Report

Global Id: T0603700601
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700601
Action Type: RESPONSE
Date: 06/01/2007
Action: Interim Remedial Action Plan

CARPENTERS TRUST (Continued) **S101297424**

LUST:

Global Id:	T0603700601
Status:	Open - Case Begin Date
Status Date:	11/07/1989
Global Id:	T0603700601
Status:	Open - Verification Monitoring
Status Date:	11/07/1989
Global Id:	T0603700601
Status:	Open - Site Assessment
Status Date:	03/11/1992
Global Id:	T0603700601
Status:	Open - Site Assessment
Status Date:	12/28/1992
Global Id:	T0603700601
Status:	Open - Site Assessment
Status Date:	08/27/1996
Global Id:	T0603700601
Status:	Open - Remediation
Status Date:	09/11/2000
Global Id:	T0603700601
Status:	Open - Remediation
Status Date:	09/29/2000
Global Id:	T0603700601
Status:	Open - Remediation
Status Date:	07/15/2002
Global Id:	T0603700601
Status:	Open - Remediation
Status Date:	10/08/2002
Global Id:	T0603700601
Status:	Open - Remediation
Status Date:	11/12/2002
Global Id:	T0603700601
Status:	Open - Remediation
Status Date:	01/10/2008
Global Id:	T0603700601
Status:	Completed - Case Closed
Status Date:	04/11/2011

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900180025
Status:	Remediation Plan

CARPENTERS TRUST (Continued) **S101297424**

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:	T0603700601	
W Global ID:	Not reported	
Staff:	DP	
Local Agency:	19050	
Cross Street:	COMMONWEALTH AVE	
Enforcement Type:	SEL	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		11/7/1989
Date Leak Record Entered:	11/20/1989	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/25/2002
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:	(FORMER UNOCAL)	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		8400.127280500126763549415919
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		3/11/1992
Preliminary Site Assessment Began:		12/28/1992
Pollution Characterization Began:		8/27/1996
Remediation Plan Submitted:		11/12/2002
Remedial Action Underway:		10/8/2002
Post Remedial Action Monitoring Began:		11/7/1989
Enforcement Action Date:		3/16/2001
Historical Max MTBE Date:		12/11/1997
Hist Max MTBE Conc in Groundwater:		160
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:	MR. THOMAS TRYON	
RP Address:	520 S. VIRGIL AVE.	
Program:	LUST	
Lat/Long:	34.0281621 / -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	

HIST CORTESE:

edr_fname:	CARPENTERS TRUST
edr_fadd1:	2951 006TH

CARPENTERS TRUST (Continued) **S101297424**

City,State,Zip: LOS ANGELES, CA 90018
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900180025

CERS:
Name: CARPENTERS TRUST
Address: 2951 006TH ST W
City,State,Zip: LOS ANGELES, CA 90020
Site ID: 216119
CERS ID: T0603700601
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: DANIEL PIROTTON - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: R4 UNKNOWN
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766714

Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

K77 **O E F INC** **RCRA-SQG** **1001486922**
SSE **3055 WILSHIRE BLVD** **FINDS** **CAR000053884**
1/8-1/4 **LOS ANGELES, CA 90010** **ECHO**
0.184 mi. **CA HAZNET**
971 ft. **Site 5 of 10 in cluster K**

Relative: **Lower**
Actual: **263 ft.**

RCRA-SQG:
Date form received by agency: 06/28/1999
Facility name: O E F INC
Facility address: 3055 WILSHIRE BLVD
LOS ANGELES, CA 90010
EPA ID: CAR000053884
Mailing address: 100 E CORSON STE 210
PASADENA, CA 91103
Contact: BRUCE MANNING
Contact address: 100 E CORSON STE 210
PASADENA, CA 91103
Contact country: US
Contact telephone: 626-356-1009
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator

O E F INC (Continued) **1001486922**

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:	OPERATING ENGINEERS FUNDS
Owner/operator address:	100 E CORSON STE 210 PASADENA, CA 91103
Owner/operator country:	Not reported
Owner/operator telephone:	626-356-1009
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

. Waste code: D009
. Waste name: MERCURY

Violation Status: No violations found

FINDS:

Registry ID: 110002928743

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.

O E F INC (Continued) **1001486922**

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1001486922
Registry ID:	110002928743
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002928743

HAZNET:

Name:	O E F INC
Address:	3055 WILSHIRE BLVD
City,State,Zip:	LOS ANGELES, CA 900100000
Year:	2000
GEPAID:	CAR000053884
Contact:	OPERATING ENGINEERS FUNDS
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	100 E CORSON STE 210
Mailing City,St,Zip:	PASADENA, CA 911030000
Gen County:	Los Angeles
TSD EPA ID:	MNR000000588
TSD County:	Not reported
Tons:	10.6673
CA Waste Code:	261-Polychlorinated biphenyls and material containing PCBs
Method:	-
Facility County:	Los Angeles

K78 **OEF INC - WILSHIRE CENTRE BUILDING** **MN MANIFEST** **S119125055**
SSE **3055 WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.184 mi.
971 ft. **Site 6 of 10 in cluster K**

Relative: **Lower**
Actual: **263 ft.**

MANIFEST:

Manifest ID:	660777
Generator ID:	CAR000053884
Generator AI ID:	48208
Transporter 1 ID:	CAD076548635
Transporter 1 AI ID:	45061
Transporter 1 AI Name:	High Voltage Transformer Serv
Transporter 1 Address:	233 Viking Ave
Transporter 1 City:	Brea
Transporter 1 State:	CA
Transporter 1 ZIP:	92821-3820
Transporter 2 ID:	Not reported
Transporter 2 AI ID:	Not reported
Transporter 2 AI Name:	Not reported
Transporter 2 Address:	Not reported
Transporter 2 City:	Not reported
Transporter 2 State:	Not reported
Transporter 2 ZIP:	Not reported
TSD ID:	MNR000000588
TSD AI ID:	27514
TSD AI Name:	Luminaire Recyclers Inc - Saint Paul
TSD Address:	2161 University Ave W Ste 206
TSD City:	Saint Paul

OEF INC - WILSHIRE CENTRE BUILDING (Continued) **S119125055**

TSD State:	MN
TSD Zip:	55114
Gen Copy Recd Date:	Not reported
Fac Copy Recd Date:	2000-02-24 00:00:00
Gen Ship Date:	2000-02-05 00:00:00
Trans 1 Recd Date:	2000-02-05 00:00:00
Trans 2 Recd Date:	Not reported
Tsd Recd Date:	2000-02-17 00:00:00
Comments:	Not reported

Contact:

Generator AI ID:	48208
Generator ID:	CAR000053884
Generator AI Name:	OEF Inc - Wilshire Centre Building
Generator Contact:	John Gates
Contact Address:	3055 Wilshire Blvd
Contact City:	Los Angeles
Contact State:	CA
Contact Zip:	90010
Contact Email:	Not reported
Contact Phone:	305-903-5605

Detail:

Manifest ID:	660777
Manifest Row:	1
Haz Material Name:	RQ PCBS
Haz Class Number:	9
UN NA Number:	UN2315
Packing Group Number:	II
Container Qty:	13
Container Code:	DMML
Waste Qty:	9680
Waste Units Code:	AL
Waste Code List:	MN03

K79 **CENTRAL CITY APARTMENTS LP** **CA UST** **U004305490**
SSE **3055 W WILSHIRE BLVD SU 1120** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.184 mi.
971 ft. **Site 7 of 10 in cluster K**

Relative: LOS ANGELES UST:
Lower

Actual: Name:	CENTRAL CITY APARTMENTS LP
263 ft. Address:	3055 W WILSHIRE BLVD SU 1120
City,State,Zip:	LOS ANGELES, CA 90010
Facility ID:	FA0002083
Last Run Date:	06/03/2019
Status:	INACTIVE

K80 **UNI DENTAL GROUP** **RCRA NonGen / NLR** **1024814550**
SSE **3055 WILSHIRE BLVD STE 110** **CAL000309506**
1/8-1/4 **LOS ANGELES, CA 90010**
0.184 mi.
971 ft. **Site 8 of 10 in cluster K**

Relative:
Lower

Actual:
263 ft.

RCRA NonGen / NLR:

Date form received by agency:	07/25/2006
Facility name:	UNI DENTAL GROUP
Facility address:	3055 WILSHIRE BLVD STE 110 LOS ANGELES, CA 90010-1118
EPA ID:	CAL000309506
Contact:	JASON KANG
Contact address:	3055 WILSHIRE BLVD STE 110 LOS ANGELES, CA 90010
Contact country:	Not reported
Contact telephone:	213-385-5097
Contact email:	UNIDENTALGROUP@HOTMAIL.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	JASON KANG
Owner/operator address:	3055 WILSHIRE BLVD STE 110 LOS ANGELES, CA 90010
Owner/operator country:	Not reported
Owner/operator telephone:	213-385-5097
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	JASON KANG
Owner/operator address:	3055 WILSHIRE BLVD STE 110 LOS ANGELES, CA 90010
Owner/operator country:	Not reported
Owner/operator telephone:	213-385-5097
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

UNI DENTAL GROUP (Continued) **1024814550**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

K81 **CENTRAL CITY APARTMENTS LP** **CA HAZMAT** **S123541996**
SSE **3055 W WILSHIRE BLVD SU 1120** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.184 mi.
971 ft. **Site 9 of 10 in cluster K**

Relative: LOS ANGELES HM:
Lower
Actual: Name: CENTRAL CITY APARTMENTS LP
263 ft. Address: 3055 W WILSHIRE BLVD SU 1120
City,State,Zip: LOS ANGELES, CA 90010
Facility ID: FA0002083
Last Run Date: 06/01/2019
Status: INACTIVE

O82 **WARREN BIGGS LEASING** **CA HIST UST** **U001560829**
NW **425 S VERMONT AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020**
0.184 mi.
971 ft. **Site 1 of 9 in cluster O**

Relative: HIST UST:
Lower
Actual: Name: WARREN BIGGS LEASING
241 ft. Address: 425 S VERMONT AVE
City,State,Zip: LOS ANGELES, CA 90020
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000050652
Facility Type: Other
Other Type: AUTO DEALERSHIP
Contact Name: JIM ALLEN
Telephone: 2133811211
Owner Name: WARREN BIGGS CO.
Owner Address: 205 SO. VERMONT AVE.
Owner City,St,Zip: LOS ANGELES, CA 90004
Total Tanks: 0002

Tank Num: 001
Container Num: 5
Year Installed: 1979
Tank Capacity: 00005000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Visual

Tank Num: 002

WARREN BIGGS LEASING (Continued) **U001560829**

Container Num:	6
Year Installed:	1979
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Visual

O83 **WARREN BIGGS LEASING** **CA SWEEPS UST** **S101617218**
NW **425 S VERMONT AVE** **CA HIST UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020** **CA FID UST**
0.184 mi.
971 ft. **Site 2 of 9 in cluster O**

Relative: **Lower**
Actual: **241 ft.**

SWEEPS UST:

Name:	WARREN BIGGS LEASING
Address:	425 S VERMONT AVE
City:	LOS ANGELES
Status:	Not reported
Comp Number:	2746
Number:	Not reported
Board Of Equalization:	44-012493
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002746-000001
Tank Status:	Not reported
Capacity:	5000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	2

Name:	WARREN BIGGS LEASING
Address:	425 S VERMONT AVE
City:	LOS ANGELES
Status:	Not reported
Comp Number:	2746
Number:	Not reported
Board Of Equalization:	44-012493
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002746-000002
Tank Status:	Not reported
Capacity:	5000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

HIST UST:

Name:	WARREN BIGGS LEASING

WARREN BIGGS LEASING (Continued) **S101617218**

Address:	425 SO VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 90020
File Number:	00028652
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00028652.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

CA FID UST:

Facility ID:	19055536
Regulated By:	UTNKA
Regulated ID:	00050652
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2133811211
Mail To:	Not reported
Mailing Address:	205 S VERMONT AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900200000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

M84 **CARPENTERS PENSION TRUST BLDG** **CA SWEEPS UST** **S101584017**
ESE **2951 W 6TH ST** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90005**
0.186 mi.
984 ft. **Site 3 of 3 in cluster M**

Relative: SWEEPS UST:
Lower

Name:	CARPENTERS PENSION TRUST BLDG
Address:	2951 W 6TH ST
City:	LOS ANGELES
Status:	Not reported
Comp Number:	7249

Actual:
264 ft.

CARPENTERS PENSION TRUST BLDG (Continued) **S101584017**

Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19007899
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	2951 W 6TH ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900050000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

P85 **HERTZ RENT-A-CAR** **CA HIST UST** **S118411102**
SW **643 S VERMONT ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90005**
0.195 mi.
1028 ft. **Site 1 of 9 in cluster P**

Relative: **Lower**

Actual: **255 ft.**

HIST UST:

Name:	HERTZ RENT-A-CAR
Address:	643 S VERMONT ST
City,State,Zip:	LOS ANGELES, CA 90005
File Number:	00026DE4
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026DE4.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported

HERTZ RENT-A-CAR (Continued) **S118411102**

Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

P86 **HERTZ RENT-A-CAR** **CA HIST UST** **U001560341**
SW **643 S VERMONT AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90005**
0.195 mi.
1028 ft. **Site 2 of 9 in cluster P**

Relative: HIST UST:
Lower

Actual: **255 ft.**

Name:	HERTZ RENT-A-CAR
Address:	643 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 90005
File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000065431
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	MITCH GREENBERG
Telephone:	2134825365
Owner Name:	HERTZ CORPORATION
Owner Address:	1055 W. 6TH ST.
Owner City,St,Zip:	LOS ANGELES, CA 90017
Total Tanks:	0006
Tank Num:	001
Container Num:	2
Year Installed:	1965
Tank Capacity:	00003000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor
Tank Num:	002
Container Num:	1
Year Installed:	1965
Tank Capacity:	00007500
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor
Tank Num:	003
Container Num:	2
Year Installed:	1975
Tank Capacity:	00007500
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED

HERTZ RENT-A-CAR (Continued) **U001560341**

Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor
Tank Num:	004
Container Num:	1
Year Installed:	1975
Tank Capacity:	00007500
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor
Tank Num:	005
Container Num:	1
Year Installed:	1970
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor
Tank Num:	006
Container Num:	2
Year Installed:	1970
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

P87 **HERTZ CORPORATION** **CA LUST** **S101629772**
SW **643 VERMONT AVE S** **CA SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90005** **CA FID UST**
0.195 mi. **CA HIST CORTESE**
1028 ft. **Site 3 of 9 in cluster P** **CA HAZMAT**
CA CERS

Relative:
Lower

Actual:
255 ft.

LUST:

Name:	HERTZ CORPORATION
Address:	643 VERMONT AVE S
City,State,Zip:	LOS ANGELES, CA 90005
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700466
Global Id:	T0603700466
Latitude:	34.062439
Longitude:	-118.292035
Status:	Completed - Case Closed
Status Date:	07/24/1996
Case Worker:	YR
RB Case Number:	900050043
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

HERTZ CORPORATION (Continued) **S101629772**

LUST:
Global Id: T0603700466
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603700466
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603700466
Action Type: Other
Date: 08/03/1987
Action: Leak Discovery

Global Id: T0603700466
Action Type: Other
Date: 08/03/1987
Action: Leak Stopped

Global Id: T0603700466
Action Type: Other
Date: 08/25/1987
Action: Leak Reported

LUST:
Global Id: T0603700466
Status: Open - Case Begin Date
Status Date: 08/03/1987

Global Id: T0603700466
Status: Open - Site Assessment
Status Date: 08/25/1987

Global Id: T0603700466
Status: Open - Remediation
Status Date: 06/29/1989

Global Id: T0603700466
Status: Completed - Case Closed
Status Date: 07/24/1996

LUST REG 4:
Region: 4

HERTZ CORPORATION (Continued) **S101629772**

Regional Board:	04	
County:	Los Angeles	
Facility Id:	900050043	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Pump and Treat Groundwater
Global ID:	T0603700466	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	6TH, WILSHIRE	
Enforcement Type:	Not reported	
Date Leak Discovered:	8/3/1987	
Date Leak First Reported:		8/25/1987
Date Leak Record Entered:	11/16/1987	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	8/3/1987	
Date Case Last Changed on Database:		11/25/1996
Date the Case was Closed:		7/24/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Corrosion	
Leak Source:	Tank	
Operator:	MITCH GREENBERG	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		5207.77513945001730059767035 19
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		8/25/1987
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		6/29/1989
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:	GAGNON, D.	
RP Address:	660 MADISON AVE, NEW YORK, NY 10021	
Program:	LUST	
Lat/Long:	34.0619961 / -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:	2ND LEAK REPORTED 03/10/89. HERTZ CORP. NJ, CONTACT SUE KLINGENSTEIN	

HERTZ CORPORATION (Continued) **S101629772**

TEL (201)307-2547 SOIL CLEANUP
COMPLETE 10/31/94.

SWEEPS UST:
Name: HERTZ RENT-A-CAR
Address: 643 S VERMONT AVE
City: LOS ANGELES
Status: Active
Comp Number: 3754
Number: 1
Board Of Equalization: Not reported
Referral Date: 09-22-93
Action Date: 10-07-93
Created Date: 02-29-88
Owner Tank Id: 0000003754
SWRCB Tank Id: 19-050-003754-000001
Tank Status: A
Capacity: 10000
Active Date: 09-30-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 1

CA FID UST:
Facility ID: 19001454
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134825365
Mail To: Not reported
Mailing Address: 643 S VERMONT AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900050000
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 CORTESE:
edr_fname: HERTZ CORPORATION
edr_fadd1: 643 VERMONT
City,State,Zip: LOS ANGELES, CA 90005
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900050043

LOS ANGELES HM:
Name: HERTZ CORPORATION
Address: 643 S VERMONT AVE

HERTZ CORPORATION (Continued) **S101629772**

City,State,Zip: LOS ANGELES, CA 90058
Facility ID: FA0020274
Last Run Date: 06/01/2019
Status: INACTIVE

CERS:
Name: HERTZ CORPORATION
Address: 643 VERMONT AVE S
City,State,Zip: LOS ANGELES, CA 90005
Site ID: 224963
CERS ID: T0603700466
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

N88 **SINA'S CUSTOM LAB** **CA HAZMAT** **S123549805**
SSW **3136 W WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.195 mi.
1032 ft. **Site 2 of 4 in cluster N**

Relative: **Lower**
Actual: **257 ft.**

LOS ANGELES HM:
Name: SINA'S CUSTOM LAB
Address: 3136 W WILSHIRE BLVD
City,State,Zip: LOS ANGELES, CA 90010
Facility ID: FA0027461
Last Run Date: 06/01/2019
Status: INACTIVE

K89 **BULLOCKS WILSHIRE** **CA HAZMAT** **S123547729**
SSE **3050 W WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.199 mi.
1050 ft. **Site 10 of 10 in cluster K**

Relative: LOS ANGELES HM:
Lower
Name: BULLOCKS WILSHIRE
Actual: Address: 3050 W WILSHIRE BLVD
261 ft. City,State,Zip: LOS ANGELES, CA 90010
Facility ID: FA0020122
Last Run Date: 06/01/2019
Status: INACTIVE

L90 **CONOCO PHILLIPS** **CA HAZMAT** **S123551599**
SSE **3033 W WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.200 mi.
1054 ft. **Site 6 of 10 in cluster L**

Relative: LOS ANGELES HM:
Lower
Name: CONOCO PHILLIPS
Actual: Address: 3033 W WILSHIRE BLVD
262 ft. City,State,Zip: LOS ANGELES, CA 90010
Facility ID: FA0035158
Last Run Date: 06/01/2019
Status: INACTIVE

L91 **TOSCO CORPORATION #30369** **CA UST** **U003904522**
SSE **3033 WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.200 mi.
1054 ft. **Site 7 of 10 in cluster L**

Relative: UST:
Lower
Name: TOSCO CORPORATION #30369
Actual: Address: 3033 WILSHIRE BLVD
262 ft. City,State,Zip: LOS ANGELES, CA 90010
Facility ID: 24196
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.0629843
Longitude: -118.2858746

L92 **TOSCO - 76 STATION #1000 (FORMER)** **CA LUST** **1000166682**
SSE **3033 WILSHIRE BLVD** **CA HIST UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.200 mi.
1054 ft. **Site 8 of 10 in cluster L**

Relative: LUST:
Lower
Name: TOSCO - 76 STATION #1000 (FORMER)
Actual: Address: 3033 WILSHIRE BLVD
262 ft. City,State,Zip: LOS ANGELES, CA 90010
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603791315
Global Id: T0603791315

TOSCO - 76 STATION #1000 (FORMER) (Continued) **1000166682**

Latitude:	34.061904
Longitude:	-118.287317
Status:	Completed - Case Closed
Status Date:	09/14/2006
Case Worker:	DPP
RB Case Number:	900100089
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603791315
Contact Type:	Regional Board Caseworker
Contact Name:	DANIEL PIROTTON
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	dpirotton@waterboards.ca.gov
Phone Number:	2135766714

Global Id:	T0603791315
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

LUST:

Global Id:	T0603791315
Action Type:	ENFORCEMENT
Date:	01/23/2003
Action:	Staff Letter

Global Id:	T0603791315
Action Type:	ENFORCEMENT
Date:	09/13/2002
Action:	Staff Letter

Global Id:	T0603791315
Action Type:	ENFORCEMENT
Date:	02/06/2002
Action:	Staff Letter

Global Id:	T0603791315
Action Type:	RESPONSE
Date:	05/01/2002
Action:	Soil and Water Investigation Report

Global Id:	T0603791315
Action Type:	RESPONSE
Date:	05/01/2002
Action:	Request for Closure

TOSCO - 76 STATION #1000 (FORMER) (Continued) **1000166682**

Global Id: T0603791315
Action Type: RESPONSE
Date: 09/27/2002
Action: Other Report / Document

Global Id: T0603791315
Action Type: RESPONSE
Date: 03/31/2003
Action: Interim Remedial Action Plan

Global Id: T0603791315
Action Type: ENFORCEMENT
Date: 03/07/2003
Action: Staff Letter

Global Id: T0603791315
Action Type: ENFORCEMENT
Date: 08/28/2003
Action: Staff Letter

Global Id: T0603791315
Action Type: ENFORCEMENT
Date: 04/05/2004
Action: Staff Letter

Global Id: T0603791315
Action Type: ENFORCEMENT
Date: 02/09/2015
Action: Technical Correspondence / Assistance / Other

Global Id: T0603791315
Action Type: RESPONSE
Date: 06/30/2004
Action: Soil and Water Investigation Report

Global Id: T0603791315
Action Type: RESPONSE
Date: 11/17/2003
Action: Interim Remedial Action Report

Global Id: T0603791315
Action Type: RESPONSE
Date: 02/13/2004
Action: Soil and Water Investigation Report

Global Id: T0603791315
Action Type: ENFORCEMENT
Date: 09/07/2001
Action: Staff Letter

Global Id: T0603791315
Action Type: ENFORCEMENT
Date: 08/29/2006
Action: Site Visit / Inspection / Sampling

Global Id: T0603791315
Action Type: ENFORCEMENT

TOSCO - 76 STATION #1000 (FORMER) (Continued) **1000166682**

Date: 08/28/2006
Action: Notification - Preclosure

Global Id: T0603791315
Action Type: ENFORCEMENT
Date: 09/14/2006
Action: Closure/No Further Action Letter

Global Id: T0603791315
Action Type: REMEDIATION
Date: 09/16/1998
Action: Excavation

Global Id: T0603791315
Action Type: REMEDIATION
Date: 07/07/2004
Action: In Situ Physical/Chemical Treatment (other than SVE)

Global Id: T0603791315
Action Type: Other
Date: 03/14/2001
Action: Leak Reported

Global Id: T0603791315
Action Type: RESPONSE
Date: 03/09/2006
Action: Soil and Water Investigation Report

Global Id: T0603791315
Action Type: RESPONSE
Date: 03/09/2006
Action: Request for Closure

Global Id: T0603791315
Action Type: RESPONSE
Date: 06/15/2006
Action: Risk Assessment Report

Global Id: T0603791315
Action Type: ENFORCEMENT
Date: 05/19/2006
Action: Staff Letter

LUST:
Global Id: T0603791315
Status: Open - Case Begin Date
Status Date: 03/14/2001

Global Id: T0603791315
Status: Open - Site Assessment
Status Date: 03/14/2001

Global Id: T0603791315
Status: Open - Verification Monitoring
Status Date: 03/14/2001

Global Id: T0603791315

TOSCO - 76 STATION #1000 (FORMER) (Continued) **1000166682**

Status: Open - Site Assessment
Status Date: 09/07/2001

Global Id: T0603791315
Status: Open - Site Assessment
Status Date: 10/31/2001

Global Id: T0603791315
Status: Open - Site Assessment
Status Date: 02/06/2002

Global Id: T0603791315
Status: Open - Remediation
Status Date: 07/01/2003

Global Id: T0603791315
Status: Open - Remediation
Status Date: 10/04/2005

Global Id: T0603791315
Status: Open - Verification Monitoring
Status Date: 12/13/2005

Global Id: T0603791315
Status: Completed - Case Closed
Status Date: 09/14/2006

HIST UST:
Name: SERVICE STATION 1000
Address: 3033 WILSHIRE BLVD
City,State,Zip: LOS ANGELES, CA 90005
File Number: 00028F58
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00028F58.pdf
Region: STATE
Facility ID: 00000003905
Facility Type: Gas Station
Other Type: Not reported
Contact Name: WILLIAM K. SHIMABUKU
Telephone: 2133845947
Owner Name: UNION OIL COMPANY OF CALIFORNI
Owner Address: 3701 WILSHIRE BOULEVARD-SUITE
Owner City,St,Zip: LOS ANGELES, CA 90010
Total Tanks: 0003

Tank Num: 001
Container Num: 10000-4
Year Installed: 1954
Tank Capacity: 00000280
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, Pressure Test, 10

Tank Num: 001
Container Num: 1
Year Installed: Not reported

TOSCO - 76 STATION #1000 (FORMER) (Continued) **1000166682**

Tank Capacity:	00000180
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	002
Container Num:	1000-2
Year Installed:	1982
Tank Capacity:	00011763
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test, 10

Tank Num:	003
Container Num:	1000-1
Year Installed:	1982
Tank Capacity:	00011763
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test, 10

Click here for Geo Tracker PDF:

L93 **TOSCO - 76 STATION #1000 (FORMER)** **CA LUST** **S101585385**
SSE **3033 WILSHIRE BLVD** **CA SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010** **CA HIST UST**
0.200 mi. **CA FID UST**
1054 ft. **Site 9 of 10 in cluster L** **CA CERS**

Relative: **Lower**
Actual: **262 ft.**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900100089	
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:	T0603791315	
W Global ID:	Not reported	
Staff:	DP	
Local Agency:	19050	
Cross Street:	HOOVER ST	
Enforcement Type:	SEL	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		3/14/2001
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	3/14/2001	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		4/25/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	

TOSCO - 76 STATION #1000 (FORMER) (Continued) **S101585385**

Cause of Leak:	Not reported
Leak Source:	Not reported
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	5861.2558392976060362019979568
Source of Cleanup Funding:	Not reported
Preliminary Site Assessment Workplan Submitted:	9/7/2001
Preliminary Site Assessment Began:	10/31/2001
Pollution Characterization Began:	2/6/2002
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	3/14/2001
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	10/12/2000
Hist Max MTBE Conc in Groundwater:	6100
Hist Max MTBE Conc in Soil:	0
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	ND
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	MR. GIL FRY
RP Address:	P.O. BOX 25376
Program:	LUST
Lat/Long:	34.061763 / -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:	REQUESTED UN URF FROM LA CITY FD.

SWEEPS UST:

Name:	WILLIAM K SHIMABUKU
Address:	3033 WILSHIRE BLVD
City:	LOS ANGELES
Status:	Active
Comp Number:	314
Number:	9
Board Of Equalization:	44-000051
Referral Date:	01-15-93
Action Date:	03-15-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-000314-000001
Tank Status:	A
Capacity:	280
Active Date:	04-20-88
Tank Use:	OIL
STG:	W
Content:	WASTE OIL
Number Of Tanks:	3

Name:	WILLIAM K SHIMABUKU
Address:	3033 WILSHIRE BLVD

TOSCO - 76 STATION #1000 (FORMER) (Continued) **S101585385**

City: LOS ANGELES
Status: Active
Comp Number: 314
Number: 9
Board Of Equalization: 44-000051
Referral Date: 01-15-93
Action Date: 03-15-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-000314-000002
Tank Status: A
Capacity: 11763
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: WILLIAM K SHIMABUKU
Address: 3033 WILSHIRE BLVD
City: LOS ANGELES
Status: Active
Comp Number: 314
Number: 9
Board Of Equalization: 44-000051
Referral Date: 01-15-93
Action Date: 03-15-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-000314-000003
Tank Status: A
Capacity: 11763
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

HIST UST:
Name: UNION OIL SERVICE STATION 1000
Address: 3033 WILSHIRE BLVD
City,State,Zip: LOS ANGELES, CA 90005
File Number: 00028297
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00028297.pdf
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported

TOSCO - 76 STATION #1000 (FORMER) (Continued) **S101585385**

Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

CA FID UST:

Facility ID:	19023150
Regulated By:	UTNKA
Regulated ID:	00003905
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2133845947
Mail To:	Not reported
Mailing Address:	3701 WILSHIRE BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900050000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

CERS:

Name:	3033 WILSHIRE
Address:	3033 WILSHIRE BLVD
City,State,Zip:	LOS ANGELES, CA 90010
Site ID:	439851
CERS ID:	10766149
CERS Description:	Chemical Storage Facilities

Affiliation:

Affiliation Type Desc:	Parent Corporation
Entity Name:	717 OLYMPIC BUILDING
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680

TOSCO - 76 STATION #1000 (FORMER) (Continued) **S101585385**

Name: TOSCO - 76 STATION #1000 (FORMER)
Address: 3033 WILSHIRE BLVD
City,State,Zip: LOS ANGELES, CA 90010
Site ID: 244822
CERS ID: T0603791315
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: DANIEL PIROTTON - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: R4 UNKNOWN
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766714

L94 **CONOCO PHILLIPS** **CA UST** **U004307714**
SSE **3033 W WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.200 mi.
1054 ft. **Site 10 of 10 in cluster L**

Relative: LOS ANGELES UST:
Lower
Name: CONOCO PHILLIPS
Actual: Address: 3033 W WILSHIRE BLVD
262 ft. City,State,Zip: LOS ANGELES, CA 90010
Facility ID: FA0035158
Last Run Date: 06/03/2019
Status: INACTIVE

O95 **DUNN-EDWARDS PAINTS #162** **CA CERS HAZ WASTE** **S123499324**
NW **401 S VERMONT AVE SUITES 10-13** **CA CERS** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020**
0.200 mi.
1056 ft. **Site 3 of 9 in cluster O**

Relative: CERS HAZ WASTE:
Lower
Name: DUNN-EDWARDS PAINTS #162
Actual: Address: 401 S VERMONT AVE SUITES 10-13
241 ft. City,State,Zip: LOS ANGELES, CA 90020
Site ID: 112933
CERS ID: 10505566
CERS Description: Hazardous Waste Generator

DUNN-EDWARDS PAINTS #162 (Continued) **S123499324**

CERS:
- Name: DUNN-EDWARDS PAINTS #162
- Address: 401 S VERMONT AVE SUITES 10-13
- City,State,Zip: LOS ANGELES, CA 90020
- Site ID: 112933
- CERS ID: 10505566
- CERS Description: Chemical Storage Facilities

Evaluation:
- Eval General Type: Compliance Evaluation Inspection
- Eval Date: 05-28-2019
- Violations Found: No
- Eval Type: Routine done by local agency
- Eval Notes: Jose Ascencio, Manager
- Eval Division: Los Angeles County Fire Department
- Eval Program: HW
- Eval Source: CERS

Affiliation:
- Affiliation Type Desc: CUPA District
- Entity Name: Los Angeles City Fire Department
- Entity Title: Not reported
- Affiliation Address: 200 North Main Street, Room 1780
- Affiliation City: Los Angeles
- Affiliation State: CA
- Affiliation Country: Not reported
- Affiliation Zip: 90012
- Affiliation Phone: (213) 978-3680

- Affiliation Type Desc: Legal Owner
- Entity Name: DUNN-EDWARDS CORPORATION
- Entity Title: Not reported
- Affiliation Address: 4885 E. 52nd Place
- Affiliation City: Los Angeles
- Affiliation State: CA
- Affiliation Country: United States
- Affiliation Zip: 90058
- Affiliation Phone: (800) 733-3866

- Affiliation Type Desc: Parent Corporation
- Entity Name: DUNN-EDWARDS CORPORATION
- Entity Title: Not reported
- Affiliation Address: Not reported
- Affiliation City: Not reported
- Affiliation State: Not reported
- Affiliation Country: Not reported
- Affiliation Zip: Not reported
- Affiliation Phone: Not reported

- Affiliation Type Desc: Facility Mailing Address
- Entity Name: Mailing Address
- Entity Title: Not reported
- Affiliation Address: 4885 E. 52nd Place
- Affiliation City: Los Angeles
- Affiliation State: CA
- Affiliation Country: Not reported
- Affiliation Zip: 90058

DUNN-EDWARDS PAINTS #162 (Continued) **S123499324**

Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: Valarie Marquez
Entity Title: Administrative Assistant, Operations
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Operator
Entity Name: Bill Rogers
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (626) 703-8499

Affiliation Type Desc: Document Preparer
Entity Name: Valarie Marquez
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: VALARIE MARQUEZ
Entity Title: Not reported
Affiliation Address: 4885 E. 52nd Place
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 90058
Affiliation Phone: Not reported

O96 **SHATTO CLEANERS** **CA DRYCLEANERS** **S105807951**
NW **401 S VERMONT AVE #5** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020**
0.200 mi.
1056 ft. **Site 4 of 9 in cluster O**

Relative: **Lower**
Actual: **241 ft.**

DRYCLEANERS:
Name: SHATTO CLEANERS
Address: 401 S VERMONT AVE #5
City,State,Zip: LOS ANGELES, CA 900200000
EPA Id: CAL000257847
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial

SHATTO CLEANERS (Continued) **S105807951**

Create Date:	08/19/2002
Facility Active:	No
Inactive Date:	06/30/2003
Facility Addr2:	Not reported
Owner Name:	STEVE LEE
Owner Address:	401 S VERMONT AVE #5
Owner Address 2:	Not reported
Owner Telephone:	2133874131
Contact Name:	STEVE LEE
Contact Address:	401 S VERMONT AVE #5
Contact Address 2:	Not reported
Contact Telephone:	2133874131
Mailing Name:	Not reported
Mailing Address 1:	401 S VERMONT AVE #5
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	900200000
Owner Fax:	Not reported
Region Code:	3

O97 **SHATTO CLEANERS, HAN SOUNG KIM** **CA DRYCLEANERS** **S121696293**
NW **401 S VERMONT AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020**
0.200 mi.
1056 ft. **Site 5 of 9 in cluster O**

Relative: **Lower**

Actual: **241 ft.**

DRYCLEAN SOUTH COAST:

Name:	SHATTO CLEANERS, HAN SOUNG KIM
Address:	401 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	155731
Application Number:	483567
Permit Number:	G2824
Status:	A
Representative Name:	HAN SOUNG KIM
Representative Telephone:	213 4774555
Permit Status:	ACTIVE
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	380.80999756
UTM North:	3770.1799316

Name:	SHATTO CLEANERS, HAN SOUNG KIM
Address:	401 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	155731
Application Number:	485161
Permit Number:	F98308
Status:	A
Representative Name:	HAN SOUNG KIM
Representative Telephone:	213 4774555
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
CCAT Number:	Not reported

SHATTO CLEANERS, HAN SOUNG KIM (Continued) **S121696293**

CCAT Description: Not reported
UTM East: 380.80999756
UTM North: 3770.1799316

O98 **SHATTO CLEANERS, STEVE LEE DBA** **CA CERS HAZ WASTE** **S121694096**
NW **401 S VERMONT AVE** **CA DRYCLEANERS** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020** **CA HAZMAT**
0.200 mi.
1056 ft. **Site 6 of 9 in cluster O**

Relative:
Lower

Actual:
241 ft.

CERS HAZ WASTE:
Name: SHATTO CLEANERS
Address: 401 S VERMONT AVE
City,State,Zip: LOS ANGELES, CA 90020
Site ID: 152944
CERS ID: 10252654
CERS Description: Hazardous Waste Generator

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-07-2013
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-07-2013
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Inspected by Magdalena Ordonez.
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-27-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Pablo Bautista
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Affiliation:
Affiliation Type Desc: Parent Corporation
Entity Name: SHATTO CLEANERS
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: CUPA District

SHATTO CLEANERS, STEVE LEE DBA (Continued) **S121694096**

Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	401 S VERMONT AVE
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90020
Affiliation Phone:	Not reported

DRYCLEAN SOUTH COAST:

Name:	SHATTO CLEANERS, STEVE LEE DBA
Address:	401 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	115475
Application Number:	339560
Permit Number:	F13924
Status:	S
Representative Name:	STEVE LEE
Representative Telephone:	714 4943536
Permit Status:	INACTIVE
BCAT Number:	000601
BCAT Description:	DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
CCAT Number:	04
CCAT Description:	VAPOR RECOVERY UNIT COMPRESS & CONDENSE
UTM East:	380.78900146
UTM North:	3770.1621094

LOS ANGELES HM:

Name:	DUNN-EDWARDS PAINTS #162
Address:	401 S VERMONT AVE # 10-13
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	FA0039900
Last Run Date:	06/01/2019
Status:	ACTIVE

O99 **SHATTO CLEANERS** **CA DRYCLEANERS** **S106077136**
NW **401 S VERMONT AVE STE 5** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020**
0.200 mi.
1056 ft. **Site 7 of 9 in cluster O**

Relative:
Lower

Actual:
241 ft.

DRYCLEANERS:

Name:	SHATTO CLEANERS
Address:	401 S VERMONT AVE STE 5
City,State,Zip:	LOS ANGELES, CA 900200000
EPA Id:	CAL000275722

SHATTO CLEANERS (Continued) **S106077136**

NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	10/24/2003
Facility Active:	Yes
Inactive Date:	Not reported
Facility Addr2:	Not reported
Owner Name:	HYPERION CLEANERS, INC
Owner Address:	401 S VERMONT AVE STE 5
Owner Address 2:	Not reported
Owner Telephone:	2133874131
Contact Name:	HYPERION CLEANERS INC
Contact Address:	401 S VERMONT AVE STE 5
Contact Address 2:	Not reported
Contact Telephone:	2132588804
Mailing Name:	Not reported
Mailing Address 1:	401 S VERMONT AVE STE 5
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	900200000
Owner Fax:	0000000000
Region Code:	3

O100 **SHATTO CLEANERS** **RCRA NonGen / NLR** **1024807693**
NW **401 S VERMONT AVE STE 5** **CAL000275722**
1/8-1/4 **LOS ANGELES, CA 90020**
0.200 mi.
1056 ft. **Site 8 of 9 in cluster O**

Relative: **Lower**
Actual: **241 ft.**

RCRA NonGen / NLR:

Date form received by agency:	10/24/2003
Facility name:	SHATTO CLEANERS
Facility address:	401 S VERMONT AVE STE 5 LOS ANGELES, CA 90020-0000
EPA ID:	CAL000275722
Contact:	TAE SEONG KIM/PRESIDENT
Contact address:	401 S VERMONT AVE STE 5 LOS ANGELES, CA 90020
Contact country:	Not reported
Contact telephone:	213-387-4131
Contact email:	TOMMYKIM2@HOTMAIL.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	TAE SEONG KIM/PRESIDENT
Owner/operator address:	401 S VERMONT AVE STE 5 LOS ANGELES, CA 90020
Owner/operator country:	Not reported
Owner/operator telephone:	213-387-4131
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other

SHATTO CLEANERS (Continued) **1024807693**

Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: HYPERION CLEANERS, INC
Owner/operator address: 401 S VERMONT AVE STE 5
LOS ANGELES, CA 90020
Owner/operator country: Not reported
Owner/operator telephone: 213-387-4131
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

O101 **DUNN EDWARDS PAINTS** **RCRA NonGen / NLR** **1024840087**
NW **401 S VERMONT AVE STE 10-13** **CAL000388492**
1/8-1/4 **LOS ANGELES, CA 90020**
0.200 mi.
1056 ft. **Site 9 of 9 in cluster O**

Relative:
Lower

Actual:
241 ft.

RCRA NonGen / NLR:
Date form received by agency: 08/09/2013
Facility name: DUNN EDWARDS PAINTS
Facility address: 401 S VERMONT AVE STE 10-13
LOS ANGELES, CA 90020-1982
EPA ID: CAL000388492
Mailing address: 4885 E 52ND PL
LOS ANGELES, CA 90058-5508
Contact: VALARIE MARQUEZ
Contact address: 4885 E 52ND PLACE
LOS ANGELES, CA 90058
Contact country: Not reported
Contact telephone: 323-771-3330
Contact email: VALARIE.MARQUEZ@DUNNEDWARDS.COM
EPA Region: 09
Classification: Non-Generator

DUNN EDWARDS PAINTS (Continued) **1024840087**

Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	VALARIE MARQUEZ
Owner/operator address:	4885 E 52ND PLACE
	LOS ANGELES, CA 90058
Owner/operator country:	Not reported
Owner/operator telephone:	323-771-3330
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	DUNN-EDWARDS CORPORATION
Owner/operator address:	4885 E 52ND PL
	LOS ANGELES, CA 90058
Owner/operator country:	Not reported
Owner/operator telephone:	323-771-3330
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

Q102 **CA UST** **U004301900**
South **3100 WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.201 mi.
1061 ft. **Site 1 of 3 in cluster Q**

Relative: LOS ANGELES UST:
Lower
Actual: Name: Not reported
260 ft. Address: 3100 WILSHIRE BLVD
City,State,Zip: LOS ANGELES, CA
Facility ID: Not reported
Last Run Date: 01/01/1900
Status: HISTORICAL

N103 **CA UST** **U004301955**
SSW **3179 WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.202 mi.
1065 ft. **Site 3 of 4 in cluster N**

Relative: LOS ANGELES UST:
Lower
Actual: Name: Not reported
256 ft. Address: 3179 WILSHIRE BLVD
City,State,Zip: LOS ANGELES, CA
Facility ID: Not reported
Last Run Date: 01/01/1900
Status: HISTORICAL

P104 **CA UST** **U004302012**
SW **3245 WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.206 mi.
1087 ft. **Site 4 of 9 in cluster P**

Relative: LOS ANGELES UST:
Lower
Actual: Name: Not reported
253 ft. Address: 3245 WILSHIRE BLVD
City,State,Zip: LOS ANGELES, CA
Facility ID: Not reported
Last Run Date: 01/01/1900
Status: HISTORICAL

N105 **LACMTA - WILSHIRE/VERMONT** **CA AST** **S123514575**
SSW **647 SHATTO PL** **CA HAZMAT** **N/A**
1/8-1/4 **LOS ANGELES, CA 90005** **CA CERS**
0.215 mi.
1133 ft. **Site 4 of 4 in cluster N**

Relative: LOS ANGELES AST:
Lower
Actual: Facility ID: FA0039182
255 ft. Name: LOS ANGELES COUNTY MTA
Address: 647 SHATTO PL
City,State,Zip: LOS ANGELES, CA 90010
Last Run Date: 06/01/2019
Status: ACTIVE

LACMTA - WILSHIRE/VERMONT (Continued) **S123514575**

LOS ANGELES HM:
- Name: LOS ANGELES COUNTY MTA
- Address: 647 SHATTO PL
- City,State,Zip: LOS ANGELES, CA 90010
- Facility ID: FA0039182
- Last Run Date: 06/01/2019
- Status: ACTIVE

CERS:
- Name: LACMTA - WILSHIRE/VERMONT
- Address: 647 SHATTO PL
- City,State,Zip: LOS ANGELES, CA 90005
- Site ID: 376269
- CERS ID: 10688881
- CERS Description: Chemical Storage Facilities

Evaluation:
- Eval General Type: Other/Unknown
- Eval Date: 04-25-2019
- Violations Found: No
- Eval Type: Other, not routine, done by local agency
- Eval Notes: CERS SUBMITTAL ACCEPTED
- Eval Division: Los Angeles City Fire Department
- Eval Program: HMRRP
- Eval Source: CERS

Coordinates:
- Site ID: 376269
- Facility Name: LACMTA - Wilshire/Vermont
- Env Int Type Code: HMBP
- Program ID: 10688881
- Coord Name: Not reported
- Ref Point Type Desc: Center of a facility or station.
- Latitude: 34.061990
- Longitude: -118.289940

Affiliation:
- Affiliation Type Desc: CUPA District
- Entity Name: Los Angeles City Fire Department
- Entity Title: Not reported
- Affiliation Address: 200 North Main Street, Room 1780
- Affiliation City: Los Angeles
- Affiliation State: CA
- Affiliation Country: Not reported
- Affiliation Zip: 90012
- Affiliation Phone: (213) 978-3680

- Affiliation Type Desc: Document Preparer
- Entity Name: HOAN NGUYEN
- Entity Title: Not reported
- Affiliation Address: Not reported
- Affiliation City: Not reported
- Affiliation State: Not reported
- Affiliation Country: Not reported
- Affiliation Zip: Not reported
- Affiliation Phone: Not reported

LACMTA - WILSHIRE/VERMONT (Continued) **S123514575**

Affiliation Type Desc:	Environmental Contact
Entity Name:	COLLINS KALU
Entity Title:	Not reported
Affiliation Address:	One Gateway Plaza (M/S: 99-18-6)
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	Not reported

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	One Gateway Plaza (M/S: 99-18-6)
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	Not reported

Affiliation Type Desc:	Property Owner
Entity Name:	LACMTA
Entity Title:	Not reported
Affiliation Address:	One Gateway Plaza (M/S: 99-18-6)
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90012
Affiliation Phone:	(213) 922-4915

Affiliation Type Desc:	Identification Signer
Entity Name:	COLLINS KALU
Entity Title:	Industrial Hygiene & Safety Manager
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Legal Owner
Entity Name:	LACMTA
Entity Title:	Not reported
Affiliation Address:	One Gateway Plaza (M/S: 99-18-6)
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90012
Affiliation Phone:	(213) 922-4970

Affiliation Type Desc:	Operator
Entity Name:	COLLINS KALU
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported

LACMTA - WILSHIRE/VERMONT (Continued) **S123514575**

Affiliation Zip:	Not reported
Affiliation Phone:	(213) 922-4970
Affiliation Type Desc:	Parent Corporation
Entity Name:	Los Angeles County Metropolitan Transportation Authority
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

P106 **TEXACO SVC STA** **RCRA-SQG** **1000144848**
SW **3201 WILSHIRE BLVD** **CA LUST** **CAD981436298**
1/8-1/4 **LOS ANGELES, CA 90010** **CA SWEEPS UST**
0.220 mi. **CA HIST UST**
1163 ft. **Site 5 of 9 in cluster P** **CA EMI**
CA HAZMAT

Relative:
Lower

Actual:
255 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	TEXACO SVC STA
Facility address:	3201 WILSHIRE BLVD LOS ANGELES, CA 90010
EPA ID:	CAD981436298
Mailing address:	10 UNIVERSAL CITY PLAZA UNIVERSAL CITY, CA 91608
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	TEXACO REF MKTG INC
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

TEXACO SVC STA (Continued) **1000144848**

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
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 02/11/1992
Site name: TEXACO SERVICE STATION
Classification: Not a generator, verified

Date form received by agency: 09/03/1986
Site name: TEXACO SVC STA
Classification: Large Quantity Generator

Violation Status: No violations found

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900100016
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Pump and Treat Groundwater
Global ID: T0603700484
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: VERMONT

TEXACO SVC STA (Continued) **1000144848**

Enforcement Type:	Not reported	
Date Leak Discovered:	8/5/1987	
Date Leak First Reported:		7/1/1987
Date Leak Record Entered:	8/13/1987	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	8/5/1987	
Date Case Last Changed on Database:		2/28/1997
Date the Case was Closed:		10/25/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Tank	
Operator:	WARK, R.J.	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		5260.1857656830093029741546507
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		10/5/1987
Remedial Action Underway:		4/5/1989
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:	TEXACO REFINING & MARKETING	
RP Address:	10 UNIVERSAL CITY PLAZA, UNIVERSAL CITY CA 91608	
Program:	LUST	
Lat/Long:	34.0618451 / -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:	WASTE DISCHARGE REQUIREMENTS PENDING FOR PUBLIC HEARING ON 04/24/89. SOIL IS REMEDIATED BY VAPOR EXTRACTION. SOIL CLEANUP COMPLETE 12/23/93.	

SWEEPS UST:

Name:	TEXACO STATION
Address:	3201 WILSHIRE BLVD
City:	LOS ANGELES
Status:	Not reported
Comp Number:	1189
Number:	Not reported
Board Of Equalization:	44-000217
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported

TEXACO SVC STA (Continued) **1000144848**

Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001189-000001
Tank Status: Not reported
Capacity: 550
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: WASTE OIL
Number Of Tanks: 6

Name: TEXACO STATION
Address: 3201 WILSHIRE BLVD
City: LOS ANGELES
Status: Not reported
Comp Number: 1189
Number: Not reported
Board Of Equalization: 44-000217
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001189-000002
Tank Status: Not reported
Capacity: 4000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: TEXACO STATION
Address: 3201 WILSHIRE BLVD
City: LOS ANGELES
Status: Not reported
Comp Number: 1189
Number: Not reported
Board Of Equalization: 44-000217
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001189-000003
Tank Status: Not reported
Capacity: 8000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: TEXACO STATION
Address: 3201 WILSHIRE BLVD
City: LOS ANGELES
Status: Not reported
Comp Number: 1189
Number: Not reported
Board Of Equalization: 44-000217

TEXACO SVC STA (Continued) **1000144848**

Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001189-000004
Tank Status: Not reported
Capacity: 4000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: TEXACO STATION
Address: 3201 WILSHIRE BLVD
City: LOS ANGELES
Status: Not reported
Comp Number: 1189
Number: Not reported
Board Of Equalization: 44-000217
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001189-000005
Tank Status: Not reported
Capacity: 4000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: TEXACO STATION
Address: 3201 WILSHIRE BLVD
City: LOS ANGELES
Status: Not reported
Comp Number: 1189
Number: Not reported
Board Of Equalization: 44-000217
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001189-000006
Tank Status: Not reported
Capacity: 4000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

HIST UST:
Name: TEXACO
Address: 3201 WILSHIRE
City,State,Zip: LOS ANGELES, CA 90010

TEXACO SVC STA (Continued) **1000144848**

File Number:	00028AAD
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00028AAD.pdf
Region:	STATE
Facility ID:	00000017369
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	TED JOACHIM
Telephone:	2133849938
Owner Name:	TEXACO U.S.A.
Owner Address:	P. O. BOX 3756 - 3350 WILSHIRE
Owner City,St,Zip:	LOS ANGELES, CA 90010
Total Tanks:	0006
Tank Num:	001
Container Num:	2
Year Installed:	1965
Tank Capacity:	00000550
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	002
Container Num:	3
Year Installed:	1965
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, 10
Tank Num:	003
Container Num:	4
Year Installed:	1970
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, 10
Tank Num:	004
Container Num:	5
Year Installed:	1959
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, 10
Tank Num:	005
Container Num:	6
Year Installed:	1959
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, 10

TEXACO SVC STA (Continued) **1000144848**

Tank Num:	006
Container Num:	1
Year Installed:	1965
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, 10

Click here for Geo Tracker PDF:

EMI:

Name:	TEXACO REFINING & MARKETING, I
Address:	3201 WILSHIRE BL
City,State,Zip:	LOS ANGELES, CA 90010
Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	56056
Air District Name:	SC
SIC Code:	2911
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 and Smllr Tons/Yr:	0

LOS ANGELES HM:

Name:	WILSHIRE FOOD & GAS (SHELL)
Address:	3201 WILSHIRE BLVD
City,State,Zip:	LOS ANGELES, CA 90010
Facility ID:	FA0030305
Last Run Date:	06/01/2019
Status:	INACTIVE

P107 **WILSHIRE FOOD & GAS (SHELL)** **CA UST** **U003781686**
SW **3201 WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.220 mi.
1163 ft. **Site 6 of 9 in cluster P**

Relative: **Lower**
Actual: **255 ft.**

UST:

Name:	WILSHIRE FOOD & GAS STATION
Address:	3201 WILSHIRE BLVD
City,State,Zip:	LOS ANGELES, CA 90010
Facility ID:	FA0030305
Permitting Agency:	Los Angeles City Fire Department
Latitude:	34.06211
Longitude:	-118.29205

Name:	TEXACO REFINING
Address:	3201 WILSHIRE BLVD

WILSHIRE FOOD & GAS (SHELL) (Continued) **U003781686**

City,State,Zip: LOS ANGELES, CA 90010
Facility ID: 25459
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.063385
Longitude: -118.290626

LOS ANGELES UST:
Name: WILSHIRE FOOD & GAS (SHELL)
Address: 3201 WILSHIRE BLVD
City,State,Zip: LOS ANGELES, CA 90010
Facility ID: FA0030305
Last Run Date: 06/03/2019
Status: INACTIVE

P108 **TEXACO STATION** **CA LUST** **S100853136**
SW **3201 WILSHIRE** **CA HIST CORTESE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010** **CA CERS**
0.220 mi.
1163 ft. **Site 7 of 9 in cluster P**

Relative: **Lower**
Actual: **255 ft.**

LUST:
Name: TEXACO STATION
Address: 3201 WILSHIRE BLVD
City,State,Zip: LOS ANGELES, CA 90010
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700484
Global Id: T0603700484
Latitude: 34.062109
Longitude: -118.292051
Status: Completed - Case Closed
Status Date: 10/25/1996
Case Worker: YR
RB Case Number: 900100016
Local Agency: LOS ANGELES, CITY OF
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603700484
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603700484
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov

TEXACO STATION (Continued) **S100853136**

Phone Number: Not reported

LUST:
Global Id: T0603700484
Action Type: Other
Date: 08/05/1987
Action: Leak Discovery

Global Id: T0603700484
Action Type: Other
Date: 08/05/1987
Action: Leak Stopped

Global Id: T0603700484
Action Type: Other
Date: 07/01/1987
Action: Leak Reported

LUST:
Global Id: T0603700484
Status: Open - Case Begin Date
Status Date: 07/01/1987

Global Id: T0603700484
Status: Open - Remediation
Status Date: 10/05/1987

Global Id: T0603700484
Status: Open - Remediation
Status Date: 04/05/1989

Global Id: T0603700484
Status: Completed - Case Closed
Status Date: 10/25/1996

Name: SHELL SERVICE STATION
Address: 3201 WILSHIRE BLVD
City,State,Zip: LOS ANGELES, CA
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603712843
Global Id: T0603712843
Latitude: 34.06211
Longitude: -118.292688
Status: Completed - Case Closed
Status Date: 01/19/2011
Case Worker: JH
RB Case Number: 900100016A
Local Agency: LOS ANGELES, CITY OF
File Location: Regional Board
Local Case Number: 30305
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

TEXACO STATION (Continued) **S100853136**

LUST:
Global Id: T0603712843
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603712843
Contact Type: Regional Board Caseworker
Contact Name: JAY HUANG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jhuang@waterboards.ca.gov
Phone Number: 2135766711

LUST:
Global Id: T0603712843
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603712843
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603712843
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603712843
Action Type: RESPONSE
Date: 05/11/2009
Action: Well Installation Report

Global Id: T0603712843
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603712843
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603712843
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603712843

TEXACO STATION (Continued) **S100853136**

Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603712843
Action Type: RESPONSE
Date: 10/21/2010
Action: Request for Closure

Global Id: T0603712843
Action Type: ENFORCEMENT
Date: 12/30/2010
Action: Notification - Preclosure

Global Id: T0603712843
Action Type: ENFORCEMENT
Date: 01/19/2011
Action: Closure/No Further Action Letter

Global Id: T0603712843
Action Type: RESPONSE
Date: 07/12/2010
Action: Pilot Study/ Treatability Report

Global Id: T0603712843
Action Type: ENFORCEMENT
Date: 05/25/2006
Action: Staff Letter

Global Id: T0603712843
Action Type: Other
Date: 04/25/2005
Action: Leak Discovery

Global Id: T0603712843
Action Type: REMEDIATION
Date: 08/01/1991
Action: Excavation

Global Id: T0603712843
Action Type: REMEDIATION
Date: 01/01/1987
Action: Soil Vapor Extraction (SVE)

Global Id: T0603712843
Action Type: REMEDIATION
Date: 09/01/1993
Action: Excavation

Global Id: T0603712843
Action Type: Other
Date: 04/25/2005
Action: Leak Reported

Global Id: T0603712843
Action Type: RESPONSE
Date: 07/15/2006

TEXACO STATION (Continued) **S100853136**

Action: Other Report / Document

Global Id: T0603712843
Action Type: RESPONSE
Date: 08/11/2008
Action: Well Installation Workplan

Global Id: T0603712843
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603712843
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603712843
Action Type: RESPONSE
Date: 01/15/2008
Action: Soil and Water Investigation Report

Global Id: T0603712843
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603712843
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603712843
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

LUST:

Global Id: T0603712843
Status: Open - Case Begin Date
Status Date: 04/25/2005

Global Id: T0603712843
Status: Open - Site Assessment
Status Date: 05/17/2006

Global Id: T0603712843
Status: Open - Site Assessment
Status Date: 01/14/2009

Global Id: T0603712843
Status: Completed - Case Closed
Status Date: 01/19/2011

HIST CORTESE:

TEXACO STATION (Continued) **S100853136**

edr_fname: TEXACO STATION
edr_fadd1: 3201 WILSHIRE
City,State,Zip: LOS ANGELES, CA 90010
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900100016

CERS:
Name: SHELL SERVICE STATION
Address: 3201 WILSHIRE BLVD
City,State,Zip: LOS ANGELES, CA
Site ID: 223197
CERS ID: T0603712843
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: JAY HUANG - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 WEST 4TH STREET, SUITE 200
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766711

P109 **TEXACO STATION** **CA FID UST** **S101582768**
SW **3201 WILSHIRE BLVD** **CA CERS** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.220 mi.
1163 ft. **Site 8 of 9 in cluster P**

Relative:
Lower

Actual:
255 ft.

CA FID UST:
Facility ID: 19001336
Regulated By: UTNKI
Regulated ID: 00017369
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2133849938
Mail To: Not reported
Mailing Address: P O BOX 3756 - 3350
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900100000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported

TEXACO STATION (Continued) **S101582768**

NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

CERS:
Name: TEXACO STATION
Address: 3201 WILSHIRE BLVD
City,State,Zip: LOS ANGELES, CA 90010
Site ID: 242832
CERS ID: T0603700484
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

P110 **WILSHIRE FOOD & GAS STATION INC** **RCRA NonGen / NLR** **1024815556**
SW **3201 WILSHIRE BLVD** **CAL000314090**
1/8-1/4 **LOS ANGELES, CA 90010**
0.220 mi.
1163 ft. **Site 9 of 9 in cluster P**

Relative: RCRA NonGen / NLR:
Lower Date form received by agency: 12/06/2006
Actual: Facility name: WILSHIRE FOOD & GAS STATION INC
255 ft. Facility address: 3201 WILSHIRE BLVD
LOS ANGELES, CA 90010-1301
EPA ID: CAL000314090
Contact: KYUNG SOOK HAHN
Contact address: 3201 WILSHIRE BLVD
LOS ANGELES, CA 90010
Contact country: Not reported
Contact telephone: 213-383-4989
Contact email: HARRYSUSAN@SBCGLOBAL.NET
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

WILSHIRE FOOD & GAS STATION INC (Continued) **1024815556**

Owner/Operator Summary:

Owner/operator name:	WILSHIRE FOOD & GAS STATION INC
Owner/operator address:	3201 WILSHIRE BLVD LOS ANGELES, CA 90010
Owner/operator country:	Not reported
Owner/operator telephone:	213-383-4989
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	KYUNG SOOK HAHN
Owner/operator address:	3201 WILSHIRE BLVD LOS ANGELES, CA 90010
Owner/operator country:	Not reported
Owner/operator telephone:	213-383-4989
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

R111 **UNK** **CA SWEEPS UST** **S101583594**
SE **2975 WILSHIRE** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.221 mi.
1165 ft. **Site 1 of 7 in cluster R**

Relative: **Lower**
Actual: **257 ft.**

SWEEPS UST:

Name:	UNK
Address:	2975 WILSHIRE
City:	LOS ANGELES
Status:	Not reported
Comp Number:	7641

UNK (Continued) **S101583594**

Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19004792
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	2975 WILSHIRE BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900100000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

R112 **OBAYASHI AMERICA CO** **CA HAZMAT** **S123545668**
SE **2975 W WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.221 mi.
1165 ft. **Site 2 of 7 in cluster R**

Relative: LOS ANGELES HM:
Lower

Name:	OBAYASHI AMERICA CO
Address:	2975 W WILSHIRE BLVD
City,State,Zip:	LOS ANGELES, CA 90010
Facility ID:	FA0013368
Last Run Date:	06/01/2019
Status:	INACTIVE

Actual:
257 ft.

R113 SE 1/8-1/4 0.228 mi. 1204 ft. — **CANNELL & CHAFFIN, INC**
3000 WILSHIRE BLVD
LOS ANGELES, CA 90010
Site 3 of 7 in cluster R

RCRA-SQG FINDS ECHO — **1000312745 CAD981446768**

Relative: Lower
Actual: 260 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	CANNELL & CHAFFIN, INC
Facility address:	3000 WILSHIRE BLVD LOS ANGELES, CA 90010
EPA ID:	CAD981446768
Contact:	ENVIRONMENTAL MANAGER
Contact address:	3000 WILSHIRE BLVD LOS ANGELES, CA 90010
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	CANNELL & CHAFFIN, INC
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No

CANNELL & CHAFFIN, INC (Continued) **1000312745**

Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:
Date form received by agency: 02/27/1986
Site name: CANNELL & CHAFFIN, INC
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002710095

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.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000312745
Registry ID: 110002710095
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002710095

R114 **3000 WILSHIRE** **RCRA NonGen / NLR** **1024850217**
SE **3000 WILSHIRE BLVD** **CAL000407581**
1/8-1/4 **LOS ANGELES, CA 90010**
0.228 mi.
1204 ft. **Site 4 of 7 in cluster R**

Relative:
Lower

Actual:
260 ft.

RCRA NonGen / NLR:
Date form received by agency: 06/08/2015
Facility name: 3000 WILSHIRE
Facility address: 3000 WILSHIRE BLVD
LOS ANGELES, CA 90010
EPA ID: CAL000407581
Mailing address: 3055 WILSHIRE BLVD STE 900
LOS ANGELES, CA 90010-0000
Contact: JAMIE PARK
Contact address: 3055 WILSHIRE BLVD STE 900
LOS ANGELES, CA 90010

3000 WILSHIRE (Continued) **1024850217**

Contact country: Not reported
Contact telephone: 213-387-7378
Contact email: JAMIEPARK@JAMISONSERVICES.COM
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: JAMISON 1541 WILSHIRE LLC
Owner/operator address: 3000 WILSHIRE BLVD
LOS ANGELES, CA 90010
Owner/operator country: Not reported
Owner/operator telephone: 231-387-7378
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: JAMIE PARK
Owner/operator address: 3055 WILSHIRE BLVD STE 900
LOS ANGELES, CA 90010
Owner/operator country: Not reported
Owner/operator telephone: 213-387-7378
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

R115
SE
1/8-1/4
0.228 mi.
1206 ft.

KYO-YA CO
2961 W WILSHIRE BLVD
LOS ANGELES, CA 90010

Site 5 of 7 in cluster R

CA SWEEPS UST **S101584612**
CA FID UST **N/A**

Relative:
Lower

Actual:
255 ft.

SWEEPS UST:

Name:	KYO-YA CO
Address:	2961 W WILSHIRE BLVD
City:	LOS ANGELES
Status:	Not reported
Comp Number:	7949
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19013392
Regulated By:	UTNKI
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 900100000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

R116
SE
1/8-1/4
0.228 mi.
1206 ft.

2961 WILSHIRE BLVD
LOS ANGELES, CA

Site 6 of 7 in cluster R

CA UST **U004301766**
N/A

Relative:
Lower

Actual:
255 ft.

LOS ANGELES UST:

Name:	Not reported
Address:	2961 WILSHIRE BLVD
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

R117 **SHERATON TOWN HOUSE** **CA LUST** **S102523293**
SE **2961 WILSHIRE BLVD** **CA HIST CORTESE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010** **CA CERS**
0.228 mi.
1206 ft. **Site 7 of 7 in cluster R**

Relative:
Lower

Actual:
255 ft.

LUST:

Name:	SHERATON TOWN HOUSE
Address:	2961 WILSHIRE BLVD
City,State,Zip:	LOS ANGELES, CA 90010
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700488
Global Id:	T0603700488
Latitude:	34.061833
Longitude:	-118.2861723
Status:	Completed - Case Closed
Status Date:	01/31/1997
Case Worker:	YR
RB Case Number:	900100061
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

LUST:

Global Id:	T0603700488
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700488
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603700488
Action Type:	Other
Date:	01/24/1997
Action:	Leak Reported

LUST:

Global Id:	T0603700488
Status:	Open - Case Begin Date
Status Date:	01/24/1997

Global Id:	T0603700488
Status:	Open - Site Assessment

SHERATON TOWN HOUSE (Continued) **S102523293**

Status Date: 01/24/1997

Global Id: T0603700488
Status: Completed - Case Closed
Status Date: 01/31/1997

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900100061	
Status:	Case Closed	
Substance:	Diesel	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700488	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	VIRGIL	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		1/24/1997
Date Leak Record Entered:	1/27/1997	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		1/24/1997
Date the Case was Closed:		1/31/1997
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		6749.794447437673165293487 1071
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		1/24/1997
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	THE MACLEOD PARTNERSHIP	
RP Address:	2200 COLORADO AVE, SUITE A, SANTA MONICA CA 90404	

SHERATON TOWN HOUSE (Continued) **S102523293**

Program: LUST
Lat/Long: 34.0618602 / -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

HIST CORTESE:
edr_fname: SHERATON TOWN HOUSE
edr_fadd1: 2961 WILSHIRE
City,State,Zip: LOS ANGELES, CA 90010
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900100061

CERS:
Name: SHERATON TOWN HOUSE
Address: 2961 WILSHIRE BLVD
City,State,Zip: LOS ANGELES, CA 90010
Site ID: 237929
CERS ID: T0603700488
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

118
ESE
1/8-1/4
0.230 mi.
1213 ft.

COMMONWEALTH ENTERPRISES
600 S COMMONWEALTH AVE UN 1201
LOS ANGELES, CA 90005

CA HAZMAT **S123545648**
N/A

Relative:
Lower

Actual:
259 ft.

LOS ANGELES HM:

Name:	COMMONWEALTH ENTERPRISES
Address:	600 S COMMONWEALTH AVE UN 1201
City,State,Zip:	LOS ANGELES, CA 90005
Facility ID:	FA0013261
Last Run Date:	06/01/2019
Status:	INACTIVE

S119
NNW
1/8-1/4
0.231 mi.
1221 ft.

RITE AID #5425
334 S VERMONT AVE
LOS ANGELES, CA 90020

Site 1 of 3 in cluster S

RCRA-LQG **1016954132**
CAL000179878

Relative:
Lower

Actual:
254 ft.

RCRA-LQG:

Date form received by agency:	03/01/2014
Facility name:	RITE AID #5425
Facility address:	334 S VERMONT AVE LOS ANGELES, CA 90020
EPA ID:	CAL000179878
Mailing address:	HUNTER LN HUNTER LN CAMP HILL, PA 17011
Contact:	STEPHANIE A CAIATI
Contact address:	HUNTER LN CAMP HILL, PA 17011
Contact country:	Not reported
Contact telephone:	717-730-8225
Contact email:	SSCAIATI@RITEAID.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	THRIFTY PAYLESS
Owner/operator address:	HUNTER LN CAMP HILL, PA 17011
Owner/operator country:	Not reported
Owner/operator telephone:	717-761-2633
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported

RITE AID #5425 (Continued) **1016954132**

Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 04/08/1997
Owner/Op end date: Not reported

Owner/operator name: RITE AID CORP
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 04/08/1997
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

Hazardous Waste Summary:

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 131
. Waste name: Aqueous solution (2 < pH < 12.5) containing reactive anions (azide, bromate, chlorate, cyanide, fluoride, hypochlorite, nitrite, perchlorate, and sulfide anions)

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 232
. Waste name: Pesticides and other waste associated with pesticide production

. Waste code: 311
. Waste name: Pharmaceutical waste

RITE AID #5425 (Continued) **1016954132**

. Waste code: 352
. Waste name: Other organic solids

. Waste code: 791
. Waste name: Liquids with pH < 2

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D011
. Waste name: SILVER

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: D026
. Waste name: CRESOL

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: U034
. Waste name: ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

Violation Status: No violations found

S120 **RITE AID PHARMACY #5425** **CA CERS HAZ WASTE** **S113095248**
NNW **334 S VERMONT AVE** **CA HAZMAT** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020**
0.231 mi.
1221 ft. **Site 2 of 3 in cluster S**

Relative: **Lower**
Actual: **254 ft.**

CERS HAZ WASTE:
Name: RITE AID PHARMACY # 5425
Address: 334 S VERMONT AVE
City,State,Zip: LOS ANGELES, CA 90020
Site ID: 62090
CERS ID: 10246147
CERS Description: Hazardous Waste Generator

Violations:

RITE AID PHARMACY #5425 (Continued) **S113095248**

Site ID: 62090
Site Name: RITE AID PHARMACY # 5425
Violation Date: 08-07-2015
Citation: 22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)
Violation Description: Failure to maintain uniform hazardous waste manifest, consolidated manifest, or bills of lading copies for three years.
Violation Notes: Returned to compliance on 08/26/2015. OBSERVATION: Copies of hazardous waste disposal records were not found on site. Hazardous waste generators shall retain copies of all manifests signed off by the disposal facility and all receipts used in a consolidated manifesting procedure on site for three years and have them readily available for review. CORRECTIVE ACTION: Immediately locate a copy of all manifests and receipts for the last three years, maintain them on site, and submit copies to the CUPA by September 6, 2015.
Violation Division: Los Angeles County Fire Department
Violation Program: HW
Violation Source: CERS

Site ID: 62090
Site Name: RITE AID PHARMACY # 5425
Violation Date: 02-23-2018
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 03/06/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-23-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspection Report Consent to enter, inspect and take photographs was given by: David Perez Documents uploaded to CERS were reviewed and field verified. The following is a list items that need to be corrected: 1. Please add propane and helium to your hazardous materials inventory NOTE: The LAMC, Sections (L.A.M.C. SECTIONS 57.105.1.4; 57.120.3; 57.121.2 and 57.121.2.1.) requires business that store, uses or handle hazardous materials in the City of Los Angeles to obtain a Consolidated Permit from the Los Angeles Fire Department CUPA. To receive a Consolidated Permit you must satisfy the following requirement: **** Annual submission of a hazardous materials business plan to CERS by March 1 of every year. Please remember that any change in inventory of greater than 100 percent will require new submission within 30 days of that change. For new CERS users, please follow the procedures below: 1. Log in to http://cers.calepa.ca.gov to create a user name [Truncated]
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown

RITE AID PHARMACY #5425 (Continued) **S113095248**

Eval Date:	03-06-2018
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Inventory updated on submittal 2/26/18. Violation cleared
Eval Division:	Los Angeles City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	03-21-2016
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Los Angeles City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	08-07-2015
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	John Shkhyan
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	08-27-2015
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Received manifests.
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	10-13-2018
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Consent to do inspection was given by Andy.Ayala@riteaid.com
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS

Coordinates:

Site ID:	62090
Facility Name:	RITE AID PHARMACY # 5425
Env Int Type Code:	HWG
Program ID:	10246147
Coord Name:	Not reported
Ref Point Type Desc:	Center of a facility or station.
Latitude:	34.067950
Longitude:	-118.291050

Affiliation:

Affiliation Type Desc:	Document Preparer

RITE AID PHARMACY #5425 (Continued) **S113095248**

Entity Name:	Jordan Anderson
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Environmental Contact
Entity Name:	David Crozier
Entity Title:	Not reported
Affiliation Address:	30 Hunter Lane
Affiliation City:	Camp Hill
Affiliation State:	PA
Affiliation Country:	Not reported
Affiliation Zip:	17011
Affiliation Phone:	Not reported
Affiliation Type Desc:	Property Owner
Entity Name:	RA2 Los Angeles Vermont, LLC
Entity Title:	Not reported
Affiliation Address:	9171 Wilshire Blvd
Affiliation City:	Beverly Hills
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90210
Affiliation Phone:	(310) 247-0900
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	30 HUNTER LANE
Affiliation City:	CAMP HILL
Affiliation State:	PA
Affiliation Country:	Not reported
Affiliation Zip:	17011
Affiliation Phone:	Not reported
Affiliation Type Desc:	Operator
Entity Name:	Rite Aid #5425
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(213) 381-5257
Affiliation Type Desc:	Identification Signer
Entity Name:	David Croizer
Entity Title:	Manager, EHS
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported

RITE AID PHARMACY #5425 (Continued) **S113095248**

Affiliation Phone:	Not reported
Affiliation Type Desc:	Parent Corporation
Entity Name:	RITE AID CORPORATION
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680
Affiliation Type Desc:	Legal Owner
Entity Name:	THRIFTY PAYLESS INC
Entity Title:	Not reported
Affiliation Address:	30 HUNTER LANE
Affiliation City:	CAMP HILL
Affiliation State:	PA
Affiliation Country:	United States
Affiliation Zip:	17011
Affiliation Phone:	(717) 761-2633
Name:	RITE AID PHARMACY # 5425
Address:	334 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 90020
Site ID:	62090
CERS ID:	10246147
CERS Description:	RCRA LQ HW Generator

Violations:

Site ID:	62090
Site Name:	RITE AID PHARMACY # 5425
Violation Date:	08-07-2015
Citation:	22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)
Violation Description:	Failure to maintain uniform hazardous waste manifest, consolidated manifest, or bills of lading copies for three years.
Violation Notes:	Returned to compliance on 08/26/2015. OBSERVATION: Copies of hazardous waste disposal records were not found on site. Hazardous waste generators shall retain copies of all manifests signed off by the disposal facility and all receipts used in a consolidated manifesting procedure on site for three years and have them readily available for review. CORRECTIVE ACTION: Immediately locate a copy of all manifests and receipts for the last three years, maintain them on site, and submit copies to the CUPA by September 6, 2015.
Violation Division:	Los Angeles County Fire Department
Violation Program:	HW

RITE AID PHARMACY #5425 (Continued) **S113095248**

Violation Source: CERS

Site ID: 62090
Site Name: RITE AID PHARMACY # 5425
Violation Date: 02-23-2018
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 03/06/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-23-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspection Report Consent to enter, inspect and take photographs was given by: David Perez Documents uploaded to CERS were reviewed and field verified. The following is a list items that need to be corrected: 1. Please add propane and helium to your hazardous materials inventory NOTE: The LAMC, Sections (L.A.M.C. SECTIONS 57.105.1.4; 57.120.3; 57.121.2 and 57.121.2.1.) requires business that store, uses or handle hazardous materials in the City of Los Angeles to obtain a Consolidated Permit from the Los Angeles Fire Department CUPA. To receive a Consolidated Permit you must satisfy the following requirement: **** Annual submission of a hazardous materials business plan to CERS by March 1 of every year. Please remember that any change in inventory of greater than 100 percent will require new submission within 30 days of that change. For new CERS users, please follow the procedures below: 1. Log in to http://cers.calepa.ca.gov to create a user name [Truncated]
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 03-06-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Inventory updated on submittal 2/26/18. Violation cleared
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-21-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

RITE AID PHARMACY #5425 (Continued) **S113095248**

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	08-07-2015
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	John Shkhyan
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS

Eval General Type:	Other/Unknown
Eval Date:	08-27-2015
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Received manifests.
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	10-13-2018
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Consent to do inspection was given by Andy.Ayala@riteaid.com
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS

Coordinates:

Site ID:	62090
Facility Name:	RITE AID PHARMACY # 5425
Env Int Type Code:	HWG
Program ID:	10246147
Coord Name:	Not reported
Ref Point Type Desc:	Center of a facility or station.
Latitude:	34.067950
Longitude:	-118.291050

Affiliation:

Affiliation Type Desc:	Document Preparer
Entity Name:	Jordan Anderson
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Environmental Contact
Entity Name:	David Crozier
Entity Title:	Not reported
Affiliation Address:	30 Hunter Lane
Affiliation City:	Camp Hill
Affiliation State:	PA
Affiliation Country:	Not reported
Affiliation Zip:	17011

RITE AID PHARMACY #5425 (Continued) **S113095248**

Affiliation Phone:	Not reported
Affiliation Type Desc:	Property Owner
Entity Name:	RA2 Los Angeles Vermont, LLC
Entity Title:	Not reported
Affiliation Address:	9171 Wilshire Blvd
Affiliation City:	Beverly Hills
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90210
Affiliation Phone:	(310) 247-0900
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	30 HUNTER LANE
Affiliation City:	CAMP HILL
Affiliation State:	PA
Affiliation Country:	Not reported
Affiliation Zip:	17011
Affiliation Phone:	Not reported
Affiliation Type Desc:	Operator
Entity Name:	Rite Aid #5425
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(213) 381-5257
Affiliation Type Desc:	Identification Signer
Entity Name:	David Croizer
Entity Title:	Manager, EHS
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Parent Corporation
Entity Name:	RITE AID CORPORATION
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles

RITE AID PHARMACY #5425 (Continued) **S113095248**

Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680
Affiliation Type Desc:	Legal Owner
Entity Name:	THRIFTY PAYLESS INC
Entity Title:	Not reported
Affiliation Address:	30 HUNTER LANE
Affiliation City:	CAMP HILL
Affiliation State:	PA
Affiliation Country:	United States
Affiliation Zip:	17011
Affiliation Phone:	(717) 761-2633

LOS ANGELES HM:

Name:	RITE AID PHARMACY #5425
Address:	334 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	FA0016159
Last Run Date:	06/01/2019
Status:	ACTIVE

S121 **RITE AID NO 5425** **RCRA-CESQG** **1016955100**
NNW **334 S VERMONT AVE** **CAR000248161**
1/8-1/4 **LOS ANGELES, CA 90020**
0.231 mi.
1221 ft. **Site 3 of 3 in cluster S**

Relative: RCRA-CESQG:
Lower

Date form received by agency:	04/14/2017
Facility name:	RITE AID NO 5425
Facility address:	334 S VERMONT AVE LOS ANGELES, CA 90020
EPA ID:	CAR000248161
Mailing address:	HUNTER LN CAMP HILL, PA 17011
Contact:	DAVID W CROZIER
Contact address:	HUNTER LN CAMP HILL, PA 17011
Contact country:	US
Contact telephone:	717-975-8643
Contact email:	EHS@RITEAID.COM
EPA Region:	09
Classification:	Conditionally Exempt Small Quantity Generator
Description:	Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 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; 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 at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of

Actual:
254 ft.

RITE AID NO 5425 (Continued) **1016955100**

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

Owner/Operator Summary:

Owner/operator name:	THRIFTY PAYLESS INC
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	04/08/1997
Owner/Op end date:	Not reported
Owner/operator name:	RA2 LOS ANGELES - VERMONT LLC
Owner/operator address:	WILSHIRE BLVD PH
	BEVERLY HILLS, CA 90212
Owner/operator country:	US
Owner/operator telephone:	310-247-0900
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	08/28/1998
Owner/Op end date:	Not reported
Owner/operator name:	RA2 LOS ANGELES VERMONT LLC
Owner/operator address:	9171 WILSHIRE BLVD PH
	BEVERLY HILLS, CA 90210
Owner/operator country:	US
Owner/operator telephone:	310-247-0900
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	08/28/1998
Owner/Op end date:	Not reported
Owner/operator name:	THRIFTY PAYLESS INC
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	04/08/1997
Owner/Op end date:	Not reported

RITE AID NO 5425 (Continued) **1016955100**

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 07/30/2014
Site name: RITE AID NO 5425
Classification: Large Quantity Generator

Hazardous Waste Summary:

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 131
. Waste name: Aqueous solution (2 < pH < 12.5) containing reactive anions (azide, bromate, chlorate, cyanide, fluoride, hypochlorite, nitrite, perchlorate, and sulfide anions)

. Waste code: 141
. Waste name: Off-specification, aged, or surplus inorganics

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 223
. Waste name: Unspecified oil-containing waste

. Waste code: 232
. Waste name: Pesticides and other waste associated with pesticide production

. Waste code: 261
. Waste name: Polychlorinated biphenyls and material containing PCB’s

. Waste code: 291
. Waste name: Latex waste

. Waste code: 311
. Waste name: Pharmaceutical waste

. Waste code: 331
. Waste name: Off-specification, aged, or surplus organics

RITE AID NO 5425 (Continued) **1016955100**

. Waste code: 343
. Waste name: Unspecified organic liquid mixture

. Waste code: 352
. Waste name: Other organic solids

. Waste code: 541
. Waste name: Photochemicals / photo processing waste

. Waste code: 561
. Waste name: Detergent and soap

. Waste code: 791
. Waste name: Liquids with pH < 2

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D011
. Waste name: SILVER

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: D026
. Waste name: CRESOL

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

. Waste code: U165
. Waste name: NAPHTHALENE

. Waste code: U188
. Waste name: PHENOL

. Waste code: U279
. Waste name: CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

RITE AID NO 5425 (Continued) **1016955100**

Violation Status: No violations found

T122 **CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 3** **CA ENVIROSTOR** **S107736104**
SSW **VERMONT AVENUE/WILSHIRE BOULEVARD** **CA SCH** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020**
0.232 mi.
1227 ft. **Site 1 of 4 in cluster T**

Relative: **Lower**

Actual: **253 ft.**

ENVIROSTOR:

Name:	CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 3
Address:	VERMONT AVENUE/WILSHIRE BOULEVARD
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	19650018
Status:	Certified
Status Date:	01/03/2007
Site Code:	304307
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	2.64
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.06162
Longitude:	-118.2918
APN:	5077-009-900, 5077-009-903, 5077-009-906, 5077-009-907, 5077-009-908
Past Use:	PAINT/DEPAINT FACILITY
Potential COC:	Lead
Confirmed COC:	Lead
Potential Description:	SOIL
Alias Name:	CENTRAL LOS ANGELES MIDDLE SCHOOL #3
Alias Type:	Alternate Name
Alias Name:	CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 3
Alias Type:	Alternate Name
Alias Name:	LAUSD - MIDDLE SCHOOL #3
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5077-009-900
Alias Type:	APN
Alias Name:	5077-009-903
Alias Type:	APN
Alias Name:	5077-009-906
Alias Type:	APN
Alias Name:	5077-009-907
Alias Type:	APN
Alias Name:	5077-009-908
Alias Type:	APN
Alias Name:	110033619369
Alias Type:	EPA (FRS #)
Alias Name:	304307

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 3 (Continued) **S107736104**

Alias Type: Project Code (Site Code)
Alias Name: 19650018
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 01/03/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/12/2007
Comments: Issued CRU Memo

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 12/30/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 07/17/2006
Comments: Approved the SSI with recommendation for a RAW. The SSI defined the vertical and lateral extent of the lead impacted soil.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 08/02/2006
Comments: Issued the final RAW approval letter.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 08/28/2006
Comments: Approved Lead-Based Paint RACR Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request
Completed Date: 03/14/2005
Comments: Approved.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 3 (Continued) **S107736104**

Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 3
Address:	VERMONT AVENUE/WILSHIRE BOULEVARD
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	19650018
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	2.64
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304307
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Certified
Status Date:	01/03/2007
Restricted Use:	NO
Funding:	School District
Latitude:	34.06162
Longitude:	-118.2918
APN:	5077-009-900, 5077-009-903, 5077-009-906, 5077-009-907, 5077-009-908
Past Use:	PAINT/DEPAINT FACILITY
Potential COC:	Lead
Confirmed COC:	Lead
Potential Description:	SOIL
Alias Name:	CENTRAL LOS ANGELES MIDDLE SCHOOL #3
Alias Type:	Alternate Name
Alias Name:	CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 3
Alias Type:	Alternate Name
Alias Name:	LAUSD - MIDDLE SCHOOL #3
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5077-009-900
Alias Type:	APN
Alias Name:	5077-009-903
Alias Type:	APN
Alias Name:	5077-009-906
Alias Type:	APN
Alias Name:	5077-009-907
Alias Type:	APN
Alias Name:	5077-009-908
Alias Type:	APN
Alias Name:	110033619369

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 3 (Continued) **S107736104**

Alias Type: EPA (FRS #)
Alias Name: 304307
Alias Type: Project Code (Site Code)
Alias Name: 19650018
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 01/03/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/12/2007
Comments: Issued CRU Memo

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 12/30/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 07/17/2006
Comments: Approved the SSI with recommendation for a RAW. The SSI defined the vertical and lateral extent of the lead impacted soil.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 08/02/2006
Comments: Issued the final RAW approval letter.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 08/28/2006
Comments: Approved Lead-Based Paint RACR Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request
Completed Date: 03/14/2005
Comments: Approved.

Future Area Name: Not reported
Future Sub Area Name: Not reported

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 3 (Continued) **S107736104**

Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

U123 **UNITED CHURCH OF RELIGIOUS SCIENCE** **RCRA-SQG** **1000399337**
WSW **3251 W 6TH ST** **FINDS** **CAD981461353**
1/8-1/4 **LOS ANGELES, CA 90020** **ECHO**
0.236 mi.
1244 ft. **Site 1 of 4 in cluster U**

Relative: **Lower**
Actual: **230 ft.**

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	UNITED CHURCH OF RELIGIOUS SCIENCE
Facility address:	3251 W 6TH ST LOS ANGELES, CA 90020
EPA ID:	CAD981461353
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	UNITED CHURCH OF RELIGIOUS SCIENCE
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private

UNITED CHURCH OF RELIGIOUS SCIENCE (Continued) **1000399337**

Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 04/17/1986
Site name: UNITED CHURCH OF RELIGIOUS SCIENCE
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002715553

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.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000399337
Registry ID: 110002715553
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002715553

T124
SSW
1/8-1/4
0.239 mi.
1263 ft.

3150 WILSHIRE LLC
3150 WILSHIRE BLVD
LOS ANGELES, CA 90036

Site 2 of 4 in cluster T

CA UST **U004307983**
N/A

Relative:
Lower

Actual:
252 ft.

LOS ANGELES UST:

Name:	3150 WILSHIRE LLC
Address:	3150 WILSHIRE BLVD
City,State,Zip:	LOS ANGELES, CA 90036
Facility ID:	FA0038305
Last Run Date:	06/03/2019
Status:	INACTIVE

T125
SSW
1/8-1/4
0.239 mi.
1263 ft.

3150 WILSHIRE LLC
3150 WILSHIRE BLVD
LOS ANGELES, CA 90036

Site 3 of 4 in cluster T

CA HAZNET **S113781746**
CA HAZMAT **N/A**

Relative:
Lower

Actual:
252 ft.

HAZNET:

Name:	3150 WILSHIRE LLC
Address:	3150 WILSHIRE BLVD
City,State,Zip:	LOS ANGELES, CA 90010
Year:	2012
GEPAID:	CAC002696059
Contact:	DANIEL SCHNEIDER
Telephone:	3238575546
Mailing Name:	Not reported
Mailing Address:	5757 WILSHIRE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90036
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Tons:	0.02085
CA Waste Code:	241-Tank bottom waste
Method:	H135-Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Facility County:	Los Angeles

LOS ANGELES HM:

Name:	3150 WILSHIRE LLC
Address:	3150 WILSHIRE BLVD
City,State,Zip:	LOS ANGELES, CA 90036
Facility ID:	FA0038305
Last Run Date:	06/01/2019
Status:	INACTIVE

T126 **MARTEN MANAGEMENT CO INC** **CA HAZMAT** **S123545669**
SW **3200 W WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90010**
0.239 mi.
1264 ft. **Site 4 of 4 in cluster T**

Relative: **Lower**
Actual: **253 ft.**

LOS ANGELES HM:

Name:	MARTEN MANAGEMENT CO INC
Address:	3200 W WILSHIRE BLVD
City,State,Zip:	LOS ANGELES, CA 90010
Facility ID:	FA0013390
Last Run Date:	06/01/2019
Status:	INACTIVE

V127 **SHRINERS HOSPITAL FOR CHILDREN** **CA LUST** **S100945018**
NE **3160 GENEVA STREET** **CA CERS** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020**
0.246 mi.
1299 ft. **Site 1 of 7 in cluster V**

Relative: **Higher**
Actual: **286 ft.**

LUST:

Name:	SHRINERS HOSPITAL FOR CHILDREN
Address:	3160 GENEVA STREET
City,State,Zip:	LOS ANGELES, CA 90020
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000002995
Global Id:	T10000002995
Latitude:	34.0670940750741
Longitude:	-118.285853415728
Status:	Completed - Case Closed
Status Date:	08/05/2014
Case Worker:	DPP
RB Case Number:	900200189
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

LUST:

Global Id:	T10000002995
Contact Type:	Regional Board Caseworker
Contact Name:	DANIEL PIROTTON
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	dpirotton@waterboards.ca.gov
Phone Number:	2135766714

Global Id:	T10000002995
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

SHRINERS HOSPITAL FOR CHILDREN (Continued) **S100945018**

LUST:

Global Id:	T10000002995
Action Type:	ENFORCEMENT
Date:	01/09/2014
Action:	Staff Letter
Global Id:	T10000002995
Action Type:	ENFORCEMENT
Date:	08/05/2014
Action:	Closure/No Further Action Letter
Global Id:	T10000002995
Action Type:	ENFORCEMENT
Date:	08/05/2014
Action:	Closure/No Further Action Letter
Global Id:	T10000002995
Action Type:	ENFORCEMENT
Date:	05/15/2014
Action:	Notification - Preclosure
Global Id:	T10000002995
Action Type:	Other
Date:	04/04/2003
Action:	Leak Began
Global Id:	T10000002995
Action Type:	ENFORCEMENT
Date:	04/25/2011
Action:	Staff Letter - #1
Global Id:	T10000002995
Action Type:	ENFORCEMENT
Date:	10/12/2011
Action:	Staff Letter
Global Id:	T10000002995
Action Type:	Other
Date:	04/04/2003
Action:	Leak Discovery
Global Id:	T10000002995
Action Type:	Other
Date:	04/04/2003
Action:	Leak Stopped
Global Id:	T10000002995
Action Type:	RESPONSE
Date:	09/30/2013
Action:	Request for Closure - Regulator Responded
Global Id:	T10000002995
Action Type:	RESPONSE
Date:	03/13/2014
Action:	Request for Closure - Regulator Responded
Global Id:	T10000002995

SHRINERS HOSPITAL FOR CHILDREN (Continued) **S100945018**

Action Type: RESPONSE
Date: 02/01/2013
Action: Other Report / Document

Global Id: T10000002995
Action Type: ENFORCEMENT
Date: 12/27/2012
Action: Staff Letter

Global Id: T10000002995
Action Type: ENFORCEMENT
Date: 12/17/2012
Action: Referral to Regional Board - #1

Global Id: T10000002995
Action Type: Other
Date: 02/09/2011
Action: Leak Reported

Global Id: T10000002995
Action Type: RESPONSE
Date: 07/15/2014
Action: Other Report / Document

LUST:
Global Id: T10000002995
Status: Open - Case Begin Date
Status Date: 04/04/2003

Global Id: T10000002995
Status: Open - Site Assessment
Status Date: 04/21/2011

Global Id: T10000002995
Status: Open - Eligible for Closure
Status Date: 05/20/2014

Global Id: T10000002995
Status: Completed - Case Closed
Status Date: 08/05/2014

CERS:
Name: SHRINERS HOSPITAL FOR CHILDREN
Address: 3160 GENEVA STREET
City,State,Zip: LOS ANGELES, CA 90020
Site ID: 209620
CERS ID: T10000002995
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: DANIEL PIROTTON - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: R4 UNKNOWN
Affiliation State: CA

SHRINERS HOSPITAL FOR CHILDREN (Continued) **S100945018**

Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	2135766714
Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	ELOY LUNA - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

V128 **GENEVA CHO, LLC** **CA UST** **U003780107**
NE **3160 GENEVA ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020**
0.246 mi.
1299 ft. **Site 2 of 7 in cluster V**

Relative: **Higher**
Actual: **286 ft.**

UST:

Name:	GENEVA CHO, LLC
Address:	3160 GENEVA ST
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	FA0006353
Permitting Agency:	Los Angeles City Fire Department
Latitude:	34.0672
Longitude:	-118.2864

V129 **GENEVA CHO LLC (OLD SHRINERS)** **CA HAZMAT** **S123543361**
NE **3160 W GENEVA ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020**
0.246 mi.
1299 ft. **Site 3 of 7 in cluster V**

Relative: **Higher**
Actual: **286 ft.**

LOS ANGELES HM:

Name:	GENEVA CHO LLC (OLD SHRINERS)
Address:	3160 W GENEVA ST
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	FA0006353
Last Run Date:	06/01/2019
Status:	INACTIVE

V130 **SHRINERS HSPTL-CRPPLD CHLDRN** **CA CERS HAZ WASTE** **S101586442**
NE **3160 GENEVA ST** **CA SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90005** **CA FID UST**
0.246 mi. **CA EMI**
1299 ft. **Site 4 of 7 in cluster V**

Relative: **Higher**
Actual: **286 ft.**

CERS HAZ WASTE:

Name:	GENEVA CHO, LLC
Address:	3160 GENEVA ST
City,State,Zip:	LOS ANGELES, CA 90020
Site ID:	153300

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

CERS ID: 10242946
CERS Description: Hazardous Waste Generator

Violations:
Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: 23 CCR 16 2715(c) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(c)
Violation Description: Failure to comply with one or more of the following designated operator (DO) monthly inspection requirements: Be performed by an ICC certified DO. Inspect monthly alarm history report, check that alarms are documented and responded to appropriately, and attach a copy. Inspect for the presence of liquid/debris in spill containers. Inspect for the presence of liquid/debris in under dispenser containment (UDC) and ensure that the monitoring equipment is positioned correctly. Inspect for liquid or debris in containment sumps where an alarm occurred with no service visit. Check that all testing and maintenance has been completed and documented. Verify that all facility employees have been trained in accordance with 23 CCR 2715(f)(2).
Violation Notes: Returned to compliance on 04/18/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: 23 CCR 16 2715(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(i)
Violation Description: Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).
Violation Notes: Returned to compliance on 08/03/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: HSC 6.7 25284.2 - California Health and Safety Code, Chapter 6.7, Section(s) 25284.2
Violation Description: Failure to test the spill bucket annually.
Violation Notes: Returned to compliance on 08/03/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: 23 CCR 16 2643(b)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2643(b)(2)
Violation Description: Failure of the automatic tank gauge (ATG) to test the tank at least once per month when the product level in the tank is at least three feet and shall be capable of detecting a release of 0.1 gallons per

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

hour.
Violation Notes: Returned to compliance on 04/26/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: 23 CCR 16 2637(e) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2637(e)
Violation Description: Failure to submit a copy of the secondary containment test results to the UPA within 30 days after the test.
Violation Notes: Returned to compliance on 04/26/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: HSC 6.7 25293 - California Health and Safety Code, Chapter 6.7, Section(s) 25293
Violation Description: Failure to maintain UST records of monitoring, testing, repairing, and closure in sufficient detail to enable the UPA to determine whether the UST systems are in compliance.
Violation Notes: Returned to compliance on 04/18/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: 23 CCR 16 2712(b) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)
Violation Description: Failure to maintain monitoring and maintenance records and/or maintain records of appropriate follow-up actions.
Violation Notes: Returned to compliance on 04/18/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: 23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)
Violation Description: Failure to have current UST Monitoring Plan available on site.
Violation Notes: Returned to compliance on 04/18/2018. Observation: Facility has been sold in past year. No CERS update since sale or during 2018. Corrective action: Update CERS for all required documentation.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

Site Name:	Geneva Cho, LLC
Violation Date:	03-29-2018
Citation:	HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description:	Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes:	Returned to compliance on 04/18/2018.
Violation Division:	Los Angeles City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	153300
Site Name:	Geneva Cho, LLC
Violation Date:	03-29-2018
Citation:	HSC 6.7 25284 - California Health and Safety Code, Chapter 6.7, Section(s) 25284
Violation Description:	Failure to obtain a valid permit to operate from the UPA including but not limited to unpaid permit fees.
Violation Notes:	Returned to compliance on 08/03/2018.
Violation Division:	Los Angeles City Fire Department
Violation Program:	UST
Violation Source:	CERS
Site ID:	153300
Site Name:	Geneva Cho, LLC
Violation Date:	03-29-2018
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.
Violation Notes:	Returned to compliance on 04/18/2018.
Violation Division:	Los Angeles City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	153300
Site Name:	Geneva Cho, LLC
Violation Date:	04-18-2018
Citation:	23 CCR 16 2643(b)(1) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2643(b)(1)
Violation Description:	Failure of the automatic tank gauging (ATG) system to perform valid monthly 0.2 gallon-per-hour leak tests or generate hard-copy test reports.
Violation Notes:	Returned to compliance on 04/26/2018. Observation: Missing results from February and March of 2018. Veeder root re-programmed on 4/18/18 and simulated test done. Waiting for proof of monthly test functioning following testing. Corrective action: provide test results
Violation Division:	Los Angeles City Fire Department
Violation Program:	UST
Violation Source:	CERS
Site ID:	153300
Site Name:	Geneva Cho, LLC
Violation Date:	03-29-2018

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

Citation:	HSC 6.95 25508.1(a)-(f) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(f)
Violation Description:	Failure to electronically update business plan within 30 days of any one of the following events: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a previously undisclosed hazardous materials at or above reportable quantities. A change of business address, business ownership, or business name. A substantial change in the handler's operations that requires modification to any portion of the business plan.
Violation Notes:	Returned to compliance on 04/18/2018.
Violation Division:	Los Angeles City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	153300
Site Name:	Geneva Cho, LLC
Violation Date:	03-29-2018
Citation:	23 CCR 16 2637 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2637
Violation Description:	Failure to conduct secondary containment testing, or one or more of the following requirements: Perform the test within six months of installation and every 36 months thereafter.Use a procedure that demonstrates the system works as well as at installation.Use applicable manufacturer guidelines, industry codes, engineering standard, or professional engineer approval.Performed by a certified service technician or a licensed tank tester.
Violation Notes:	Returned to compliance on 04/26/2018.
Violation Division:	Los Angeles City Fire Department
Violation Program:	UST
Violation Source:	CERS
Site ID:	153300
Site Name:	Geneva Cho, LLC
Violation Date:	03-29-2018
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to establish and electronically submit an adequate training program in safety procedures in the event of a release or threatened release of a hazardous material.
Violation Notes:	Returned to compliance on 04/18/2018.
Violation Division:	Los Angeles City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	153300
Site Name:	Geneva Cho, LLC
Violation Date:	03-29-2018
Citation:	HSC 6.7 25284(a)(3)(A)&(B) - California Health and Safety Code, Chapter 6.7, Section(s) 25284(a)(3)(A)&(B)
Violation Description:	Failure to implement or maintain a written agreement between the UST owner and operator.
Violation Notes:	Returned to compliance on 04/18/2018. Observation: Facility has been sold in past year. No CERS update since sale or during 2018. Corrective action: Update CERS for all required documentation.
Violation Division:	Los Angeles City Fire Department
Violation Program:	UST
Violation Source:	CERS

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

Site ID:	153300
Site Name:	Geneva Cho, LLC
Violation Date:	03-29-2018
Citation:	HSC 6.7 25290.1(c),25290.2(c),25291(a)(2),2529.1(e) - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(c),25290.2(c),25291(a)(2),2529.1(e)
Violation Description:	Failure to maintain secondary containment (e.g., failure of secondary containment testing).
Violation Notes:	Returned to compliance on 04/26/2018.
Violation Division:	Los Angeles City Fire Department
Violation Program:	UST
Violation Source:	CERS

Site ID:	153300
Site Name:	Geneva Cho, LLC
Violation Date:	03-29-2018
Citation:	23 CCR 16 2643(b)(5) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2643(b)(5)
Violation Description:	Failure of the continuous in-tank leak detection (CITLD) system to function properly.
Violation Notes:	Returned to compliance on 04/18/2018.
Violation Division:	Los Angeles City Fire Department
Violation Program:	UST
Violation Source:	CERS

Site ID:	153300
Site Name:	Geneva Cho, LLC
Violation Date:	03-29-2018
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit a site map with all required content.
Violation Notes:	Returned to compliance on 04/18/2018.
Violation Division:	Los Angeles City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	153300
Site Name:	Geneva Cho, LLC
Violation Date:	03-29-2018
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Returned to compliance on 04/18/2018.
Violation Division:	Los Angeles City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	153300
Site Name:	Geneva Cho, LLC
Violation Date:	04-18-2018
Citation:	HSC 6.7 25284 - California Health and Safety Code, Chapter 6.7, Section(s) 25284
Violation Description:	Failure to obtain a valid permit to operate from the UPA including but not limited to unpaid permit fees.

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

Violation Notes:	Returned to compliance on 08/03/2018.
Violation Division:	Los Angeles City Fire Department
Violation Program:	UST
Violation Source:	CERS
Site ID:	153300
Site Name:	Geneva Cho, LLC
Violation Date:	03-29-2018
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit the Business Activities Page and/or Business Owner Operator Identification Page.
Violation Notes:	Returned to compliance on 04/18/2018.
Violation Division:	Los Angeles City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	153300
Site Name:	Geneva Cho, LLC
Violation Date:	03-29-2018
Citation:	23 CCR 16 2712(i), 2632(d)(2), 2634(e), 2641(h) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i), 2632(d)(2), 2634(e), 2641(h)
Violation Description:	Failure to submit a current UST Response Plan available on site.
Violation Notes:	Returned to compliance on 04/18/2018. Observation: Facility has been sold in past year. No CERS update since sale or during 2018. Corrective action: Update CERS for all required documentation.
Violation Division:	Los Angeles City Fire Department
Violation Program:	UST
Violation Source:	CERS
Site ID:	153300
Site Name:	Geneva Cho, LLC
Violation Date:	03-29-2018
Citation:	HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34
Violation Description:	Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.
Violation Notes:	Returned to compliance on 04/18/2018.
Violation Division:	Los Angeles City Fire Department
Violation Program:	UST
Violation Source:	CERS
Site ID:	153300
Site Name:	Geneva Cho, LLC
Violation Date:	03-29-2018
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes:	Returned to compliance on 04/18/2018.
Violation Division:	Los Angeles City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	153300

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: 23 CCR 16 2643(b)(1) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2643(b)(1)
Violation Description: Failure of the automatic tank gauging (ATG) system to perform valid monthly 0.2 gallon-per-hour leak tests or generate hard-copy test reports.
Violation Notes: Returned to compliance on 04/26/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: 23 CCR 16 2715(f)(3) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(f)(3)
Violation Description: Failure to maintain a list of employees trained by the designated operator on-site or off-site at a readily available location, if approved by the UPA.
Violation Notes: Returned to compliance on 04/18/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
Violation Description: Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
Violation Notes: Returned to compliance on 04/18/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 04-18-2018
Citation: HSC 6.7 25292(e)(2) - California Health and Safety Code, Chapter 6.7, Section(s) 25292(e)(2)
Violation Description: Failure of the line leak detector (LLD) on single-walled pressurized pipe to do one or more of the following: detect a 3 gallon per hour release; restrict or shut off the flow of product; trigger a visual and audible alarm; perform a 0.2 gallon per hour monthly test and/or perform a 0.1 gallon per hour annual test.
Violation Notes: Returned to compliance on 04/18/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: 23 CCR 16 2641(h) - California Code of Regulations, Title 23, Chapter

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

16, Section(s) 2641(h)
Violation Description: Failure to have an approved UST Response Plan.
Violation Notes: Returned to compliance on 04/18/2018. Observation: Facility has been sold in past year. No CERS update since sale or during 2018. Corrective action: Update CERS for all required documentation.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: HSC 6.95 25507 - California Health and Safety Code, Chapter 6.95, Section(s) 25507
Violation Description: Failure to adequately establish and implement a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes: Returned to compliance on 04/18/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 04-18-2018
Citation: 23 CCR 16 2643(b)(5) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2643(b)(5)
Violation Description: Failure of the continuous in-tank leak detection (CITLD) system to function properly.
Violation Notes: Returned to compliance on 04/26/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: 23 CCR 16 2641(h) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(h)
Violation Description: Failure to have an approved UST Monitoring Plan.
Violation Notes: Returned to compliance on 04/18/2018. Observation: Facility has been sold in past year. No CERS update since sale or during 2018. Corrective action: Update CERS for all required documentation.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: 23 CCR 16 2715(f)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(f)(2)
Violation Description: Failure to have at least one facility employee present during operating hours that has been trained in the proper operation and maintenance of the UST system by a designated operator (DO).
Violation Notes: Returned to compliance on 04/18/2018.
Violation Division: Los Angeles City Fire Department

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: HSC 6.7 25284, 25286 - California Health and Safety Code, Chapter 6.7, Section(s) 25284, 25286
Violation Description: Failure to submit a complete and accurate application for a permit to operate a UST, or for renewal of the permit.
Violation Notes: Returned to compliance on 04/18/2018. Observation: Facility has been sold in past year. No CERS update since sale or during 2018. Corrective action: Update CERS for all required documentation.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: 23 CCR 16 2712 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712
Violation Description: Failure to comply with any of the applicable requirements of the permit issued for the operation of the UST system.
Violation Notes: Returned to compliance on 08/03/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: 23 CCR 16 2715(e) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(e)
Violation Description: Failure to maintain a copy of the designated operator monthly inspections for the last 12 months on-site or off-site at a readily available location, if approved by the UPA.
Violation Notes: Returned to compliance on 04/18/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: HSC 6.95 25505(c) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(c)
Violation Description: Failure to have a business plan readily available to personnel of the business or the unified program facility with responsibilities for emergency response or training.
Violation Notes: Returned to compliance on 04/18/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

Violation Date: 03-29-2018
Citation: 23 CCR 16 2638(d) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638(d)
Violation Description: Failure to submit the Annual Monitoring System Certification Form to the UPA within 30 days of completion of the test.
Violation Notes: Returned to compliance on 08/03/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: HSC 6.95 25505.1 - California Health and Safety Code, Chapter 6.95, Section(s) 25505.1
Violation Description: Failure to notify property owner in writing that the business is subject to the business plan program and has complied with its provisions.
Violation Notes: Returned to compliance on 04/18/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 153300
Site Name: Geneva Cho, LLC
Violation Date: 03-29-2018
Citation: 23 CCR 16 2632(d)(1)(c),2641(h),2711(a)(8) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632(d)(1)(c),2641(h),2711(a)(8)
Violation Description: Failure to submit or maintain a current facility plot plan.
Violation Notes: Returned to compliance on 04/18/2018. Observation: Facility has been sold in past year. No CERS update since sale or during 2018. Corrective action: Update CERS for all required documentation.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 01-09-2017
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: REVIEWED MONITOR CERTIFICATION TEST RESULTS FROM TESTING CONDUCTED ON 12/29/2016 TESTING WAS CONDUCTED BY TONI KIANI, INDEPENDENT CONTRACTOR ALL TESTED COMPONENTS PASSED NO FURTHER ACTION IS REQUIRED RESULTS ATTACHED TO ENVISION
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 01-31-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Reviewed tank closure and permit, ensured all CERS documentation is complete.
Eval Division: Los Angeles City Fire Department

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	02-05-2016
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Inspection conducted with Chris Moore, Director of Facilities. (Access provided by Chris Moore and Patrick Pfrang of Tanknology, onsite conducting precision line testing.)
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	03-14-2017
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	SINGLE WALL PRESSURE TEST AND ATG TEST. MC WAS CONDUCTED IN DECEMBER 2016
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	03-16-2018
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Contacted regarding overdue test. chmoore@shrinenet.org (213) 368-3345 NO CERS submission for 2018. New Chief Engineer is Tom Walker left voicemail. If no contact made by Monday will drop in and inspect HMBP and UST with violations. New owner info provided by email. will contact to attempt to schedule.
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	03-26-2018
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Phone calls throughout day to try to get site to schedule inspection. If no test scheduled will go out an issue violations Thursday.
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	03-29-2018
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Inspection Report Consent to enter, inspect and take photographs was given by: Documents uploaded to CERS were reviewed and field verified. The following is a list items that need to be corrected: 1. NO CERS update for 2018. NOTE: The LAMC, Sections (L.A.M.C. SECTIONS 57.105.1.4; 57.120.3; 57.121.2 and 57.121.2.1.) requires business that store, uses or handle hazardous materials in the City of Los

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

Angeles to obtain a Consolidated Permit from the Los Angeles Fire Department CUPA. To receive a Consolidated Permit you must satisfy the following requirement: **** Annual submission of a hazardous materials business plan to CERS by March 1 of every year. Please remember that any change in inventory of greater than 100 percent will require new submission within 30 days of that change. For new CERS users, please follow the procedures below: 1. Log in to http://cers.calepa.ca.gov to create a user name and password. The approval will take 2-3 days and Confirmation will [Truncated]

Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-29-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspector Craig LAFD, on site this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by Sam Monitoring system certification was not conducted at this time. Monitoring certification was performed by NA Due 12/29/17 NO TESTER PROVIDED Monitor CERTIFICATION MISSED IN DECEMBER 2017. The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property Owner: Dr. Cho Tank Owner/ Operator: Dr. Cho Number of Tanks: Tank 1: 15000 Diesel Generator Monitoring System: 300c Annular Space [Truncated]
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 04-18-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Review of CERS and clear violations during monitor certifcation NOV follow up.
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-18-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspector Craig LAFD, on site this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by Sam Siah Monitoring system certification and Secondary containment testing was conducted at this time. Monitoring certification was performed byZarmik Allahdadi of Robertsons testing ICC: 5244319 exp: 1/14/2019 VR: #B36723 exp: 1/11/2019 VMI: #3693 exp: 3/21/2019 Incon: #4021743706 exp: 1/10/2019

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property Owner:Geneva Cho, LLC Tank Owner/ [Truncated]

Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 04-26-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Reviewed and attached SB989 testing and ATG test. Cleared applicable violations. Still waiting on monitor certification.
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-17-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Attached monitor certification. Open violations not touched due to on going AEO.
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 08-03-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Clearing violations following testing performed 4/2018
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-11-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: In CERS. need to update cers to deif. compliant.
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-11-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Observed perform MC, SB, LLD testing. As I am not ICC certified, I cannot officially witness the test and confirm pass/fail. The results are pending being sent in to lafd.usttestnotify@lacity.org.

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	12-11-2014
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Observed RAMTOX perform MC, SB, LLD testing. As I am not ICC certified, I cannot officially witness the test and confirm pass/fail. The results are pending being sent in to lafd.usttestnotify@lacity.org.
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	12-20-2013
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	05/09/2016 Changed service code 106 to 006 per Royce Long request.MET WITH FACILITY DIRECTOR CHRIS MOORE, REVIEWED STATE REQUIRED FORMS, DISCUSSED CONCERNS AND COMPLIANCE. FACILITY INSPECTION PASS - WORKING WITH RAMTOX TO SUBMIT ON LAFD CUPA PORTAL. COMPLIANCE ACHIEVED.
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	12-20-2013
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	MONITOR CERTIFICATION BY SERVICE TECHNICIAN TONI KIANI OF RAMTOX, - PASSED DONE LAST - 12/13/2012 -
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	12-29-2016
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Inspector Hamilton LAFD, on site this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by Albert Cuenca Monitoring system certification (was) conducted at this time. Monitoring certification was performed by (Ramtox Kiani, Tony). Tester provided the following certifications: ICC: 5262139 exp6-16-17 Veeder-Root: A26163 exp 2-26-17 The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property Owner: Shriners Hospital for children Tank Owner/ Operator: Shriners Hospital for [Truncated]

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Coordinates:
Site ID: 153300
Facility Name: Geneva Cho, LLC
Env Int Type Code: HWG
Program ID: 10242946
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 34.067200
Longitude: -118.286400

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Los Angeles City Fire Department
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Room 1780
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 90012
Affiliation Phone: (213) 978-3680

Affiliation Type Desc: Environmental Contact
Entity Name: Michael Saleh
Entity Title: Not reported
Affiliation Address: 631 S. Olive St., #120
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 90014
Affiliation Phone: Not reported

Affiliation Type Desc: Property Owner
Entity Name: Geneva Cho LLC
Entity Title: Not reported
Affiliation Address: 631 S. Olive St., #120
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90014
Affiliation Phone: (213) 388-6168

Affiliation Type Desc: Legal Owner
Entity Name: GenevaCho Assisted Living, LLC
Entity Title: Not reported
Affiliation Address: 631 S. Olive St., #120
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90014
Affiliation Phone: (213) 388-6168

Affiliation Type Desc: Operator

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

Entity Name:	Shriners Hospitals for Children
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(213) 388-6168
Affiliation Type Desc:	Parent Corporation
Entity Name:	GenevaCho, LLC
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Document Preparer
Entity Name:	Geneva Cho, LLC
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	631 S. Olive St., #120
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90014
Affiliation Phone:	Not reported
Affiliation Type Desc:	Identification Signer
Entity Name:	Geneva Cho, LLC
Entity Title:	OWNER
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

SWEEPS UST:

Name:	SHRINERS HSPTL-CRPPLD CHLDRN
Address:	3160 GENEVA ST
City:	LOS ANGELES
Status:	Active
Comp Number:	5134
Number:	1

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

Board Of Equalization:	Not reported
Referral Date:	03-02-93
Action Date:	03-02-93
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19050241
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	3160 GENEVA ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900050000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

EMI:

Name:	SHRINERS HOSP FOR CRIPPLED CHI
Address:	3160 GENEVA ST
City,State,Zip:	LOS ANGELES, CA 90005
Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	24744
Air District Name:	SC
SIC Code:	8062
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:	1
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	SHRINER'S HOSPITAL FOR CRIPPLE
Address:	3160 GENEVA ST

SHRINERS HSPTL-CRPPLD CHLDRN (Continued) **S101586442**

City,State,Zip:	LOS ANGELES, CA 90005
Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	24744
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	SHRINER'S HOSPITAL FOR CRIPPLE
Address:	3160 GENEVA ST
City,State,Zip:	LOS ANGELES, CA 90005
Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	24744
Air District Name:	SC
SIC Code:	8062
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

V131 **GENEVA CHO LLC** **RCRA NonGen / NLR** **1024869804**
NE **3160 GENEVA ST** **CAL000438423**
1/8-1/4 **LOS ANGELES, CA 90020**
0.246 mi.
1299 ft. **Site 5 of 7 in cluster V**

Relative: **Higher**
Actual: **286 ft.**

RCRA NonGen / NLR:

Date form received by agency:	08/15/2018
Facility name:	GENEVA CHO LLC
Facility address:	3160 GENEVA ST LOS ANGELES, CA 90020
EPA ID:	CAL000438423
Mailing address:	631 S OLIVE ST STE 120 LOS ANGLES, CA 90014
Contact:	MICHAEL SALEH
Contact address:	3160 GENEVA ST LOS ANGELES, CA 90020
Contact country:	Not reported
Contact telephone:	213-388-6168
Contact email:	MICHAEL.S@MITAA.COM

GENEVA CHO LLC (Continued) **1024869804**

EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: GENEVACHO ASSISTED LIVING LLC
Owner/operator address: 631 S OLIVE ST STE 120
LOS ANGLES, CA 90014
Owner/operator country: Not reported
Owner/operator telephone: 213-388-6168
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: MICHAEL SALEH
Owner/operator address: 3160 GENEVA ST
LOS ANGELES, CA 90020
Owner/operator country: Not reported
Owner/operator telephone: 213-388-6168
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

V132 **GENEVA CHO LLC (OLD SHRINERS)** **CA UST** **U004305904**
NE **3160 W GENEVA ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90020**
0.246 mi.
1299 ft. **Site 6 of 7 in cluster V**

Relative: **Higher**
Actual: **286 ft.**

LOS ANGELES UST:

Name:	GENEVA CHO LLC (OLD SHRINERS)
Address:	3160 W GENEVA ST
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	FA0006353
Last Run Date:	06/03/2019
Status:	INACTIVE

Q133 **SOUTHWESTERN LAW SCHOOL** **RCRA NonGen / NLR** **1024806807**
South **675 S WESTMORELAND AVE** **CAL000271194**
1/8-1/4 **LOS ANGELES, CA 90005**
0.247 mi.
1305 ft. **Site 2 of 3 in cluster Q**

Relative: **Lower**
Actual: **257 ft.**

RCRA NonGen / NLR:

Date form received by agency:	06/04/2003
Facility name:	SOUTHWESTERN LAW SCHOOL
Facility address:	675 S WESTMORELAND AVE LOS ANGELES, CA 90005-3905
EPA ID:	CAL000271194
Mailing address:	675 S. WESTMORELAND AVE. LOS ANGELES, CA 90005-3992
Contact:	MARCIE CANAL
Contact address:	675 S WESTMORELAND AVE LOS ANGELES, CA 90005
Contact country:	Not reported
Contact telephone:	213-738-6847
Contact email:	KGARCIA@SWLAW.EDU
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	SOUTHWESTERN LAW SCHOOL
Owner/operator address:	675 S WESTMORELAND AVE LOS ANGELES, CA 90005
Owner/operator country:	Not reported
Owner/operator telephone:	213-738-6800
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	MARCIE CANAL
Owner/operator address:	675 S WESTMORELAND AVE LOS ANGELES, CA 90005
Owner/operator country:	Not reported
Owner/operator telephone:	213-738-6847
Owner/operator email:	Not reported
Owner/operator fax:	Not reported

SOUTHWESTERN LAW SCHOOL (Continued) **1024806807**

Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

Q134 **SOUTHWESTERN UNIV / C** **CA HAZNET** **S113126815**
South **675 S WESTMORELAND AVE** **CA HAZMAT** **N/A**
1/8-1/4 **LOS ANGELES, CA 90005**
0.247 mi.
1305 ft. **Site 3 of 3 in cluster Q**

Relative: **Lower**
Actual: **257 ft.**

HAZNET:
Name: SOUTHWESTERN UNIVERSITY SCHOOL OF LAW
Address: 675 S WESTMORELAND AVE
City,State,Zip: LOS ANGELES, CA 900053905
Year: 2014
GEPAID: CAL000271194
Contact: J MANIS CHIEF OPERATING OFCR
Telephone: 2137386712
Mailing Name: Not reported
Mailing Address: 675 S WESTMORELAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900053992
Gen County: Los Angeles
TSD EPA ID: CAD982444481
TSD County: San Bernardino
Tons: 0.726
CA Waste Code: 331-Off-specification, aged or surplus organics
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: SOUTHWESTERN UNIVERSITY SCHOOL OF LAW
Address: 675 S WESTMORELAND AVE
City,State,Zip: LOS ANGELES, CA 900053905
Year: 2007
GEPAID: CAL000271194
Contact: J MANIS CHIEF OPERATING OFCR
Telephone: 2137386712

SOUTHWESTERN UNIV / C (Continued) **S113126815**

Mailing Name: Not reported
Mailing Address: 675 S WESTMORELAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900053992
Gen County: Los Angeles
TSD EPA ID: CAD009007626
TSD County: Los Angeles
Tons: 58
CA Waste Code: 151-Asbestos containing waste
Method: H132-Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County: Los Angeles

Name: SOUTHWESTERN UNIVERSITY SCHOOL OF LAW
Address: 675 S WESTMORELAND AVE
City,State,Zip: LOS ANGELES, CA 900053905
Year: 2007
GEPAID: CAL000271194
Contact: J MANIS CHIEF OPERATING OFCR
Telephone: 2137386712
Mailing Name: Not reported
Mailing Address: 675 S WESTMORELAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900053992
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Tons: 28
CA Waste Code: 151-Asbestos containing waste
Method: -
Facility County: Los Angeles

Name: SOUTHWESTERN UNIVERSITY SCHOOL OF LAW
Address: 675 S WESTMORELAND AVE
City,State,Zip: LOS ANGELES, CA 900053905
Year: 2007
GEPAID: CAL000271194
Contact: J MANIS CHIEF OPERATING OFCR
Telephone: 2137386712
Mailing Name: Not reported
Mailing Address: 675 S WESTMORELAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900053992
Gen County: Los Angeles
TSD EPA ID: AZR000005454
TSD County: 99
Tons: 0.13334
CA Waste Code: 261-Polychlorinated biphenyls and material containing PCBs
Method: -
Facility County: Los Angeles

Name: SOUTHWESTERN UNIVERSITY SCHOOL OF LAW
Address: 675 S WESTMORELAND AVE
City,State,Zip: LOS ANGELES, CA 900053905
Year: 2007
GEPAID: CAL000271194
Contact: J MANIS CHIEF OPERATING OFCR
Telephone: 2137386712
Mailing Name: Not reported
Mailing Address: 675 S WESTMORELAND AVE

SOUTHWESTERN UNIV / C (Continued) **S113126815**

Mailing City,St,Zip: LOS ANGELES, CA 900053992
Gen County: Los Angeles
TSD EPA ID: AZR000005454
TSD County: 99
Tons: Not reported
CA Waste Code: -
Method: 810-
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.

LOS ANGELES HM:
Name: SOUTHWESTERN UNIV / C
Address: 675 S WESTMORELAND AVE
City,State,Zip: LOS ANGELES, CA 90005
Facility ID: FA0010806
Last Run Date: 06/01/2019
Status: INACTIVE

135
SSE
1/8-1/4
0.247 mi.
1306 ft.

PACIFIC BELL **RCRA NonGen / NLR** **1000250348**
3020 WILSHIRE BLVD **FINDS** **CAT080023120**
LOS ANGELES, CA 90010 **ECHO**

Relative:
Lower

Actual:
263 ft.

RCRA NonGen / NLR:
Date form received by agency: 09/02/1997
Facility name: PACIFIC BELL
Facility address: 3020 WILSHIRE BLVD
LOS ANGELES, CA 90010
EPA ID: CAT080023120
Mailing address: 170 N FAIR OAKS
PASADENA, CA 91103
Contact: ENVIRONMENTAL MANAGER
Contact address: 3020 WILSHIRE BLVD
LOS ANGELES, CA 90010
Contact country: US
Contact telephone: 213-578-2827
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

PACIFIC BELL (Continued) **1000250348**

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/01/1996
Site name: PACIFIC BELL
Classification: Small Quantity Generator

Date form received by agency: 04/09/1990
Site name: PACIFIC BELL
Classification: Large Quantity Generator

Date form received by agency: 01/19/1981
Site name: PACIFIC BELL
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002951226

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.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000250348
Registry ID: 110002951226
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002951226

136
NW
1/8-1/4
0.248 mi.
1310 ft.

MCDONALD'S #1871
341 S VERMONT AVE
LOS ANGELES, CA 90020

CA HAZMAT **S123512778**
CA CERS **N/A**

Relative:
Lower

Actual:
246 ft.

LOS ANGELES HM:

Name:	MCDONALD'S #1871
Address:	341 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	FA0040887
Last Run Date:	06/01/2019
Status:	ACTIVE

CERS:

Name:	MCDONALD'S #1871
Address:	341 S VERMONT AVE
City,State,Zip:	LOS ANGELES, CA 90020
Site ID:	360798
CERS ID:	10650175
CERS Description:	Chemical Storage Facilities

Coordinates:

Site ID:	360798
Facility Name:	McDonald's #1871
Env Int Type Code:	HMBP
Program ID:	10650175
Coord Name:	Not reported
Ref Point Type Desc:	Center of a facility or station.
Latitude:	34.067810
Longitude:	-118.292080

Affiliation:

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	3800 Kilroy Airport Way, Suite 200
Affiliation City:	Long Beach
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90806
Affiliation Phone:	Not reported

Affiliation Type Desc:	Document Preparer
Entity Name:	Diana M. Shinn
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Parent Corporation
Entity Name:	McDonald's Corporation of California Inc.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported

MCDONALD'S #1871 (Continued) **S123512778**

Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Environmental Contact
Entity Name:	Saad Sabbagh
Entity Title:	Not reported
Affiliation Address:	3800 Kilroy Airport Way, Suite 200
Affiliation City:	Long Beach
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90806
Affiliation Phone:	Not reported
Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680
Affiliation Type Desc:	Identification Signer
Entity Name:	Daniel Gehret
Entity Title:	General Manager
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	McDonald's Corporation of California
Entity Title:	Not reported
Affiliation Address:	3800 Kilroy Airport Way, Suite 200
Affiliation City:	Long Beach
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90806
Affiliation Phone:	(909) 286-0493
Affiliation Type Desc:	Operator
Entity Name:	McDonald's Corporation of California
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(909) 286-0493
Affiliation Type Desc:	Property Owner
Entity Name:	McDonald's Corporation
Entity Title:	Not reported

MCDONALD'S #1871 (Continued) **S123512778**

Affiliation Address:	3800 Kilroy Airport Way, Suite 200
Affiliation City:	Long Beach
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90806
Affiliation Phone:	(562) 753-2001

V137 **LOS ANGELES SHRINERS HOSPITAL** **CA LUST** **S100228823**
NE **3169 GENEVA ST** **CA HIST CORTESE** **N/A**
1/4-1/2 **LOS ANGELES, CA 90020** **CA CERS**
0.257 mi.
1355 ft. **Site 7 of 7 in cluster V**

Relative:
Higher

Actual:
291 ft.

LUST:

Name:	LOS ANGELES SHRINERS HOSPITAL
Address:	3169 GENEVA ST
City,State,Zip:	LOS ANGELES, CA 90020
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700628
Global Id:	T0603700628
Latitude:	34.0677137
Longitude:	-118.2863008
Status:	Completed - Case Closed
Status Date:	10/04/1985
Case Worker:	YR
RB Case Number:	900200016
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

LUST:

Global Id:	T0603700628
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700628
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603700628
Action Type:	Other
Date:	03/22/1985

LOS ANGELES SHRINERS HOSPITAL (Continued) **S100228823**

Action: Leak Reported

LUST:
Global Id: T0603700628
Status: Open - Case Begin Date
Status Date: 03/22/1985

Global Id: T0603700628
Status: Completed - Case Closed
Status Date: 10/04/1985

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900200016
Status: Case Closed
Substance: 1
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603700628
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 3/22/1985
Date Leak Record Entered: 12/31/1986
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 4/27/1988
Date the Case was Closed: 10/4/1985
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 6025.2873095128041451934210485
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

LOS ANGELES SHRINERS HOSPITAL (Continued) **S100228823**

GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: POZZO CONSTRUCTION CO
RP Address: 2894 ROWENE AVE., LOS ANGELES, CA 90039
Program: LUST
Lat/Long: 34.0677219 / -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: *CONTAMINATION NOT SIGNIFICANT. LDP COMPLETED 08/24/85.

HIST CORTESE:
edr_fname: LOS ANGELES SHRINERS HOSP
edr_fadd1: 3169 GENEVA
City,State,Zip: LOS ANGELES, CA 90020
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900200016

CERS:
Name: LOS ANGELES SHRINERS HOSPITAL
Address: 3169 GENEVA ST
City,State,Zip: LOS ANGELES, CA 90020
Site ID: 194185
CERS ID: T0603700628
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

U138 **BERENDO SHOPPING CENTER** **SEMS-ARCHIVE** **1003879929**
WSW **3301-3317 W. SIXTH ST.** **CA0000187989**
1/4-1/2 **LOS ANGELES, CA 90020**
0.259 mi.
1365 ft. **Site 2 of 4 in cluster U**

Relative:
Lower

Actual:
226 ft.

SEMS Archive:

Site ID:	0904995
EPA ID:	CA0000187989
Cong District:	32
FIPS Code:	06037
FF:	N
NPL:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:

Region:	09
Site ID:	0904995
EPA ID:	CA0000187989
Site Name:	BERENDO SHOPPING CENTER
NPL:	N
FF:	N
OU:	00
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1
Start Date:	1994-03-25 05:00:00
Finish Date:	1994-03-25 05:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf

Region:	09
Site ID:	0904995
EPA ID:	CA0000187989
Site Name:	BERENDO SHOPPING CENTER
NPL:	N
FF:	N
OU:	00
Action Code:	VS
Action Name:	ARCH SITE
SEQ:	1
Start Date:	Not reported
Finish Date:	2000-03-31 05:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf In-Hse

Region:	09
Site ID:	0904995
EPA ID:	CA0000187989
Site Name:	BERENDO SHOPPING CENTER
NPL:	N
FF:	N
OU:	00
Action Code:	PA
Action Name:	PA
SEQ:	1
Start Date:	Not reported
Finish Date:	2000-03-29 05:00:00
Qual:	N
Current Action Lead:	EPA Perf

U139 **ARCO #0020** **CA LUST** **S100929952**
WSW **3325 006TH ST W** **CA HIST CORTESE** **N/A**
1/4-1/2 **LOS ANGELES, CA 90020** **CA CERS**
0.278 mi.
1466 ft. **Site 3 of 4 in cluster U**

Relative:
Lower

Actual:
224 ft.

LUST:

Name:	ARCO #0020
Address:	3325 006TH ST W
City,State,Zip:	LOS ANGELES, CA 90020
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700632
Global Id:	T0603700632
Latitude:	34.063629
Longitude:	-118.2944857
Status:	Completed - Case Closed
Status Date:	12/05/1996
Case Worker:	YR
RB Case Number:	900200052
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603700632
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700632
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603700632
Action Type:	Other
Date:	10/30/1989
Action:	Leak Reported

LUST:

Global Id:	T0603700632
Status:	Open - Case Begin Date
Status Date:	10/30/1989

Global Id:	T0603700632
Status:	Open - Site Assessment

ARCO #0020 (Continued) **S100929952**

Status Date: 10/30/1989

Global Id: T0603700632
Status: Open - Site Assessment
Status Date: 10/01/1991

Global Id: T0603700632
Status: Completed - Case Closed
Status Date: 12/05/1996

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900200052	
Status:	Case Closed	
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:	T0603700632	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	CATALINA ST	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		10/30/1989
Date Leak Record Entered:	11/22/1989	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		10/18/1996
Date the Case was Closed:		12/5/1996
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4196.5120828392269240338759573
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		10/30/1989
Pollution Characterization Began:		10/1/1991
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	

ARCO #0020 (Continued) **S100929952**

Organization: Not reported
Owner Contact: Not reported
Responsible Party: ARCO PRODUCTS COMPANY
RP Address: P.O. BOX 5077, BUENA PARK, CA 90622-5077
Program: LUST
Lat/Long: 34.063629 / -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

HIST CORTESE:
edr_fname: ARCO #0020
edr_fadd1: 3325 006TH
City,State,Zip: LOS ANGELES, CA 90020
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900200052

CERS:
Name: ARCO #0020
Address: 3325 006TH ST W
City,State,Zip: LOS ANGELES, CA 90020
Site ID: 212719
CERS ID: T0603700632
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

U140 **CATELLUS DEVELOPMENT CORP** **CA LUST** **S104406281**
West **3324 006TH ST W** **CA HIST CORTESE** **N/A**
1/4-1/2 **LOS ANGELES, CA 90020** **CA CERS**
0.278 mi.
1470 ft. **Site 4 of 4 in cluster U**

Relative:
Lower

Actual:
224 ft.

LUST:

Name:	CATELLUS DEVELOPMENT CORP
Address:	3324 006TH ST W
City,State,Zip:	LOS ANGELES, CA 90020
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700640
Global Id:	T0603700640
Latitude:	34.063629
Longitude:	-118.2944727
Status:	Completed - Case Closed
Status Date:	09/11/1996
Case Worker:	YR
RB Case Number:	900200134
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603700640
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700640
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603700640
Action Type:	Other
Date:	12/12/1990
Action:	Leak Reported

LUST:

Global Id:	T0603700640
Status:	Open - Case Begin Date
Status Date:	12/12/1990

Global Id:	T0603700640
Status:	Open - Site Assessment

CATELLUS DEVELOPMENT CORP (Continued) **S104406281**

Status Date: 12/12/1990

Global Id: T0603700640
Status: Open - Remediation
Status Date: 11/05/1992

Global Id: T0603700640
Status: Completed - Case Closed
Status Date: 09/11/1996

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900200134
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: T0603700640
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 12/12/1990
Date Leak Record Entered: 1/23/1991
Date Confirmation Began: 12/12/1990
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 6/4/1999
Date the Case was Closed: 9/11/1996
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: OLD#012391-02
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 4199.717157003919261636171871 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: 11/5/1992
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

CATELLUS DEVELOPMENT CORP (Continued) **S104406281**

Organization: Not reported
Owner Contact: Not reported
Responsible Party: CATELLUS DEVELOPMENT CORP
RP Address: 201 MISSION ST, SAN FRANCISCO CA 94105
Program: LUST
Lat/Long: 34.063629 / -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: 6/3/99 WP MONITORING WELL ABANDONMENT

HIST CORTESE:
edr_fname: CATELLUS DEVELOPMENT CORP
edr_fadd1: 3324 006TH
City,State,Zip: LOS ANGELES, CA 90020
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900200134

CERS:
Name: CATELLUS DEVELOPMENT CORP
Address: 3324 006TH ST W
City,State,Zip: LOS ANGELES, CA 90020
Site ID: 243728
CERS ID: T0603700640
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

141 North 1/4-1/2 0.281 mi. 1485 ft. — **CAMINO NUEVO CHARTER ACADEMY PLANNED SCHOOL**, **3400 WEST 3RD STREET**, **LOS ANGELES, CA 90020** — **CA ENVIROSTOR**, **CA SCH**, **CA CERS** — **S111290791**, **N/A**

Relative: Higher

Actual: 279 ft.

ENVIROSTOR:

Name:	CAMINO NUEVO CHARTER ACADEMY PLANNED SCHOOL
Address:	3400 WEST 3RD STREET
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	60001568
Status:	No Further Action
Status Date:	03/05/2015
Site Code:	304635
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	2.2
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Aslam Shareef
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.06858
Longitude:	-118.2891
APN:	5501-024-013
Past Use:	AGRICULTURAL - ORCHARD
Potential COC:	Arsenic Chlordane DDD DDE DDT Lead
Confirmed COC:	30001-NO 30004-NO 30006-NO 30007-NO 30008-NO Lead
Potential Description:	SOIL
Alias Name:	5501-024-013
Alias Type:	APN
Alias Name:	304635
Alias Type:	Project Code (Site Code)
Alias Name:	60001568
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	12/16/2011
Comments:	Fully executed EOA sent (FedEx) to District 12/19/2011.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	11/27/2012
Comments:	DTSC prepared project close out Cost Recovery Unit Memorandum
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Amendment - Order/Agreement
Completed Date:	07/11/2012

CAMINO NUEVO CHARTER ACADEMY PLANNED SCHOOL (Continued) **S111290791**

Comments: The District requested DTSC to review Methane Design plans--not required by DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 12/01/2014
Comments: District requests reactivating site and plan to submit a Construction Response (Technical Memorandum) for DTSC review.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/13/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 11/25/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 10/07/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 11/17/2011
Comments: DTSC issued a PEA required determination based on the Phase I Addendum report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Tech Memo
Completed Date: 02/13/2012
Comments: DTSC approved the Preliminary Environmental Assessment Technical Memorandum for implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/11/2012
Comments: DTSC approved the PEA with a Further Action determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 11/06/2012
Comments: DTSC concurred with the methane mitigation design plans

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report

CAMINO NUEVO CHARTER ACADEMY PLANNED SCHOOL (Continued) **S111290791**

Completed Date:	11/21/2012
Comments:	DTSC approved the SSI report with no Further Action determination
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Technical Report
Completed Date:	03/05/2015
Comments:	DTSC approved the Supplemental Site Investigation Construction Response with No Further Action determination
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	CAMINO NUEVO CHARTER ACADEMY PLANNED SCHOOL
Address:	3400 WEST 3RD STREET
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	60001568
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	2.2
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Aslam Shareef
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304635
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	03/05/2015
Restricted Use:	NO
Funding:	Responsible Party
Latitude:	34.06858
Longitude:	-118.2891
APN:	5501-024-013
Past Use:	AGRICULTURAL - ORCHARD
Potential COC:	Arsenic, Chlordane, DDD, DDE, DDT, Lead
Confirmed COC:	30001-NO, 30004-NO, 30006-NO, 30007-NO, 30008-NO, Lead
Potential Description:	SOIL
Alias Name:	5501-024-013
Alias Type:	APN
Alias Name:	304635
Alias Type:	Project Code (Site Code)
Alias Name:	60001568

CAMINO NUEVO CHARTER ACADEMY PLANNED SCHOOL (Continued) **S111290791**

Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 12/16/2011
Comments: Fully executed EOA sent (FedEx) to District 12/19/2011.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/27/2012
Comments: DTSC prepared project close out Cost Recovery Unit Memorandum

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 07/11/2012
Comments: The District requested DTSC to review Methane Design plans--not required by DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 12/01/2014
Comments: District requests reactivating site and plan to submit a Construction Response (Technical Memorandum) for DTSC review.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/13/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 11/25/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 10/07/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Addendum
Completed Date: 11/17/2011
Comments: DTSC issued a PEA required determination based on the Phase I Addendum report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Tech Memo
Completed Date: 02/13/2012

CAMINO NUEVO CHARTER ACADEMY PLANNED SCHOOL (Continued) **S111290791**

Comments: DTSC approved the Preliminary Environmental Assessment Technical Memorandum for implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/11/2012
Comments: DTSC approved the PEA with a Further Action determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 11/06/2012
Comments: DTSC concurred with the methane mitigation design plans

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 11/21/2012
Comments: DTSC approved the SSI report with no Further Action determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 03/05/2015
Comments: DTSC approved the Supplemental Site Investigation Construction Response with No Further Action determination

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CERS:
Name: CAMINO NUEVO CHARTER
Address: 3400 WEST 3RD STREET
City,State,Zip: LOS ANGELES, CA 90020
Site ID: 335655
CERS ID: 60001568
CERS Description: School Investigation

Affiliation:
Affiliation Type Desc: Lead Project Manager
Entity Name: ASLAM SHAREEF
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: CYPRESS
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

CAMINO NUEVO CHARTER ACADEMY PLANNED SCHOOL (Continued) **S111290791**

Affiliation Type Desc:	Supervisor
Entity Name:	SHAHIR HADDAD
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

142
West
1/4-1/2
0.305 mi.
1609 ft.

G & C MAINTENANCE **CA LUST S106116224**
3325 6TH ST. W. **CA CERS N/A**
LOS ANGELES, CA 90020

Relative:
Lower

Actual:
221 ft.

LUST:

Name:	G & C MAINTENANCE (FORMER) ARCO #0020
Address:	3325 6TH ST. W.
City,State,Zip:	LOS ANGELES, CA 90020
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603776621
Global Id:	T0603776621
Latitude:	34.063831
Longitude:	-118.295
Status:	Completed - Case Closed
Status Date:	02/23/2010
Case Worker:	DMB
RB Case Number:	900200052A
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Under Investigation
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603776621
Contact Type:	Regional Board Caseworker
Contact Name:	DAVID M. BJOSTAD
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4th Street, Suite 200
City:	Los Angeles
Email:	dave.bjostad@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603776621
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

G & C MAINTENANCE (Continued) **S106116224**

LUST:

Global Id:	T0603776621
Action Type:	RESPONSE
Date:	10/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603776621
Action Type:	RESPONSE
Date:	01/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603776621
Action Type:	RESPONSE
Date:	04/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603776621
Action Type:	RESPONSE
Date:	07/15/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0603776621
Action Type:	ENFORCEMENT
Date:	10/28/2009
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0603776621
Action Type:	ENFORCEMENT
Date:	11/05/2009
Action:	Site Visit / Inspection / Sampling
Global Id:	T0603776621
Action Type:	RESPONSE
Date:	07/15/2009
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603776621
Action Type:	ENFORCEMENT
Date:	07/09/2003
Action:	Staff Letter
Global Id:	T0603776621
Action Type:	ENFORCEMENT
Date:	02/23/2010
Action:	Closure/No Further Action Letter
Global Id:	T0603776621
Action Type:	ENFORCEMENT
Date:	02/03/2010
Action:	Notification - Preclosure
Global Id:	T0603776621
Action Type:	RESPONSE
Date:	09/15/2003
Action:	Other Report / Document
Global Id:	T0603776621

G & C MAINTENANCE (Continued) **S106116224**

Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: Other
Date: 06/25/2002
Action: Leak Discovery

Global Id: T0603776621
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: Other
Date: 06/25/2002
Action: Leak Reported

Global Id: T0603776621
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: RESPONSE
Date: 01/15/2006

G & C MAINTENANCE (Continued) **S106116224**

Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: RESPONSE
Date: 05/01/2008
Action: Conceptual Site Model

Global Id: T0603776621
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: RESPONSE
Date: 03/30/2009
Action: Request for Closure

Global Id: T0603776621
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603776621
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

G & C MAINTENANCE (Continued) **S106116224**

LUST:
Global Id: T0603776621
Status: Open - Case Begin Date
Status Date: 09/28/1988

Global Id: T0603776621
Status: Open - Site Assessment
Status Date: 09/28/1988

Global Id: T0603776621
Status: Open - Site Assessment
Status Date: 04/07/2003

Global Id: T0603776621
Status: Open - Verification Monitoring
Status Date: 11/14/2003

Global Id: T0603776621
Status: Completed - Case Closed
Status Date: 02/23/2010

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900200052A
Status: Leak being confirmed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Undefined
Abatement Method Used at the Site: Not reported
Global ID: T0603776621
W Global ID: Not reported
Staff: TCS
Local Agency: 19050
Cross Street: CATALINA
Enforcement Type: SEL
Date Leak Discovered: 6/25/2002
Date Leak First Reported: 6/25/2002
Date Leak Record Entered: Not reported
Date Confirmation Began: 4/7/2003
Date Leak Stopped: Not reported
Date Case Last Changed on Database: Not reported
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: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): Not reported
Source of Cleanup Funding: Not reported
Preliminary Site Assessment Workplan Submitted: Not reported

G & C MAINTENANCE (Continued) **S106116224**

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:	3/9/2004
Hist Max MTBE Conc in Groundwater:	770
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	=
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	MR. SAEED KOHANOFF
RP Address:	3325 W. 6TH ST.
Program:	LUST
Lat/Long:	0 / 0
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

CERS:

Name:	G & C MAINTENANCE (FORMER) ARCO #0020
Address:	3325 6TH ST. W.
City,State,Zip:	LOS ANGELES, CA 90020
Site ID:	194829
CERS ID:	T0603776621
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	TBD - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 N. MAIN ST. RM. 970
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	2134826528

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	DAVID M. BJOSTAD - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 W. 4th Street, Suite 200
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

143
SW
1/4-1/2
0.316 mi.
1670 ft.

DFK CORP.
3278 WILSHIRE
LOS ANGELES, CA 90010

CA CPS-SLIC **S104405045**
CA CERS **N/A**

Relative:
Lower

Actual:
251 ft.

CPS-SLIC:

Name:	DFK CORP.
Address:	3278 WILSHIRE BLVD
City,State,Zip:	LOS ANGELES, CA 90010
Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	03/15/1996
Global Id:	SLT43286284
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.061708
Longitude:	-118.293221
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	0486
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

Region:	4
Facility Status:	No further action required
SLIC:	0486
Substance:	TPH
Staff:	Not reported

CERS:

Name:	DFK CORP.
Address:	3278 WILSHIRE BLVD
City,State,Zip:	LOS ANGELES, CA 90010
Site ID:	226512
CERS ID:	SLT43286284
CERS Description:	Cleanup Program Site

W144
NNW
1/4-1/2
0.324 mi.
1713 ft.

76 PRODUCTS STATION #3472
3501 003RD
LOS ANGELES, CA

Site 1 of 2 in cluster W

CA HIST CORTESE **S102590602**
N/A

Relative:
Lower

Actual:
264 ft.

HIST CORTESE:

edr_fname:	76 PRODUCTS STATION #3472
edr_fadd1:	3501 003RD
City,State,Zip:	LOS ANGELES, CA
Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900200098

W145 **TOSCO - 76 STATION #3472** **CA LUST** **S105693481**
NNW **3501 003RD ST W** **CA CERS** **N/A**
1/4-1/2 **LOS ANGELES, CA 90020**
0.324 mi.
1713 ft. **Site 2 of 2 in cluster W**

Relative:
Lower

Actual:
264 ft.

LUST:

Name:	TOSCO - 76 STATION #3472
Address:	3501 003RD ST W
City,State,Zip:	LOS ANGELES, CA 90020
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700636
Global Id:	T0603700636
Latitude:	34.0692377219063
Longitude:	-118.291946477945
Status:	Completed - Case Closed
Status Date:	01/31/2018
Case Worker:	DPP
RB Case Number:	900200098
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603700636
Contact Type:	Regional Board Caseworker
Contact Name:	DANIEL PIROTTON
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	dpirotton@waterboards.ca.gov
Phone Number:	2135766714

Global Id:	T0603700636
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

LUST:

Global Id:	T0603700636
Action Type:	ENFORCEMENT
Date:	06/05/2017
Action:	State Water Board Closure Order

Global Id:	T0603700636
Action Type:	RESPONSE
Date:	10/15/2009
Action:	Monitoring Report - Semi-Annually

Global Id:	T0603700636
Action Type:	RESPONSE

TOSCO - 76 STATION #3472 (Continued) **S105693481**

Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700636
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700636
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700636
Action Type: RESPONSE
Date: 09/21/2015
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/14/2015
Action: Well Destruction Report

Global Id: T0603700636
Action Type: ENFORCEMENT
Date: 10/29/2002
Action: Staff Letter

Global Id: T0603700636
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603700636
Action Type: ENFORCEMENT
Date: 08/15/2015
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700636
Action Type: ENFORCEMENT
Date: 08/18/2015
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700636
Action Type: RESPONSE
Date: 02/14/2003
Action: Interim Remedial Action Plan

Global Id: T0603700636
Action Type: RESPONSE
Date: 02/14/2003
Action: Soil and Water Investigation Workplan

TOSCO - 76 STATION #3472 (Continued) **S105693481**

Global Id: T0603700636
Action Type: RESPONSE
Date: 07/01/2002
Action: Soil and Water Investigation Report

Global Id: T0603700636
Action Type: RESPONSE
Date: 07/01/2002
Action: CAP/RAP - Feasibility Study Report

Global Id: T0603700636
Action Type: RESPONSE
Date: 07/01/2002
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603700636
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 07/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/15/2015
Action: Monitoring Report - Semi-Annually

Global Id: T0603700636
Action Type: ENFORCEMENT
Date: 10/31/2003
Action: Staff Letter

Global Id: T0603700636
Action Type: ENFORCEMENT
Date: 06/11/2003
Action: Staff Letter

Global Id: T0603700636
Action Type: ENFORCEMENT
Date: 10/08/2003
Action: Staff Letter

Global Id: T0603700636
Action Type: ENFORCEMENT
Date: 03/01/2004
Action: Staff Letter

Global Id: T0603700636
Action Type: ENFORCEMENT
Date: 12/17/2003
Action: Staff Letter

Global Id: T0603700636
Action Type: ENFORCEMENT

TOSCO - 76 STATION #3472 (Continued) **S105693481**

Date: 10/29/2014
Action: Staff Letter

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 11/02/2003
Action: Other Report / Document

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 04/15/2004
Action: Remedial Progress Report

Global Id: T0603700636
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/10/2004
Action: Well Installation Report

Global Id: T0603700636
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

TOSCO - 76 STATION #3472 (Continued) **S105693481**

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/15/2016
Action: Monitoring Report - Semi-Annually

Global Id: T0603700636
Action Type: ENFORCEMENT
Date: 05/28/2004
Action: Staff Letter

Global Id: T0603700636
Action Type: RESPONSE
Date: 04/30/2004
Action: Well Installation Report

Global Id: T0603700636
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700636
Action Type: RESPONSE
Date: 04/05/2011
Action: Well Destruction Workplan

Global Id: T0603700636
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700636
Action Type: ENFORCEMENT
Date: 06/15/1999
Action: Staff Letter

Global Id: T0603700636
Action Type: ENFORCEMENT
Date: 01/29/2016
Action: Health and Safety Code Section 25296.10(c)

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE

TOSCO - 76 STATION #3472 (Continued) **S105693481**

Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 06/18/2004
Action: Well Installation Report

Global Id: T0603700636
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700636
Action Type: RESPONSE
Date: 09/23/2011
Action: Well Destruction Workplan

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/06/2012
Action: Well Destruction Workplan

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/15/2017
Action: Monitoring Report - Semi-Annually

Global Id: T0603700636
Action Type: RESPONSE
Date: 10/26/2017
Action: Well Destruction Report

Global Id: T0603700636
Action Type: ENFORCEMENT
Date: 10/02/2015
Action: Petition Submitted for Review

Global Id: T0603700636
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 12/09/2011
Action: Soil and Water Investigation Report

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700636
Action Type: RESPONSE
Date: 06/15/2012
Action: Well Destruction Report

TOSCO - 76 STATION #3472 (Continued) **S105693481**

Global Id: T0603700636
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 02/12/2013
Action: Soil and Water Investigation Workplan - Regulator Responded

Global Id: T0603700636
Action Type: RESPONSE
Date: 09/04/2014
Action: Well Destruction Workplan - Regulator Responded

Global Id: T0603700636
Action Type: RESPONSE
Date: 04/30/2015
Action: Request for Closure - Regulator Responded

Global Id: T0603700636
Action Type: RESPONSE
Date: 09/30/2015
Action: Interim Remedial Action Plan - Regulator Responded

Global Id: T0603700636
Action Type: REMEDIATION
Date: 01/01/2004
Action: Dual Phase Extraction

Global Id: T0603700636
Action Type: REMEDIATION
Date: 01/01/2004
Action: Dual Phase Extraction

Global Id: T0603700636
Action Type: REMEDIATION
Date: 02/01/2007
Action: Excavation

Global Id: T0603700636
Action Type: REMEDIATION
Date: 09/01/2008
Action: Soil Vapor Extraction (SVE)

Global Id: T0603700636
Action Type: REMEDIATION
Date: 03/01/1999
Action: Excavation

Global Id: T0603700636
Action Type: ENFORCEMENT
Date: 05/02/2002
Action: Staff Letter

Global Id: T0603700636
Action Type: ENFORCEMENT

TOSCO - 76 STATION #3472 (Continued) **S105693481**

Date: 09/04/2015
Action: Health and Safety Code Section 25296.10(c)

Global Id: T0603700636
Action Type: ENFORCEMENT
Date: 12/22/2016
Action: Notification - Public Notice of Case Closure

Global Id: T0603700636
Action Type: Other
Date: 11/18/1992
Action: Leak Reported

Global Id: T0603700636
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: ENFORCEMENT
Date: 01/31/2018
Action: Closure/No Further Action Letter

Global Id: T0603700636
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 04/15/2013
Action: Monitoring Report - Quarterly

TOSCO - 76 STATION #3472 (Continued) **S105693481**

Global Id: T0603700636
Action Type: RESPONSE
Date: 07/15/2013
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603700636
Action Type: RESPONSE
Date: 08/29/2013
Action: Site Assessment Report

Global Id: T0603700636
Action Type: RESPONSE
Date: 07/01/2009
Action: Preliminary Site Assessment Workplan - Addendum

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE

TOSCO - 76 STATION #3472 (Continued) **S105693481**

Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700636
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

LUST:
Global Id: T0603700636
Status: Open - Case Begin Date
Status Date: 10/22/1992

Global Id: T0603700636
Status: Open - Site Assessment
Status Date: 10/22/1992

Global Id: T0603700636
Status: Open - Site Assessment
Status Date: 06/25/1997

Global Id: T0603700636
Status: Open - Site Assessment
Status Date: 08/14/1997

Global Id: T0603700636
Status: Open - Site Assessment
Status Date: 01/16/1998

Global Id: T0603700636
Status: Open - Remediation
Status Date: 10/31/2001

Global Id: T0603700636
Status: Open - Remediation
Status Date: 06/11/2003

Global Id: T0603700636
Status: Open - Remediation
Status Date: 03/18/2004

Global Id: T0603700636
Status: Open - Eligible for Closure
Status Date: 06/05/2017

Global Id: T0603700636
Status: Completed - Case Closed
Status Date: 01/31/2018

LUST REG 4:

TOSCO - 76 STATION #3472 (Continued) **S105693481**

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900200098	
Status:	Remedial action (cleanup) Underway	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		VE
Global ID:	T0603700636	
W Global ID:	Not reported	
Staff:	DP	
Local Agency:	19050	
Cross Street:	VERMONT AVE	
Enforcement Type:	SEL	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		11/18/1992
Date Leak Record Entered:	11/16/1992	
Date Confirmation Began:	10/22/1992	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/15/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Tank	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4280.714842129094502202525808
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		6/25/1997
Preliminary Site Assessment Began:		8/14/1997
Pollution Characterization Began:		2/18/2003
Remediation Plan Submitted:		7/3/2002
Remedial Action Underway:		3/18/2004
Post Remedial Action Monitoring Began:		11/18/1992
Enforcement Action Date:		4/20/2001
Historical Max MTBE Date:		12/3/1999
Hist Max MTBE Conc in Groundwater:		690000
Hist Max MTBE Conc in Soil:		1
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	=	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	MS. SHARI LONDON	
RP Address:	3611 HARBOR BLVD.	
Program:	LUST	
Lat/Long:	34.0688858 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	

TOSCO - 76 STATION #3472 (Continued) **S105693481**

Summary: Not reported

CERS:
Name: TOSCO - 76 STATION #3472
Address: 3501 003RD ST W
City,State,Zip: LOS ANGELES, CA 90020
Site ID: 211836
CERS ID: T0603700636
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: DANIEL PIROTTON - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: R4 UNKNOWN
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766714

X146 **WON S. WOO** **CA LUST** **S101307357**
NW **310 BERENDO ST S** **CA HIST CORTESE** **N/A**
1/4-1/2 **LOS ANGELES, CA 90020** **CA CERS**
0.358 mi.
1889 ft. **Site 1 of 6 in cluster X**

Relative: **Lower**
Actual: **241 ft.**

LUST:
Name: WON S. WOO
Address: 310 BERENDO ST S
City,State,Zip: LOS ANGELES, CA 90020
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700638
Global Id: T0603700638
Latitude: 34.068631
Longitude: -118.29379
Status: Completed - Case Closed
Status Date: 10/10/1997
Case Worker: Not reported
RB Case Number: 900200116
Local Agency: LOS ANGELES, CITY OF
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Other Solvent or Non-Petroleum Hydrocarbon
Site History: Not reported

WON S. WOO (Continued) **S101307357**

LUST:
Global Id: T0603700638
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

LUST:
Global Id: T0603700638
Action Type: Other
Date: 07/09/1991
Action: Leak Reported

LUST:
Global Id: T0603700638
Status: Open - Case Begin Date
Status Date: 07/09/1991

Global Id: T0603700638
Status: Open - Site Assessment
Status Date: 07/09/1991

Global Id: T0603700638
Status: Completed - Case Closed
Status Date: 10/10/1997

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900200116
Status: Case Closed
Substance: Hydrocarbons
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603700638
W Global ID: Not reported
Staff: RV
Local Agency: 19050
Cross Street: 3RD ST
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 7/9/1991
Date Leak Record Entered: 7/4/1991
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 10/27/1997
Date the Case was Closed: 10/10/1997
How Leak Discovered: Not reported

WON S. WOO (Continued) **S101307357**

How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	3606.652939921772391574403804
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	7/9/1991
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:	1/1/1965
Hist Max MTBE Conc in Groundwater:	61
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:	WON S. WOO
RP Address:	3566 W. 3RD ST., LOS ANGELES, CA 90020
Program:	LUST
Lat/Long:	34.0687818 / -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:	07/14/97 - QTRLY GW MON. RPT SUBMITTAL

HIST CORTESE:

edr_fname:	WON S. WOO
edr_fadd1:	310 BERENDO
City,State,Zip:	LOS ANGELES, CA
Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900200116

CERS:

Name:	WON S. WOO
Address:	310 BERENDO ST S
City,State,Zip:	LOS ANGELES, CA 90020
Site ID:	233335
CERS ID:	T0603700638
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	ELOY LUNA - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780

WON S. WOO (Continued) **S101307357**

Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

X147 **LESLIE FAMILY TRUST** **CA CPS-SLIC** **S106483732**
NW **3566/3580 WEST THIRD ST** **CA DEED** **N/A**
1/4-1/2 **LOS ANGELES, CA** **CA CERS**
0.360 mi.
1903 ft. **Site 2 of 6 in cluster X**

Relative:
Lower

Actual:
248 ft.

CPS-SLIC:

Name:	LESLIE FAMILY TRUST
Address:	3566/3580 WEST THIRD ST
City,State,Zip:	LOS ANGELES, CA
Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	06/14/2011
Global Id:	SL184151398
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.06897822037
Longitude:	-118.29400062561
Case Type:	Cleanup Program Site
Case Worker:	DI
Local Agency:	Not reported
RB Case Number:	0411
File Location:	Regional Board
Potential Media Affected:	Aquifer used for drinking water supply, Soil
Potential Contaminants of Concern:	Tetrachloroethylene (PCE)
Site History:	Dry cleaner at site. Cleaning solvent delineated in subsurface and remediated with soil vapor extraction. Closure with Deed Rstriction

Click here to access the California GeoTracker records for this facility:

DEED:

Name:	LESLIE FAMILY TRUST
Address:	3566/3580 WEST THIRD ST
City,State,Zip:	LOS ANGELES, CA
Envirostor ID:	SL184151398
Area:	Not reported
Sub Area:	Not reported
Site Type:	SLIC
Status:	COMPLETED - CASE CLOSED
Agency:	SWRCB
Covenant Uploaded:	Y
Deed Date(s):	06/14/2011
File Name:	Geotracker Land Use/Deed Restrictions

CERS:

Name:	LESLIE FAMILY TRUST
Address:	3566/3580 WEST THIRD ST
City,State,Zip:	LOS ANGELES, CA
Site ID:	227732
CERS ID:	SL184151398

LESLIE FAMILY TRUST (Continued) **S106483732**

CERS Description: Cleanup Program Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: DON INDERMILL - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., #200
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766811

Y148 **SHELL #204-4539-5906** **CA LUST S101297321**
SSW **700 VERMONT AVE S** **CA HIST CORTESE N/A**
1/4-1/2 **LOS ANGELES, CA 90005** **CA CERS**
0.362 mi.
1911 ft. **Site 1 of 3 in cluster Y**

Relative: **Lower**
Actual: **234 ft.**

LUST:
Name: SHELL #204-4539-5906
Address: 700 VERMONT AVE S
City,State,Zip: LOS ANGELES, CA 90005
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700463
Global Id: T0603700463
Latitude: 34.0596512
Longitude: -118.2914936
Status: Completed - Case Closed
Status Date: 07/22/2013
Case Worker: DPP
RB Case Number: 900050016
Local Agency: LOS ANGELES, CITY OF
File Location: Regional Board
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603700463
Contact Type: Regional Board Caseworker
Contact Name: DANIEL PIROTTON
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: dpirotton@waterboards.ca.gov
Phone Number: 2135766714

Global Id: T0603700463
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

SHELL #204-4539-5906 (Continued) **S101297321**

LUST:

Global Id:	T0603700463
Action Type:	ENFORCEMENT
Date:	06/15/2009
Action:	Staff Letter
Global Id:	T0603700463
Action Type:	RESPONSE
Date:	07/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603700463
Action Type:	RESPONSE
Date:	07/15/2009
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700463
Action Type:	RESPONSE
Date:	04/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603700463
Action Type:	RESPONSE
Date:	04/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700463
Action Type:	RESPONSE
Date:	07/15/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700463
Action Type:	ENFORCEMENT
Date:	07/03/2002
Action:	Staff Letter
Global Id:	T0603700463
Action Type:	ENFORCEMENT
Date:	04/16/2003
Action:	Staff Letter
Global Id:	T0603700463
Action Type:	ENFORCEMENT
Date:	04/24/2002
Action:	Staff Letter
Global Id:	T0603700463
Action Type:	RESPONSE
Date:	07/15/2002
Action:	Monitoring Report - Quarterly
Global Id:	T0603700463
Action Type:	RESPONSE
Date:	08/19/2002
Action:	Well Installation Report
Global Id:	T0603700463

SHELL #204-4539-5906 (Continued) **S101297321**

Action Type: RESPONSE
Date: 08/19/2002
Action: CAP/RAP - Feasibility Study Report

Global Id: T0603700463
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 07/31/2002
Action: Other Report / Document

Global Id: T0603700463
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: ENFORCEMENT
Date: 01/28/2003
Action: Staff Letter

Global Id: T0603700463
Action Type: ENFORCEMENT
Date: 02/03/2004
Action: Staff Letter

Global Id: T0603700463
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 02/28/2003
Action: Soil and Water Investigation Workplan

Global Id: T0603700463
Action Type: RESPONSE
Date: 12/31/2003
Action: Interim Remedial Action Report

Global Id: T0603700463
Action Type: RESPONSE
Date: 01/15/2004

SHELL #204-4539-5906 (Continued) **S101297321**

Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 09/03/2010
Action: Other Workplan

Global Id: T0603700463
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 10/31/2003
Action: Interim Remedial Action Report

Global Id: T0603700463
Action Type: RESPONSE
Date: 03/15/2004
Action: Interim Remedial Action Report

Global Id: T0603700463
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700463
Action Type: RESPONSE
Date: 01/21/2011
Action: Soil and Water Investigation Workplan

Global Id: T0603700463
Action Type: RESPONSE
Date: 06/20/2011
Action: Soil and Water Investigation Report

Global Id: T0603700463
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

SHELL #204-4539-5906 (Continued) **S101297321**

Global Id: T0603700463
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700463
Action Type: RESPONSE
Date: 10/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700463
Action Type: RESPONSE
Date: 01/31/2012
Action: Request for Closure

Global Id: T0603700463
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700463
Action Type: REMEDIATION
Date: 02/01/2004
Action: Other (Use Description Field)

Global Id: T0603700463
Action Type: REMEDIATION
Date: 02/01/2004
Action: Other (Use Description Field)

Global Id: T0603700463
Action Type: ENFORCEMENT
Date: 08/27/1998
Action: Staff Letter

Global Id: T0603700463
Action Type: Other

SHELL #204-4539-5906 (Continued) **S101297321**

Date: 05/07/1986
Action: Leak Reported

Global Id: T0603700463
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 11/15/2005
Action: Soil and Water Investigation Report

Global Id: T0603700463
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 04/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: ENFORCEMENT
Date: 11/03/2003
Action: Staff Letter

Global Id: T0603700463
Action Type: ENFORCEMENT
Date: 07/19/2013
Action: Health and Safety Code Section 25296.10(c)

Global Id: T0603700463
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

SHELL #204-4539-5906 (Continued) **S101297321**

Global Id: T0603700463
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 10/15/2013
Action: Well Destruction Report

Global Id: T0603700463
Action Type: ENFORCEMENT
Date: 11/29/2012
Action: Notification - Preclosure

Global Id: T0603700463
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: ENFORCEMENT
Date: 07/22/2013
Action: Closure/No Further Action Letter

Global Id: T0603700463
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603700463
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 10/15/2002
Action: Interim Remedial Action Plan

Global Id: T0603700463
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700463
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

LUST:
Global Id: T0603700463

SHELL #204-4539-5906 (Continued) **S101297321**

Status: Open - Case Begin Date
Status Date: 05/07/1986

Global Id: T0603700463
Status: Open - Site Assessment
Status Date: 12/06/1996

Global Id: T0603700463
Status: Open - Site Assessment
Status Date: 02/12/1997

Global Id: T0603700463
Status: Open - Site Assessment
Status Date: 10/15/2002

Global Id: T0603700463
Status: Open - Remediation
Status Date: 12/18/2003

Global Id: T0603700463
Status: Open - Eligible for Closure
Status Date: 12/18/2012

Global Id: T0603700463
Status: Completed - Case Closed
Status Date: 07/22/2013

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900050016
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: T0603700463
W Global ID: Not reported
Staff: DP
Local Agency: 19050
Cross Street: 7TH
Enforcement Type: SEL
Date Leak Discovered: Not reported
Date Leak First Reported: 5/7/1986
Date Leak Record Entered: 12/31/1986
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 8/19/2002
Date the Case was Closed: Not reported
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: Piping
Operator: Not reported

SHELL #204-4539-5906 (Continued) **S101297321**

Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 5809.172249560170373888868515 6
Source of Cleanup Funding: Piping
Preliminary Site Assessment Workplan Submitted: 12/6/1996
Preliminary Site Assessment Began: 2/12/1997
Pollution Characterization Began: 2/26/2003
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: 5/7/1986
Enforcement Action Date: Not reported
Historical Max MTBE Date: 9/30/1998
Hist Max MTBE Conc in Groundwater: 33000
Hist Max MTBE Conc in Soil: 1.9
Significant Interim Remedial Action Taken: Yes
GW Qualifier: Not reported
Soil Qualifier: =
Organization: Not reported
Owner Contact: Not reported
Responsible Party: MS. DEBORAH PRYOR
RP Address: P.O. BOX 7869
Program: LUST
Lat/Long: 34.0596512 / -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

HIST CORTESE:
edr_fname: SHELL #204-4539-5906
edr_fadd1: 700 VERMONT
City,State,Zip: LOS ANGELES, CA 90005
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900050016

CERS:
Name: SHELL #204-4539-5906
Address: 700 VERMONT AVE S
City,State,Zip: LOS ANGELES, CA 90005
Site ID: 257571
CERS ID: T0603700463
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: DANIEL PIROTTON - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: R4 UNKNOWN
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported

SHELL #204-4539-5906 (Continued) **S101297321**

Affiliation Phone: 2135766714

Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

X149 **ATLAS WIRELINE** **CA CPS-SLIC S106483966**
NW **1213 N. VENTURA AVE** **CA CERS N/A**
1/4-1/2 **LOS ANGELES, CA**
0.363 mi.
1916 ft. **Site 3 of 6 in cluster X**

Relative: **Lower**
Actual: **242 ft.**

CPS-SLIC:
Name: ATLAS WIRELINE
Address: 1213 N. VENTURA AVE
City,State,Zip: LOS ANGELES, CA
Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 12/01/1998
Global Id: SL204691641
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.068863
Longitude: -118.293749
Case Type: Cleanup Program Site
Case Worker: AMT
Local Agency: Not reported
RB Case Number: 0432
File Location: Not reported
Potential Media Affected: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

CERS:
Name: ATLAS WIRELINE
Address: 1213 N. VENTURA AVE
City,State,Zip: LOS ANGELES, CA
Site ID: 195819
CERS ID: SL204691641
CERS Description: Cleanup Program Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: ANA M. TOWNSEND - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH STREET, SUITE 200
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported

ATLAS WIRELINE (Continued) **S106483966**

Affiliation Zip: Not reported
Affiliation Phone: Not reported

Y150 **TOSCO/76 PRODUCTS STATION** **CA HIST CORTESE** **S104406266**
SSW **703 VERMONT** **N/A**
1/4-1/2 **LOS ANGELES, CA 90005**
0.371 mi.
1957 ft. **Site 2 of 3 in cluster Y**

Relative: **Lower**
Actual: **235 ft.**

HIST CORTESE:
edr_fname: TOSCO/76 PRODUCTS STATION
edr_fadd1: 703 VERMONT
City,State,Zip: LOS ANGELES, CA 90005
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900050089

Y151 **TOSCO - 76 STATION #5283 (FORMER)** **CA LUST** **S104532748**
SSW **703 VERMONT AVE S** **CA CERS** **N/A**
1/4-1/2 **LOS ANGELES, CA 90005**
0.371 mi.
1957 ft. **Site 3 of 3 in cluster Y**

Relative: **Lower**
Actual: **235 ft.**

LUST:
Name: TOSCO - 76 STATION #5283 (FORMER)
Address: 703 VERMONT AVE S
City,State,Zip: LOS ANGELES, CA 90005
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700470
Global Id: T0603700470
Latitude: 34.0595952
Longitude: -118.2917586
Status: Completed - Case Closed
Status Date: 10/07/2013
Case Worker: DPP
RB Case Number: 900050089
Local Agency: LOS ANGELES, CITY OF
File Location: Regional Board
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603700470
Contact Type: Regional Board Caseworker
Contact Name: DANIEL PIROTTON
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: dpirotton@waterboards.ca.gov
Phone Number: 2135766714

Global Id: T0603700470

TOSCO - 76 STATION #5283 (FORMER) (Continued) **S104532748**

Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

LUST:

Global Id: T0603700470
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603700470
Action Type: RESPONSE
Date: 12/02/2009
Action: Soil and Water Investigation Report

Global Id: T0603700470
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 07/28/2009
Action: Pilot Study/ Treatability Report

Global Id: T0603700470
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700470
Action Type: ENFORCEMENT
Date: 01/29/2003
Action: Staff Letter

Global Id: T0603700470
Action Type: ENFORCEMENT
Date: 05/11/2001
Action: Staff Letter

Global Id: T0603700470
Action Type: RESPONSE
Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 10/24/2002

TOSCO - 76 STATION #5283 (FORMER) (Continued) **S104532748**

Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 03/15/2003
Action: Soil and Water Investigation Workplan

Global Id: T0603700470
Action Type: ENFORCEMENT
Date: 06/17/2003
Action: Staff Letter

Global Id: T0603700470
Action Type: ENFORCEMENT
Date: 10/31/2003
Action: Staff Letter

Global Id: T0603700470
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 01/10/2004
Action: Well Installation Report

Global Id: T0603700470
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603700470
Action Type: RESPONSE
Date: 10/20/2010
Action: Well Installation Report

Global Id: T0603700470
Action Type: Other
Date: 09/12/1997
Action: Leak Discovery

TOSCO - 76 STATION #5283 (FORMER) (Continued) **S104532748**

Global Id: T0603700470
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700470
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700470
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 01/24/2012
Action: Request for Closure

Global Id: T0603700470
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700470
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE

TOSCO - 76 STATION #5283 (FORMER) (Continued) **S104532748**

Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 12/05/2012
Action: Request for Closure - Regulator Responded

Global Id: T0603700470
Action Type: REMEDIATION
Date: 02/01/1999
Action: Excavation

Global Id: T0603700470
Action Type: REMEDIATION
Date: 02/01/1999
Action: Other (Use Description Field)

Global Id: T0603700470
Action Type: Other
Date: 09/12/1997
Action: Leak Reported

Global Id: T0603700470
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 03/30/2007
Action: Soil and Water Investigation Workplan

Global Id: T0603700470
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700470
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Semi-Annually

TOSCO - 76 STATION #5283 (FORMER) (Continued) **S104532748**

Global Id: T0603700470
Action Type: ENFORCEMENT
Date: 07/25/2013
Action: Notification - Preclosure

Global Id: T0603700470
Action Type: ENFORCEMENT
Date: 10/07/2013
Action: Closure/No Further Action Letter

Global Id: T0603700470
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 11/05/2007
Action: Well Installation Report

Global Id: T0603700470
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 12/01/2008
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603700470
Action Type: RESPONSE
Date: 09/12/2008
Action: Interim Remedial Action Plan

Global Id: T0603700470
Action Type: RESPONSE
Date: 11/23/2009
Action: Pilot Study / Treatability Workplan

Global Id: T0603700470
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE

TOSCO - 76 STATION #5283 (FORMER) (Continued) **S104532748**

Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 01/15/2014
Action: Well Destruction Report

Global Id: T0603700470
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603700470
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700470
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

LUST:
Global Id: T0603700470
Status: Open - Case Begin Date
Status Date: 09/12/1997

Global Id: T0603700470
Status: Open - Site Assessment
Status Date: 04/27/1999

Global Id: T0603700470
Status: Open - Site Assessment
Status Date: 05/11/2001

Global Id: T0603700470
Status: Open - Site Assessment
Status Date: 03/30/2007

Global Id: T0603700470
Status: Open - Eligible for Closure
Status Date: 12/18/2012

Global Id: T0603700470
Status: Completed - Case Closed
Status Date: 10/07/2013

TOSCO - 76 STATION #5283 (FORMER) (Continued) **S104532748**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900050089	
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:	T0603700470	
W Global ID:	Not reported	
Staff:	DP	
Local Agency:	19050	
Cross Street:	7TH ST	
Enforcement Type:	DLSEL	
Date Leak Discovered:	9/12/1997	
Date Leak First Reported:		9/12/1997
Date Leak Record Entered:	3/10/1998	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/15/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		5763.5560049198167575942631487
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		4/27/1999
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		3/19/2003
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		1/1/1965
Hist Max MTBE Conc in Groundwater:		27600
Hist Max MTBE Conc in Soil:		25.8
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	MS. SHARI LONDON	
RP Address:	3611 HARBOR BL., STE. #200	
Program:	LUST	
Lat/Long:	34.0595952 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	

TOSCO - 76 STATION #5283 (FORMER) (Continued) **S104532748**

Assigned Name: Not reported
Summary: 5/12/99 TRANSM. OF UST & PIPING REMOVAL RPT; 5/5/00 WORKPLAN FOR SUBSURFACE INVESTIGATION

CERS:
Name: TOSCO - 76 STATION #5283 (FORMER)
Address: 703 VERMONT AVE S
City,State,Zip: LOS ANGELES, CA 90005
Site ID: 224264
CERS ID: T0603700470
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: DANIEL PIROTTON - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: R4 UNKNOWN
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766714

X152 **LESLIE FAMILY TRUST** **CA LUST** **1000592635**
NW **3566 003RD ST W** **N/A**
1/4-1/2 **LOS ANGELES, CA 90020**
0.371 mi.
1959 ft. **Site 4 of 6 in cluster X**

Relative: **Lower**
Actual: **245 ft.**

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: SLIC411
Status: Remediation Plan
Substance: Perchlorethylene
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603705559
W Global ID: Not reported
Staff: SLC
Local Agency: 19050
Cross Street: NEW HAMPSHIRE AVE S
Enforcement Type: Not reported
Date Leak Discovered: Not reported

LESLIE FAMILY TRUST (Continued) **1000592635**

Date Leak First Reported:		3/7/1997
Date Leak Record Entered:	5/9/1997	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		12/5/1997
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:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		3749.876146820525822481988991 9
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		12/5/1997
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:		220
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:	THE LESLIE FAMILY TRUST	
RP Address:	12520 MAGNOLIA BLVD., NORTH HOLLYWOOD, CA 91607	
Program:	SLIC	
Lat/Long:	34.0688768 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	LOP/HIGH - DRINKING WATER IMPACT	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	AV HAS CASE, DNAPL IS PCE SLIC #627	REFER TO

X153 **LESLIE FAMILY TRUST** **CA CPS-SLIC** **S103546757**
NW **3566-3580 003RD** **N/A**
1/4-1/2 **LOS ANGELES, CA 90004**
0.379 mi.
2003 ft. **Site 5 of 6 in cluster X**

Relative: **Lower**
Actual: **238 ft.**

SLIC REG 4:

Region:	4
Facility Status:	Remediation
SLIC:	0411
Substance:	VOCs
Staff:	SSH

X154 **LESLIE FAMILY TRUST** **CA HIST CORTESE** **S102590603**
NW **3566 003RD** **N/A**
1/4-1/2 **LOS ANGELES, CA 90020**
0.379 mi.
2003 ft. **Site 6 of 6 in cluster X**

Relative: **Lower**
Actual: **238 ft.**

HIST CORTESE:

edr_fname:	LESLIE FAMILY TRUST
edr_fadd1:	3566 003RD
City,State,Zip:	LOS ANGELES, CA 90020
Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	SLIC411

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155 **2ND & JUANITA AVENUE DUMP-LOS** **CA WMUDS/SWAT** **S103441379**
North **2ND & JUANITA AVE** **N/A**
1/4-1/2 **LOS ANGELES, CA**
0.389 mi.
2054 ft.

Relative: **Higher**
Actual: **272 ft.**

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	Not reported
Agency Department:	Not reported
Agency Address:	Not reported
Agency City,St,Zip:	Not reported
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	4
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False

2ND & JUANITA AVENUE DUMP-LOS (Continued) **S103441379**

Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	Not reported
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	LT
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Waste Discharge System ID:	4 190112NUR
Solid Waste Information ID:	Not reported

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156 **COMMONWEALTH ELEMENTARY SCHOOL ADDITION** **CA ENVIROSTOR** **S113012696**
NNE **215 SOUTH COMMONWEALTH AVENUE** **CA SCH** **N/A**
1/4-1/2 **LOS ANGELES, CA 90004** **CA HAZNET**
0.393 mi. **CA HAZMAT**
2073 ft. **CA CERS**

Relative: **Higher**

Actual: **291 ft.**

ENVIROSTOR:

Name:	COMMONWEALTH ELEMENTARY SCHOOL ADDITION
Address:	215 SOUTH COMMONWEALTH AVENUE
City,State,Zip:	LOS ANGELES, CA 90004-6103
Facility ID:	19820033
Status:	Certified / Operation & Maintenance
Status Date:	12/29/2009
Site Code:	304263
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	0.7
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Johnson Abraham
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.07015
Longitude:	-118.2858
APN:	NONE SPECIFIED
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	Methane
Confirmed COC:	Methane
Potential Description:	SV, IA
Alias Name:	COMMONWEALTH ELEMENTARY SCHOOL ADDITION
Alias Type:	Alternate Name
Alias Name:	Commonwealth Avenue Elementary School
Alias Type:	Alternate Name
Alias Name:	LAUSD-COMMONWEALTH ELEMENTARY SCHOOL
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued) **S113012696**

Alias Name: 110033613542
Alias Type: EPA (FRS #)
Alias Name: 304263
Alias Type: Project Code (Site Code)
Alias Name: 19820033
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 08/14/2006
Comments: Mailed fully executed O&M Agreement, signed 8/14/2006, to District.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/28/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/24/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 08/02/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 06/06/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 05/09/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 12/29/2009
Comments: DTSC certified that response action according to the DTSC-approved RAW is complete. Operation and maintenance is required.

Completed Area Name: PROJECT WIDE

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued) **S113012696**

Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 08/30/2017
Comments: Annual cost estimates letter sent to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/08/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/22/2015
Comments: Annual Cost Estimate emailed and mailed to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/15/2016
Comments: Annual Cost Estimates Letter, dated 09/15/16, sent to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 03/10/2016
Comments: Via email on March 10, 2016, DTSC provided notification of the DTSC project manager change for the Site, effective immediately.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/09/2018
Comments: FY 18/19 Estimate: $6,765

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/25/2017
Comments: DTSC completed the site visit.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 04/02/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 08/02/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued) **S113012696**

Completed Date: 10/04/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 07/20/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 08/17/2006
Comments: OMP approved in conjunction with RACR.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 06/19/2006
Comments: CH4 mitigation system start-up testing wp approved 6/19/2006.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 06/26/2006
Comments: commonwealth start-up testing workplan approved on 6/26/2006

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 08/17/2006
Comments: Approval of RACR.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/28/2009
Comments: DTSC reviewed the Operation and Maintenance report and noted that certain activities be incorporated in future O&M reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/28/2009
Comments: DTSC reviewed the Operation and Maintenance report and noted that certain activities be incorporated in future O&M reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/01/2009
Comments: DTSC reviewed the Operation and Maintenance report and requested that its comments be addressed by 09/15/2009.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued) **S113012696**

Completed Date: 09/21/2009
Comments: DTSC reviewed the Operation and Maintenance Report and noted that an action should be taken prior to the next monitoring event. In addition, DTSC noted it had not received a response to comments on the previous O&M report and requested a response by September 24, 2009.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/10/2009
Comments: DTSC concurred with the recommendations of the Operation and Maintenance Report and requested a response to one comment by December 31, 2009.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/01/2010
Comments: DTSC concurred with the recommendations of the Operation and Maintenance Report and requested a response to four comments by March 15, 2010.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 05/01/2002
Comments: DTSC approved the Public Participation Plan, dated May 2002.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/15/2010
Comments: DTSC concurred with the recommendations of the Operation and Maintenance Report and noted discrepancies between the paper and electronic copies of the Report. DTSC pointed out that the paper copy and the electronic copy of all submittals provided to DTSC be accurate and consistent with each other.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/17/2010
Comments: DTSC concurred with the recommendations of the Operation and Maintenance Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 06/15/2011
Comments: DTSC provided two comments on the Report that should be addressed in future reports. DTSC also concurred with the recommendations to reduce O&M activities to an annual basis and to remove soil vapor probe MW-1-28 from routine monitoring activities; however, monitoring should continue at soil vapor probe MW-4-15.

Completed Area Name: PROJECT WIDE

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued) **S113012696**

Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/15/2011
Comments: DTSC provided two comments on the Report that should be addressed in future reports. DTSC also concurred with the recommendations to reduce O&M activities to an annual basis and to remove soil vapor probe MW-1-28 from routine monitoring activities; however, monitoring should continue at soil vapor probe MW-4-15.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/19/2012
Comments: DTSC concurred with the Report recommendations: 1) no further modifications to the routine O&M activities are recommended; and 2) LAUSD have a technician inspect and service the ventilation equipment located in the electrical and elevator equipment rooms of the parking garage.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 03/29/2018
Comments: DTSC approved the Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/10/2013
Comments: DTSC provided comments on the Report and requested such be addressed during field work and/or in monitoring reports. DTSC also concurred with the recommendation to continue O&M activities on an annual basis (with the next event to be conducted in December 2013).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 04/02/2014
Comments: DTSC provided comments on the Report and requested such be addressed during field work and/or in monitoring reports. DTSC also concurred with the recommendations to continue O&M activities on an annual basis (with the next event to be conducted during winter recess at the end of 2014).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/25/2015
Comments: DTSC reiterated previous comments that were not addressed in the Report and requested a response to comments be provided by March 9, 2015. DTSC also concurred with the recommendations to service the supplied air system in the electrical room and to continue O&M activities on an annual basis (with the next event to be conducted during winter recess in January 2016).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued) **S113012696**

Completed Document Type:	Operations and Maintenance Report
Completed Date:	03/30/2016
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Plan
Completed Date:	09/27/2018
Comments:	Not reported
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	5 Year Review Reports
Future Due Date:	2023
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	COMMONWEALTH ELEMENTARY SCHOOL ADDITION
Address:	215 SOUTH COMMONWEALTH AVENUE
City,State,Zip:	LOS ANGELES, CA 90004-6103
Facility ID:	19820033
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	0.7
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Johnson Abraham
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304263
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Certified / Operation & Maintenance
Status Date:	12/29/2009
Restricted Use:	NO
Funding:	School District
Latitude:	34.07015
Longitude:	-118.2858
APN:	NONE SPECIFIED
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	Methane
Confirmed COC:	Methane
Potential Description:	SV, IA
Alias Name:	COMMONWEALTH ELEMENTARY SCHOOL ADDITION
Alias Type:	Alternate Name
Alias Name:	Commonwealth Avenue Elementary School
Alias Type:	Alternate Name
Alias Name:	LAUSD-COMMONWEALTH ELEMENTARY SCHOOL

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued) **S113012696**

Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 110033613542
Alias Type: EPA (FRS #)
Alias Name: 304263
Alias Type: Project Code (Site Code)
Alias Name: 19820033
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 08/14/2006
Comments: Mailed fully executed O&M Agreement, signed 8/14/2006, to District.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/28/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/24/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 08/02/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 06/06/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 05/09/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 12/29/2009
Comments: DTSC certified that response action according to the DTSC-approved

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued) **S113012696**

RAW is complete. Operation and maintenance is required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 08/30/2017
Comments: Annual cost estimates letter sent to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/08/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/22/2015
Comments: Annual Cost Estimate emailed and mailed to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/15/2016
Comments: Annual Cost Estimates Letter, dated 09/15/16, sent to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 03/10/2016
Comments: Via email on March 10, 2016, DTSC provided notification of the DTSC project manager change for the Site, effective immediately.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/09/2018
Comments: FY 18/19 Estimate: $6,765

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/25/2017
Comments: DTSC completed the site visit.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 04/02/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 08/02/2002
Comments: Not reported

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued) **S113012696**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 10/04/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 07/20/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 08/17/2006
Comments: OMP approved in conjunction with RACR.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 06/19/2006
Comments: CH4 mitigation system start-up testing wp approved 6/19/2006.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Design - Preliminary/Intermediate
Completed Date: 06/26/2006
Comments: commonwealth start-up testing workplan approved on 6/26/2006

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 08/17/2006
Comments: Approval of RACR.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/28/2009
Comments: DTSC reviewed the Operation and Maintenance report and noted that certain activities be incorporated in future O&M reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/28/2009
Comments: DTSC reviewed the Operation and Maintenance report and noted that certain activities be incorporated in future O&M reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/01/2009
Comments: DTSC reviewed the Operation and Maintenance report and requested that its comments be addressed by 09/15/2009.

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued) **S113012696**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/21/2009
Comments: DTSC reviewed the Operation and Maintenance Report and noted that an action should be taken prior to the next monitoring event. In addition, DTSC noted it had not received a response to comments on the previous O&M report and requested a response by September 24, 2009.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/10/2009
Comments: DTSC concurred with the recommendations of the Operation and Maintenance Report and requested a response to one comment by December 31, 2009.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/01/2010
Comments: DTSC concurred with the recommendations of the Operation and Maintenance Report and requested a response to four comments by March 15, 2010.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 05/01/2002
Comments: DTSC approved the Public Participation Plan, dated May 2002.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/15/2010
Comments: DTSC concurred with the recommendations of the Operation and Maintenance Report and noted discrepancies between the paper and electronic copies of the Report. DTSC pointed out that the paper copy and the electronic copy of all submittals provided to DTSC be accurate and consistent with each other.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/17/2010
Comments: DTSC concurred with the recommendations of the Operation and Maintenance Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 06/15/2011
Comments: DTSC provided two comments on the Report that should be addressed in future reports. DTSC also concurred with the recommendations to reduce O&M activities to an annual basis and to remove soil vapor probe MW-1-28 from routine monitoring activities; however, monitoring

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued) **S113012696**

should continue at soil vapor probe MW-4-15.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/15/2011
Comments: DTSC provided two comments on the Report that should be addressed in future reports. DTSC also concurred with the recommendations to reduce O&M activities to an annual basis and to remove soil vapor probe MW-1-28 from routine monitoring activities; however, monitoring should continue at soil vapor probe MW-4-15.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/19/2012
Comments: DTSC concurred with the Report recommendations: 1) no further modifications to the routine O&M activities are recommended; and 2) LAUSD have a technician inspect and service the ventilation equipment located in the electrical and elevator equipment rooms of the parking garage.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 03/29/2018
Comments: DTSC approved the Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/10/2013
Comments: DTSC provided comments on the Report and requested such be addressed during field work and/or in monitoring reports. DTSC also concurred with the recommendation to continue O&M activities on an annual basis (with the next event to be conducted in December 2013).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 04/02/2014
Comments: DTSC provided comments on the Report and requested such be addressed during field work and/or in monitoring reports. DTSC also concurred with the recommendations to continue O&M activities on an annual basis (with the next event to be conducted during winter recess at the end of 2014).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/25/2015
Comments: DTSC reiterated previous comments that were not addressed in the Report and requested a response to comments be provided by March 9, 2015. DTSC also concurred with the recommendations to service the supplied air system in the electrical room and to continue O&M activities on an annual basis (with the next event to be conducted during winter recess in January 2016).

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued) **S113012696**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/30/2016
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 09/27/2018
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2023
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

HAZNET:
Name: LAUSD/ COMMONWEALTH ELEM SCHOO
Address: 215 S COMMONWEALTH AVE
City,State,Zip: LOS ANGELES, CA 900040000
Year: 2008
GEPAID: CAD982024598
Contact: SOE AUNG
Telephone: 2137455939
Mailing Name: Not reported
Mailing Address: 333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Los Angeles
TSD EPA ID: CAD099452708
TSD County: Los Angeles
Tons: 2.47
CA Waste Code: 221-Waste oil and mixed oil
Method: H039-Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County: Los Angeles

Name: LAUSD/ COMMONWEALTH ELEM SCHOO
Address: 215 S COMMONWEALTH AVE
City,State,Zip: LOS ANGELES, CA 900040000
Year: 2007
GEPAID: CAD982024598
Contact: SOE AUNG
Telephone: 2137455939
Mailing Name: Not reported
Mailing Address: 333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Tons: 0.005
CA Waste Code: 181-Other inorganic solid waste

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued) **S113012696**

Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: LAUSD/ COMMONWEALTH ELEM SCHOO
Address: 215 S COMMONWEALTH AVE
City,State,Zip: LOS ANGELES, CA 900040000
Year: 2006
GEPAID: CAD982024598
Contact: SOE AUNG
Telephone: 2137455939
Mailing Name: Not reported
Mailing Address: 333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Tons: 0.2
CA Waste Code: 352-Other organic solids
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: LAUSD/ COMMONWEALTH ELEM SCHOO
Address: 215 S COMMONWEALTH AVE
City,State,Zip: LOS ANGELES, CA 900040000
Year: 2006
GEPAID: CAD982024598
Contact: SOE AUNG
Telephone: 2137455939
Mailing Name: Not reported
Mailing Address: 333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Los Angeles
TSD EPA ID: CAD980884183
TSD County: Sacramento
Tons: 0.05
CA Waste Code: 181-Other inorganic solid waste
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: LAUSD/ COMMONWEALTH ELEM SCHOO
Address: 215 S COMMONWEALTH AVE
City,State,Zip: LOS ANGELES, CA 900040000
Year: 2005
GEPAID: CAD982024598
Contact: SOE AUNG
Telephone: 2137455939
Mailing Name: Not reported
Mailing Address: 333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000
Gen County: Los Angeles
TSD EPA ID: CAD009007626
TSD County: Los Angeles
Tons: 54.782
CA Waste Code: 151-Asbestos containing waste

COMMONWEALTH ELEMENTARY SCHOOL ADDITION (Continued) **S113012696**

Method: D80-Disposal, Land Fill
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
6 additional CA_HAZNET: record(s) in the EDR Site Report.

LOS ANGELES HM:
Name: LAUSD - COMMONWEALTH AVE SCHOOL
Address: 215 S COMMONWEALTH AVE
City,State,Zip: LOS ANGELES, CA 90004
Facility ID: FA0002823
Last Run Date: 06/01/2019
Status: INACTIVE

CERS:
Name: COMMONWEALTH ELEMENT
Address: 215 SOUTH COMMONWEALTH AVENUE
City,State,Zip: LOS ANGELES, CA 90004-6103
Site ID: 336283
CERS ID: 19820033
CERS Description: School Cleanup

Affiliation:
Affiliation Type Desc: Lead Project Manager
Entity Name: JOHNSON ABRAHAM
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: CYPRESS
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Supervisor
Entity Name: SHAHIR HADDAD
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Z157 **STATE COMPENSATION INSUR FUND** **CA LUST** **S101297093**
ESE **600 LAFAYETTE PARK PL** **CA HIST CORTESE** **N/A**
1/4-1/2 **LOS ANGELES, CA 90057** **CA CERS**
0.415 mi.
2191 ft. **Site 1 of 2 in cluster Z**

Relative:
Lower

Actual:
263 ft.

LUST:
Name: STATE COMPENSATION INSUR FUND
Address: 600 LAFAYETTE PARK PL
City,State,Zip: LOS ANGELES, CA 90057
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603701124

STATE COMPENSATION INSUR FUND (Continued) **S101297093**

Global Id: T0603701124
Latitude: 33.9863827
Longitude: -118.3694837
Status: Completed - Case Closed
Status Date: 04/13/1995
Case Worker: YR
RB Case Number: 900560016
Local Agency: LOS ANGELES, CITY OF
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Diesel
Site History: Not reported

LUST:
Global Id: T0603701124
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603701124
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603701124
Action Type: Other
Date: 12/24/1991
Action: Leak Reported

LUST:
Global Id: T0603701124
Status: Open - Case Begin Date
Status Date: 12/24/1991

Global Id: T0603701124
Status: Open - Site Assessment
Status Date: 12/24/1991

Global Id: T0603701124
Status: Open - Remediation
Status Date: 02/24/1992

Global Id: T0603701124
Status: Open - Verification Monitoring
Status Date: 11/22/1992

Global Id: T0603701124

STATE COMPENSATION INSUR FUND (Continued) **S101297093**

Status: Completed - Case Closed
Status Date: 04/13/1995

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900560016	
Status:	Case Closed	
Substance:	Diesel	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Excavate and Treat
Global ID:	T0603701124	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		12/24/1991
Date Leak Record Entered:	12/22/1991	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		4/13/1995
Date the Case was Closed:		4/13/1995
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		6891.2569418719071329529 53027
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		12/24/1991
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		2/24/1992
Post Remedial Action Monitoring Began:		11/22/1992
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:	BLANK RP	
RP Address:	Not reported	
Program:	LUST	
Lat/Long:	33.9863827 / -1	
Local Agency Staff:	PEJ	

STATE COMPENSATION INSUR FUND (Continued) **S101297093**

Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: GROUNDWATER MONITORING WELLS MW-1, MW-3, AND MW-8 WERE LEFT IN PLACE FOR MONITORING THE POSSIBLE AREA-WIDE GROUNDWATER CONTAMINATION FROM GASOLINE.

HIST CORTESE:
edr_fname: STATE COMPENSATION INSUR
edr_fadd1: 600 LAFAYETTE PARK
City,State,Zip: LOS ANGELES, CA 90056
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900560016

CERS:
Name: STATE COMPENSATION INSUR FUND
Address: 600 LAFAYETTE PARK PL
City,State,Zip: LOS ANGELES, CA 90057
Site ID: 260933
CERS ID: T0603701124
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Z158 **TIDES SENIOR APARTMENTS, LP** **CA LUST** **S106116253**
ESE **623 RAMPART BLVD S** **CA CERS** **N/A**
1/4-1/2 **LOS ANGELES, CA 90057**
0.451 mi.
2379 ft. **Site 2 of 2 in cluster Z**

Relative:
Higher

Actual:
269 ft.

LUST:

Name:	TIDES SENIOR APARTMENTS, LP
Address:	623 RAMPART BLVD S
City,State,Zip:	LOS ANGELES, CA 90057
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603721417
Global Id:	T0603721417
Latitude:	34.061703
Longitude:	-118.282138
Status:	Completed - Case Closed
Status Date:	10/29/2004
Case Worker:	Not reported
RB Case Number:	900570225
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603721417
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

LUST:

Global Id:	T0603721417
Action Type:	ENFORCEMENT
Date:	10/21/2003
Action:	Staff Letter
Global Id:	T0603721417
Action Type:	ENFORCEMENT
Date:	06/19/2003
Action:	Staff Letter
Global Id:	T0603721417
Action Type:	RESPONSE
Date:	03/11/2003
Action:	Soil and Water Investigation Report
Global Id:	T0603721417
Action Type:	RESPONSE
Date:	04/15/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0603721417

TIDES SENIOR APARTMENTS, LP (Continued) **S106116253**

Action Type: RESPONSE
Date: 06/18/2003
Action: Soil and Water Investigation Workplan

Global Id: T0603721417
Action Type: RESPONSE
Date: 07/31/2003
Action: Soil and Water Investigation Report

Global Id: T0603721417
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603721417
Action Type: RESPONSE
Date: 05/30/2003
Action: Soil and Water Investigation Report

Global Id: T0603721417
Action Type: ENFORCEMENT
Date: 10/29/2004
Action: Closure/No Further Action Letter

Global Id: T0603721417
Action Type: ENFORCEMENT
Date: 10/22/2004
Action: Site Visit / Inspection / Sampling

Global Id: T0603721417
Action Type: Other
Date: 01/19/1999
Action: Leak Discovery

Global Id: T0603721417
Action Type: RESPONSE
Date: 11/20/2003
Action: Other Report / Document

Global Id: T0603721417
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603721417
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603721417
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603721417
Action Type: RESPONSE
Date: 09/15/2003

TIDES SENIOR APARTMENTS, LP (Continued) **S106116253**

Action: Well Installation Report

Global Id: T0603721417
Action Type: REMEDIATION
Date: 03/03/2003
Action: Not reported

Global Id: T0603721417
Action Type: Other
Date: 03/03/2003
Action: Leak Reported

Global Id: T0603721417
Action Type: ENFORCEMENT
Date: 12/01/2003
Action: Staff Letter

Global Id: T0603721417
Action Type: ENFORCEMENT
Date: 08/11/2003
Action: Staff Letter

Global Id: T0603721417
Action Type: ENFORCEMENT
Date: 05/02/2003
Action: Staff Letter

Global Id: T0603721417
Action Type: RESPONSE
Date: 05/30/2003
Action: Other Report / Document

Global Id: T0603721417
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

LUST:

Global Id: T0603721417
Status: Open - Case Begin Date
Status Date: 01/19/1999

Global Id: T0603721417
Status: Open - Site Assessment
Status Date: 01/07/2003

Global Id: T0603721417
Status: Open - Site Assessment
Status Date: 12/01/2003

Global Id: T0603721417
Status: Completed - Case Closed
Status Date: 10/29/2004

LUST REG 4:

TIDES SENIOR APARTMENTS, LP (Continued) **S106116253**

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900570225	
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:	T0603721417	
W Global ID:	Not reported	
Staff:	MSH	
Local Agency:	19050	
Cross Street:	WILSHIRE BLVD	
Enforcement Type:	SEL	
Date Leak Discovered:	1/19/1999	
Date Leak First Reported:		3/3/2003
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		Not reported
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	CF,	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		Not reported
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		1/7/2003
Pollution Characterization Began:		12/1/2003
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
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:	MAURICE RAMIREZ	
RP Address:	515 S. FIGUEROA , SUITE #1037	
Program:	LUST	
Lat/Long:	0 / 0	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	

TIDES SENIOR APARTMENTS, LP (Continued) **S106116253**

Summary: Not reported

CERS:
- Name: TIDES SENIOR APARTMENTS, LP
- Address: 623 RAMPART BLVD S
- City,State,Zip: LOS ANGELES, CA 90057
- Site ID: 243323
- CERS ID: T0603721417
- CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
- Affiliation Type Desc: Local Agency Caseworker
- Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
- Entity Title: Not reported
- Affiliation Address: 200 North Main Street, Suite 1780
- Affiliation City: LOS ANGELES
- Affiliation State: CA
- Affiliation Country: Not reported
- Affiliation Zip: Not reported
- Affiliation Phone: Not reported

159
NW
1/4-1/2
0.471 mi.
2487 ft.

JONS MARKET #1 **CA LUST** **S111012701**
3667 3RD STREET, WEST **CA CERS** **N/A**
LOS ANGELES, CA 90020

Relative:
Lower

Actual:
232 ft.

LUST:
- Name: JONS MARKET #1
- Address: 3667 3RD STREET, WEST
- City,State,Zip: LOS ANGELES, CA 90020
- Lead Agency: LOS ANGELES RWQCB (REGION 4)
- Case Type: LUST Cleanup Site
- Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000003051
- Global Id: T10000003051
- Latitude: 34.0691477
- Longitude: -118.2961919
- Status: Completed - Case Closed
- Status Date: 09/14/2011
- Case Worker: DPP
- RB Case Number: 900200170
- Local Agency: LOS ANGELES, CITY OF
- File Location: Not reported
- Local Case Number: 38086
- Potential Media Affect: Soil
- Potential Contaminants of Concern: Gasoline
- Site History: Not reported

LUST:
- Global Id: T10000003051
- Contact Type: Regional Board Caseworker
- Contact Name: DANIEL PIROTTON
- Organization Name: LOS ANGELES RWQCB (REGION 4)
- Address: Not reported
- City: R4 UNKNOWN
- Email: dpirotton@waterboards.ca.gov
- Phone Number: 2135766714

JONS MARKET #1 (Continued) **S111012701**

Global Id: T10000003051
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

LUST:
Global Id: T10000003051
Action Type: ENFORCEMENT
Date: 06/14/2011
Action: Referral to Regional Board - #1

Global Id: T10000003051
Action Type: ENFORCEMENT
Date: 09/13/2011
Action: Closure/No Further Action Letter

Global Id: T10000003051
Action Type: ENFORCEMENT
Date: 06/24/2011
Action: Staff Letter

Global Id: T10000003051
Action Type: Other
Date: 01/26/2011
Action: Leak Discovery

Global Id: T10000003051
Action Type: RESPONSE
Date: 08/01/2011
Action: Other Report / Document

Global Id: T10000003051
Action Type: Other
Date: 08/30/1988
Action: Leak Stopped

Global Id: T10000003051
Action Type: Other
Date: 05/17/2011
Action: Leak Reported

LUST:
Global Id: T10000003051
Status: Open - Case Begin Date
Status Date: 08/30/1988

Global Id: T10000003051
Status: Open - Site Assessment
Status Date: 06/14/2011

Global Id: T10000003051
Status: Completed - Case Closed

JONS MARKET #1 (Continued) **S111012701**

Status Date: 09/14/2011

CERS:
Name: JONS MARKET #1
Address: 3667 3RD STREET, WEST
City,State,Zip: LOS ANGELES, CA 90020
Site ID: 226892
CERS ID: T10000003051
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: DANIEL PIROTTON - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: R4 UNKNOWN
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766714

Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

---

160 West 1/4-1/2 0.491 mi. 2591 ft.

CAHUENGA ELEMENTARY SITE NO. 12
MARIPOSA AVENUE/FIFTH STREET/ALEXANDRIA AVENUE
LOS ANGELES, CA 90020

CA ENVIROSTOR **S107735991**
CA SCH **N/A**

Relative: Lower

Actual: 219 ft.

ENVIROSTOR:
Name: CAHUENGA ELEMENTARY SITE NO. 12
Address: MARIPOSA AVENUE/FIFTH STREET/ALEXANDRIA AVENUE
City,State,Zip: LOS ANGELES, CA 90020
Facility ID: 19890016
Status: Inactive - Needs Evaluation
Status Date: 02/11/2000
Site Code: 304143
Site Type: School Investigation
Site Type Detailed: School
Acres: 2.5
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 24

CAHUENGA ELEMENTARY SITE NO. 12 (Continued) **S107735991**

Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.06531
Longitude: -118.2983
APN: NONE SPECIFIED
Past Use: * UNKNOWN
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAHUENGA ELEMENTARY SITE #12
Alias Type: Alternate Name
Alias Name: LAUSD-CAHUENGA ELEM #12/CDE
Alias Type: Alternate Name
Alias Name: LAUSD-CAHUENGA ELEM #12/VCA
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 304061
Alias Type: Project Code (Site Code)
Alias Name: 304143
Alias Type: Project Code (Site Code)
Alias Name: 19890016
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 08/20/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 04/22/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 02/11/2000
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported

CAHUENGA ELEMENTARY SITE NO. 12 (Continued) **S107735991**

Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Name: CAHUENGA ELEMENTARY SITE NO. 12
Address: MARIPOSA AVENUE/FIFTH STREET/ALEXANDRIA AVENUE
City,State,Zip: LOS ANGELES, CA 90020
Facility ID: 19890016
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 2.5
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304143
Assembly: 53
Senate: 24
Special Program Status: Not reported
Status: Inactive - Needs Evaluation
Status Date: 02/11/2000
Restricted Use: NO
Funding: School District
Latitude: 34.06531
Longitude: -118.2983
APN: NONE SPECIFIED
Past Use: * UNKNOWN
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAHUENGA ELEMENTARY SITE #12
Alias Type: Alternate Name
Alias Name: LAUSD-CAHUENGA ELEM #12/CDE
Alias Type: Alternate Name
Alias Name: LAUSD-CAHUENGA ELEM #12/VCA
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 304061
Alias Type: Project Code (Site Code)
Alias Name: 304143
Alias Type: Project Code (Site Code)
Alias Name: 19890016
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

CAHUENGA ELEMENTARY SITE NO. 12 (Continued) **S107735991**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	08/20/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	04/22/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	02/11/2000
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

161
WSW
1/2-1
0.508 mi.
2680 ft.

CENTRAL LOS ANGELES LEARNING CTR. NO. 1
3400 WILSHIRE BOULEVARD
LOS ANGELES, CA 90010

CA ENVIROSTOR **S100932025**
CA LUST **N/A**
CA SCH
CA HIST CORTESE
CA CERS

Relative:
Lower

Actual:
221 ft.

ENVIROSTOR:

Name:	CENTRAL LOS ANGELES LEARNING CTR. NO. 1
Address:	3400 WILSHIRE BOULEVARD
City,State,Zip:	LOS ANGELES, CA 90010-1901
Facility ID:	19700001
Status:	Certified / Operation & Maintenance
Status Date:	06/30/2011
Site Code:	304236
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	23.9
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Johnson Abraham
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.06092

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Longitude: -118.2970
APN: 5094-006-900 to 901, 5094-006-902 and 903, 5094-006-904 to 905, 5094-007-900
Past Use: HOTEL
Potential COC: Benzene Lead Methane TPH-diesel TPH-gas Hydrogen sulfide
Confirmed COC: Benzene Lead Methane 30024-NO TPH-gas Hydrogen sulfide
Potential Description: SOIL
Alias Name: Ambassador
Alias Type: Alternate Name
Alias Name: CENTRAL LOS ANGELES HIGH SCH. #8 (PROP)
Alias Type: Alternate Name
Alias Name: CENTRAL LOS ANGELES HIGH SCHOOL #8
Alias Type: Alternate Name
Alias Name: CENTRAL LOS ANGELES LEARNING CENTER #1
Alias Type: Alternate Name
Alias Name: CENTRAL LOS ANGELES LEARNING CTR. NO. 1
Alias Type: Alternate Name
Alias Name: CLALC#1
Alias Type: Alternate Name
Alias Name: LAUSD CLA LC #1
Alias Type: Alternate Name
Alias Name: LAUSD-CENTRAL LA LEARNING CENTER # 1
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: RFK CS
Alias Type: Alternate Name
Alias Name: Robert F. Kennedy CS
Alias Type: Alternate Name
Alias Name: Robert F. Kennedy Community Schools
Alias Type: Alternate Name
Alias Name: 5094-006-900 to 901
Alias Type: APN
Alias Name: 5094-006-902 and 903
Alias Type: APN
Alias Name: 5094-006-904 to 905
Alias Type: APN
Alias Name: 5094-007-900
Alias Type: APN
Alias Name: 110033619555
Alias Type: EPA (FRS #)
Alias Name: 304236
Alias Type: Project Code (Site Code)
Alias Name: 19700001
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 12/14/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 12/02/2005
Comments: Not reported

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/11/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 04/08/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/28/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 04/08/2002
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/07/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/23/2008
Comments: Not reported

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/02/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/10/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/17/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/05/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/31/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/13/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/25/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/26/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/21/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/13/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/20/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/08/2008
Comments: Not reported

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/24/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/29/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/30/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/15/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/26/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/07/2008
Comments: Not reported

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/22/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/12/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/21/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Date: 11/05/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/12/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/26/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/25/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 05/19/2011
Comments: Fully executed emailed to District; sent to District by overnight mail on 05/23/11.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 06/30/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 04/26/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 11/07/2013
Comments: DTSC concurrence w/ final Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 04/28/2014
Comments: Notification summary report received.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 11/17/2014
Comments: Concurred the Report with comments.

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 05/19/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/08/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 05/19/2015
Comments: Concurred with comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/30/2018
Comments: Annual cost estimate letter sent to District.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/22/2015
Comments: Annual Cost Estimate emailed and mailed to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 08/30/2017
Comments: Annual cost estimates letter sent to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/12/2016
Comments: Concurred with a comment.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/28/2016
Comments: Concurred with comment

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/22/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Date: 05/15/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 09/15/2016
Comments: Not reported

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/14/2010
Comments: Wilshire Public Park Subsurface Gas Mitigation System report uploaded for the administrative file

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/08/2010
Comments: Wilshire Public Park Subsurface Gas Mitigation System report uploaded for the administrative file

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/12/2010
Comments: Wilshire Public Park Subsurface Gas Mitigation System report uploaded for the administrative file

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/14/2010
Comments: Wilshire Public Park Subsurface Gas Mitigation System report uploaded for the administrative file

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/20/2010
Comments: Wilshire Public Park Subsurface Gas Mitigation System report uploaded for the administrative file

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/08/2010
Comments: Wilshire Public Park Subsurface Gas Mitigation System report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/08/2009
Comments: Phase I Subsurface Gas Mitigation System O&M report uploaded for the administrative file

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/17/2009
Comments: Phase I Subsurface Gas Mitigation System O&M report uploaded for the administrative file

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/17/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/20/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/27/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/13/2018
Comments: DTSC approved the Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/06/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/07/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 04/23/2019
Comments: Not reported

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/22/2009
Comments: Phase I Subsurface Gas Mitigation System O&M report uploaded for the administrative file

Completed Area Name: Phase 1

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/13/2010
Comments: Phase I Subsurface Gas Mitigation System O&M report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/23/2010
Comments: Phase I Subsurface Gas Mitigation System O&M report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/11/2010
Comments: Phase I Subsurface Gas Mitigation System Quarterly O&M report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/09/2010
Comments: Phase I Subsurface Gas Mitigation System Quarterly O&M report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/01/2011
Comments: Phase I Subsurface Gas Mitigation System Quarterly O&M report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/18/2011
Comments: Phase I Subsurface Gas Mitigation System Quarterly O&M report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/14/2009
Comments: Phase I Subsurface Gas Mitigation System Annual O&M report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/12/2010
Comments: Phase I Subsurface Gas Mitigation System Annual O&M report uploaded for the administrative file

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Document Type: Operations and Maintenance Report
Completed Date: 08/19/2010
Comments: Phase II Subsurface Gas Mitigation System Monthly O&M report uploaded for the administrative file

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/14/2010
Comments: Phase II Subsurface Gas Mitigation System Monthly O&M report uploaded for the administrative file

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/27/2010
Comments: Phase II Subsurface Gas Mitigation System Monthly O&M report uploaded for the administrative file

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/16/2010
Comments: Phase II Subsurface Gas Mitigation System Monthly O&M report uploaded for the administrative file

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 04/29/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/21/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 01/28/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 11/04/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 02/04/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/19/2005
Comments: No formal approval due to field work moblization

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 04/12/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 07/26/2002
Comments: Notification of limited arsenic removal 2 cubic yards of soil, not part of RAW

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 11/05/2002
Comments: 3rd Quarter 2002 Monitoring Reportno determination on document

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 04/03/2003
Comments: 4th Qtr Monitoring no determination made on this document

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 05/13/2003
Comments: Tavern Parcel conducted separately

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 08/24/2004
Comments: Approved workplan for passive venting system

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/05/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 10/14/2005
Comments: Approved soil vapor investigation/monitoring field work 10/14-21/05

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Date: 04/05/2005
Comments: No formal concurrance since field work to comments 4/18/05

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/26/2006
Comments: Approved results from lead sampling and the hot sot removal of lead impacted soil of three cells in accordance with existing RAW.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 02/08/2006
Comments: Export report expected when soil movement executed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 09/22/2005
Comments: Reviewed Closure Report (Tank T-6 and T-7) no comments issued report accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 05/27/2004
Comments: Quarterly Monitoring Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 02/23/2004
Comments: Quarterly Monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Tank Removal Report
Completed Date: 05/22/2003
Comments: Documentation to fire department on Tank removal Tanks 1-4, impacted soils being addressed in RAW

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 11/21/2006
Comments: draft RAP approved on 6/27/2006

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/27/2006
Comments: RACR #5 approved with comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Date: 07/21/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Mitigation Monitoring Report
Completed Date: 11/21/2006
Comments: approved and sent to State clearinghouse for ten day review.

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/25/2007
Comments: Final grade confirmation sampling approved on 5/25/2007

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 06/08/2007
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 06/07/2007
Comments: Remedial design drawings approved by Jesus Sotelo

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 08/01/2007
Comments: Phase II RDD approved on 8/1/2007

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 04/24/2009
Comments: Approved

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 04/24/2009
Comments: Not reported

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 04/27/2009
Comments: - fieldwork completed by John Naginis, P.G., CH.G. on 4/27/2009

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 07/07/2009
Comments: Phase I RACR approved. Phase encompasses K-5 portion of campus.

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 07/09/2009
Comments: Phase 1 O&M plan approved.

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 02/25/2010
Comments: RACR for Wilshire Park approved on 2/25/2010. Note: Due to the size of Appendices C-H, hardcopies are not available. They are located on the CD associated with the document. These appendices are also located on Envirostor.

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 12/08/2009
Comments: Start-up workplan for Wilshire Public Park approved on 12/8/2009.

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 05/13/2010
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 11/18/2010
Comments: The current Operations & Maintenance Plan covers all phases of the project; Phase I (K-3), Phase II (middle/high school & parking structure), and Phase III (Wilshire Public Park). The Operations & Maintenance Agreement associated with this school project is currently under review with OLC.

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 02/25/2010
Comments: Not reported

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 04/08/2009
Comments: Start-up Workplan approved for implementation on April 8, 2009.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/13/2011
Comments: DTSC concurred with conclusions of the soil gas monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Document Type: Operations and Maintenance Report
Completed Date: 01/09/2012
Comments: Monitoring report approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/31/2011
Comments: Monitoring Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/19/2012
Comments: DTSC approved quarterly monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/17/2011
Comments: Quarterly monitoring report submitted to Chatsworth office.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/26/2012
Comments: DTSC approved the soil gas report with recommendation to reduce the reporting schedule.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/15/2012
Comments: DTSC concurred with the Annual O&M Report conclusion.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/28/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/16/2013
Comments: O&M Report review/concurrence letter.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 12/11/2014
Comments: DTSC concurrence w/ final Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/02/2015

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Comments:	Concurred the Report with comments.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	03/12/2013
Comments:	DTSC reviewed the O&M Report and issued comments to be considered during the next round of monitoring. No changes to the report were necessary.
Completed Area Name:	Phase 2
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	12/18/2013
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	12/04/2015
Comments:	Concurred with the Report.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	11/19/2015
Comments:	Concurred with the Report.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Operations and Maintenance Report
Completed Date:	05/09/2016
Comments:	Not reported
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2020
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2020
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2020
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2020
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Report
Future Due Date:	2019
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	5 Year Review Reports

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Future Due Date: 2019
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LUST:
Name: AMBASSADOR HOTEL (FORMER)
Address: 3400 WILSHIRE BLVD
City,State,Zip: LOS ANGELES, CA 90010
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700489
Global Id: T0603700489
Latitude: 34.0617325
Longitude: -118.2975498
Status: Completed - Case Closed
Status Date: 12/18/1997
Case Worker: Not reported
RB Case Number: 900100070
Local Agency: LOS ANGELES, CITY OF
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603700489
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

LUST:
Global Id: T0603700489
Action Type: Other
Date: 02/18/1997
Action: Leak Discovery

Global Id: T0603700489
Action Type: Other
Date: 02/19/1997
Action: Leak Reported

LUST:
Global Id: T0603700489
Status: Open - Case Begin Date
Status Date: 12/20/1996

Global Id: T0603700489
Status: Open - Site Assessment

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Status Date: 12/20/1996

Global Id: T0603700489
Status: Open - Site Assessment
Status Date: 07/23/1997

Global Id: T0603700489
Status: Completed - Case Closed
Status Date: 12/18/1997

SCH:

Name: CENTRAL LOS ANGELES LEARNING CTR. NO. 1
Address: 3400 WILSHIRE BOULEVARD
City,State,Zip: LOS ANGELES, CA 90010-1901
Facility ID: 19700001
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 23.9
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Johnson Abraham
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304236
Assembly: 53
Senate: 24
Special Program Status: Not reported
Status: Certified / Operation & Maintenance
Status Date: 06/30/2011
Restricted Use: NO
Funding: School District
Latitude: 34.06092
Longitude: -118.2970
APN: 5094-006-900 to 901, 5094-006-902 and 903, 5094-006-904 to 905, 5094-007-900
Past Use: HOTEL
Potential COC: Benzene, Lead, Methane, TPH-diesel, TPH-gas, Hydrogen sulfide
Confirmed COC: Benzene, Lead, Methane, 30024-NO, TPH-gas, Hydrogen sulfide
Potential Description: SOIL
Alias Name: Ambassador
Alias Type: Alternate Name
Alias Name: CENTRAL LOS ANGELES HIGH SCH. #8 (PROP)
Alias Type: Alternate Name
Alias Name: CENTRAL LOS ANGELES HIGH SCHOOL #8
Alias Type: Alternate Name
Alias Name: CENTRAL LOS ANGELES LEARNING CENTER #1
Alias Type: Alternate Name
Alias Name: CENTRAL LOS ANGELES LEARNING CTR. NO. 1
Alias Type: Alternate Name
Alias Name: CLALC#1
Alias Type: Alternate Name
Alias Name: LAUSD CLA LC #1

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Alias Type: Alternate Name
Alias Name: LAUSD-CENTRAL LA LEARNING CENTER # 1
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: RFK CS
Alias Type: Alternate Name
Alias Name: Robert F. Kennedy CS
Alias Type: Alternate Name
Alias Name: Robert F. Kennedy Community Schools
Alias Type: Alternate Name
Alias Name: 5094-006-900 to 901
Alias Type: APN
Alias Name: 5094-006-902 and 903
Alias Type: APN
Alias Name: 5094-006-904 to 905
Alias Type: APN
Alias Name: 5094-007-900
Alias Type: APN
Alias Name: 110033619555
Alias Type: EPA (FRS #)
Alias Name: 304236
Alias Type: Project Code (Site Code)
Alias Name: 19700001
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 12/14/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 12/02/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/11/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 04/08/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/28/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 04/08/2002
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/07/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/23/2008
Comments: Not reported

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/02/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/10/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/17/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/05/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/31/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/13/2008

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/25/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/26/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/21/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/13/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/20/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/08/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/24/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/29/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/30/2008
Comments: Not reported

Completed Area Name: Phase 2

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/15/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/26/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/07/2008
Comments: Not reported

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/22/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/12/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/21/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/05/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/12/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/26/2008
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/25/2008

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 05/19/2011
Comments: Fully executed emailed to District; sent to District by overnight mail on 05/23/11.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 06/30/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 04/26/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 11/07/2013
Comments: DTSC concurrence w/ final Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 04/28/2014
Comments: Notification summary report received.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 11/17/2014
Comments: Concurred the Report with comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 05/19/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/08/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 05/19/2015
Comments: Concurred with comments.

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/30/2018
Comments: Annual cost estimate letter sent to District.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/22/2015
Comments: Annual Cost Estimate emailed and mailed to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 08/30/2017
Comments: Annual cost estimates letter sent to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/12/2016
Comments: Concurred with a comment.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/28/2016
Comments: Concurred with comment

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/22/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/15/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 09/15/2016
Comments: Not reported

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/14/2010
Comments: Wilshire Public Park Subsurface Gas Mitigation System report uploaded for the administrative file

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Document Type: Operations and Maintenance Report
Completed Date: 07/08/2010
Comments: Wilshire Public Park Subsurface Gas Mitigation System report uploaded for the administrative file

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/12/2010
Comments: Wilshire Public Park Subsurface Gas Mitigation System report uploaded for the administrative file

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/14/2010
Comments: Wilshire Public Park Subsurface Gas Mitigation System report uploaded for the administrative file

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/20/2010
Comments: Wilshire Public Park Subsurface Gas Mitigation System report uploaded for the administrative file

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/08/2010
Comments: Wilshire Public Park Subsurface Gas Mitigation System report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/08/2009
Comments: Phase I Subsurface Gas Mitigation System O&M report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/17/2009
Comments: Phase I Subsurface Gas Mitigation System O&M report uploaded for the administrative file

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/17/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/20/2018

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/27/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/13/2018
Comments: DTSC approved the Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/06/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/07/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 04/23/2019
Comments: Not reported

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/22/2009
Comments: Phase I Subsurface Gas Mitigation System O&M report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/13/2010
Comments: Phase I Subsurface Gas Mitigation System O&M report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/23/2010
Comments: Phase I Subsurface Gas Mitigation System O&M report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/11/2010

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Comments: Phase I Subsurface Gas Mitigation System Quarterly O&M report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/09/2010
Comments: Phase I Subsurface Gas Mitigation System Quarterly O&M report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/01/2011
Comments: Phase I Subsurface Gas Mitigation System Quarterly O&M report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/18/2011
Comments: Phase I Subsurface Gas Mitigation System Quarterly O&M report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/14/2009
Comments: Phase I Subsurface Gas Mitigation System Annual O&M report uploaded for the administrative file

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/12/2010
Comments: Phase I Subsurface Gas Mitigation System Annual O&M report uploaded for the administrative file

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/19/2010
Comments: Phase II Subsurface Gas Mitigation System Monthly O&M report uploaded for the administrative file

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/14/2010
Comments: Phase II Subsurface Gas Mitigation System Monthly O&M report uploaded for the administrative file

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/27/2010
Comments: Phase II Subsurface Gas Mitigation System Monthly O&M report uploaded

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

for the administrative file

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/16/2010
Comments: Phase II Subsurface Gas Mitigation System Monthly O&M report uploaded for the administrative file

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 04/29/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/21/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 01/28/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 11/04/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 02/04/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/19/2005
Comments: No formal approval due to field work moblization

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 04/12/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 07/26/2002
Comments: Notification of limited arsenic removal 2 cubic yards of soil, not part of RAW

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 11/05/2002
Comments: 3rd Quarter 2002 Monitoring Reportno determination on document

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 04/03/2003
Comments: 4th Qtr Monitoring no determination made on this document

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 05/13/2003
Comments: Tavern Parcel conducted separately

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 08/24/2004
Comments: Approved workplan for passive venting system

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/05/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 10/14/2005
Comments: Approved soil vapor investigation/monitoring field work 10/14-21/05

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 04/05/2005
Comments: No formal concurrance since field work to comments 4/18/05

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/26/2006
Comments: Approved results from lead sampling and the hot sot removal of lead impacted soil of three cells in accordance with existing RAW.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 02/08/2006
Comments: Export report expected when soil movement executed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Document Type: Supplemental Site Investigation Report
Completed Date: 09/22/2005
Comments: Reviewed Closure Report (Tank T-6 and T-7) no comments issued report accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 05/27/2004
Comments: Quarterly Monitoring Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 02/23/2004
Comments: Quarterly Monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Tank Removal Report
Completed Date: 05/22/2003
Comments: Documentation to fire department on Tank removal Tanks 1-4, impacted soils being addressed in RAW

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 11/21/2006
Comments: draft RAP approved on 6/27/2006

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/27/2006
Comments: RACR #5 approved with comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/21/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Mitigation Monitoring Report
Completed Date: 11/21/2006
Comments: approved and sent to State clearinghouse for ten day review.

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/25/2007
Comments: Final grade confirmation sampling approved on 5/25/2007

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Other Report

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Date: 06/08/2007
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 06/07/2007
Comments: Remedial design drawings approved by Jesus Sotelo

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 08/01/2007
Comments: Phase II RDD approved on 8/1/2007

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 04/24/2009
Comments: Approved

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 04/24/2009
Comments: Not reported

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 04/27/2009
Comments: - fieldwork completed by John Naginis, P.G., CH.G. on 4/27/2009

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 07/07/2009
Comments: Phase I RACR approved. Phase encompasses K-5 portion of campus.

Completed Area Name: Phase 1
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 07/09/2009
Comments: Phase 1 O&M plan approved.

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 02/25/2010
Comments: RACR for Wilshire Park approved on 2/25/2010. Note: Due to the size of Appendices C-H, hardcopies are not available. They are located on the CD associated with the document. These appendices are also located on Envirostor.

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Date: 12/08/2009
Comments: Start-up workplan for Wilshire Public Park approved on 12/8/2009.

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 05/13/2010
Comments: Not reported

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 11/18/2010
Comments: The current Operations & Maintenance Plan covers all phases of the project; Phase I (K-3), Phase II (middle/high school & parking structure), and Phase III (Wilshire Public Park). The Operations & Maintenance Agreement associated with this school project is currently under review with OLC.

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 02/25/2010
Comments: Not reported

Completed Area Name: Wilshire Park
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 04/08/2009
Comments: Start-up Workplan approved for implementation on April 8, 2009.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/13/2011
Comments: DTSC concurred with conclusions of the soil gas monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/09/2012
Comments: Monitoring report approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/31/2011
Comments: Monitoring Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/19/2012
Comments: DTSC approved quarterly monitoring report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Document Type: Operations and Maintenance Report
Completed Date: 05/17/2011
Comments: Quarterly monitoring report submitted to Chatsworth office.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/26/2012
Comments: DTSC approved the soil gas report with recommendation to reduce the reporting schedule.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/15/2012
Comments: DTSC concurred with the Annual O&M Report conclusion.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/28/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/16/2013
Comments: O&M Report review/concurrence letter.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 12/11/2014
Comments: DTSC concurrence w/ final Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/02/2015
Comments: Concurred the Report with comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/12/2013
Comments: DTSC reviewed the O&M Report and issued comments to be considered during the next round of monitoring. No changes to the report were necessary.

Completed Area Name: Phase 2
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 12/18/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Completed Document Type: Operations and Maintenance Report
Completed Date: 12/04/2015
Comments: Concurred with the Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/19/2015
Comments: Concurred with the Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/09/2016
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2020
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2020
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2020
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2020
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2019
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2019
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HIST CORTESE:
edr_fname: AMBASSADOR HOTEL (FORMER)
edr_fadd1: 3400 WILSHIRE
City,State,Zip: LOS ANGELES, CA
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900100070

CERS:

CENTRAL LOS ANGELES LEARNING CTR. NO. 1 (Continued) **S100932025**

Name:	AMBASSADOR HOTEL (FORMER)
Address:	3400 WILSHIRE BLVD
City,State,Zip:	LOS ANGELES, CA 90010
Site ID:	226183
CERS ID:	T0603700489
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	ELOY LUNA - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

162
ENE
1/2-1
0.516 mi.
2723 ft.

BELMONT/HOLLYWOOD PRIMARY CENTER NO. 2
310 SOUTH LAFAYETTE PARK PLACE
LOS ANGELES, CA 90057

CA ENVIROSTOR **S107735911**
CA SCH **N/A**
CA CERS

Relative:
Higher

Actual:
305 ft.

ENVIROSTOR:

Name:	BELMONT/HOLLYWOOD PRIMARY CENTER NO. 2
Address:	310 SOUTH LAFAYETTE PARK PLACE
City,State,Zip:	LOS ANGELES, CA 90057
Facility ID:	19880002
Status:	No Further Action
Status Date:	04/02/2002
Site Code:	300792
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	1.4
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.06642
Longitude:	-118.2803
APN:	5155018059
Past Use:	RESIDENTIAL AREA
Potential COC:	Anthracene Copper and compounds Nickel Benzo[a]pyrene Arsenic Barium and compounds Mercury (elemental Selenium Benzo[b]fluoranthene Lead Pyrene * phenanthrene Chrysene Benz[a]anthracene Molybdenum Cobalt Zinc Fluoranthene Thallium and compounds
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL

BELMONT/HOLLYWOOD PRIMARY CENTER NO. 2 (Continued) **S107735911**

Alias Name: BELMONT/HOLLYWOOD NEW PRIMARY CENTER #2
Alias Type: Alternate Name
Alias Name: BELMONT/HOLLYWOOD PRIMARY CTR. #2
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 5155018059
Alias Type: APN
Alias Name: 300792
Alias Type: Project Code (Site Code)
Alias Name: 19880002
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 04/02/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/01/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 02/01/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Workplan
Completed Date: 01/25/2000
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Name: BELMONT/HOLLYWOOD PRIMARY CENTER NO. 2

BELMONT/HOLLYWOOD PRIMARY CENTER NO. 2 (Continued) **S107735911**

Address:	310 SOUTH LAFAYETTE PARK PLACE
City,State,Zip:	LOS ANGELES, CA 90057
Facility ID:	19880002
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.4
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	300792
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	04/02/2002
Restricted Use:	NO
Funding:	School District
Latitude:	34.06642
Longitude:	-118.2803
APN:	5155018059
Past Use:	RESIDENTIAL AREA
Potential COC:	Anthracene, Anthracene, Copper and compounds, Nickel, Benzo[a]pyrene, Arsenic, Barium and compounds, Mercury (elemental, Selenium, Benzo[b]fluoranthene, Lead, Pyrene, * phenanthrene, Chrysene, Benz[a]anthracene, Molybdenum, Cobalt, Zinc, Fluoranthene, Thallium and compounds
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	BELMONT/HOLLYWOOD NEW PRIMARY CENTER #2
Alias Type:	Alternate Name
Alias Name:	BELMONT/HOLLYWOOD PRIMARY CTR. #2
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5155018059
Alias Type:	APN
Alias Name:	300792
Alias Type:	Project Code (Site Code)
Alias Name:	19880002
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	04/02/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported

BELMONT/HOLLYWOOD PRIMARY CENTER NO. 2 (Continued) **S107735911**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/01/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 02/01/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Workplan
Completed Date: 01/25/2000
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CERS:
Name: BELMONT/HOLLYWOOD PR
Address: 310 SOUTH LAFAYETTE PARK PLACE
City,State,Zip: LOS ANGELES, CA 90057
Site ID: 335052
CERS ID: 19880002
CERS Description: School Investigation

Affiliation:
Affiliation Type Desc: Supervisor
Entity Name: JAVIER HINOJOSA
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

AA163 **PEDUS BUILDING SERVICE INC** **CA ENVIROSTOR** **S101584748**
North **3500 W 1ST ST** **CA SCH** **N/A**
1/2-1 **LOS ANGELES, CA 90004** **CA SWEEPS UST**
0.578 mi. **CA FID UST**
3050 ft. **Site 1 of 2 in cluster AA**

Relative: Higher

Actual: 272 ft.

ENVIROSTOR:

Name:	RISE KOHYANG HIGH SCHOOL
Address:	3500 WEST 1ST STREET
City,State,Zip:	LOS ANGELES, CA 90004
Facility ID:	60002695
Status:	Active
Status Date:	07/23/2018
Site Code:	304671
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	1.15
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Xihong (Scarlett) Zhai
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	, 53
Senate:	, 24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.07317
Longitude:	-118.2896
APN:	NONE SPECIFIED
Past Use:	FUEL - VEHICLE STORAGE/ REFUELING, PAINT/DEPAINT FACILITY, PESTICIDE/INSECTIDE/RODENTICIDE STORAGE, UNDERGROUND STORAGE TANKS
Potential COC:	Lead TPH-diesel TPH-gas
Confirmed COC:	Lead TPH-diesel TPH-gas
Potential Description:	SOIL, SV
Alias Name:	304671
Alias Type:	Project Code (Site Code)
Alias Name:	60002695
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	08/22/2018
Comments:	EOA was fully executed on 8/22/2018.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Annual Oversight Cost Estimate
Completed Date:	09/06/2018
Comments:	FY 1819 Estimate: $29,321
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Workplan
Completed Date:	01/22/2019
Comments:	Not reported

PEDUS BUILDING SERVICE INC (Continued) **S101584748**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/12/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement Application
Completed Date: 07/23/2018
Comments: EOP Application and Phase I Report submitted via email on 7/23/18.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 07/23/2018
Comments: Phase I submitted w/ EOP Application as background information.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Name: RISE KOHYANG HIGH SCHOOL
Address: 3500 WEST 1ST STREET
City,State,Zip: LOS ANGELES, CA 90004
Facility ID: 60002695
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.15
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Xihong (Scarlett) Zhai
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304671
Assembly: , 53
Senate: , 24
Special Program Status: Not reported
Status: Active
Status Date: 07/23/2018
Restricted Use: NO
Funding: School District
Latitude: 34.07317
Longitude: -118.2896
APN: NONE SPECIFIED
Past Use: FUEL - VEHICLE STORAGE/ REFUELING, PAINT/DEPAINT FACILITY,

PEDUS BUILDING SERVICE INC (Continued) **S101584748**

PESTICIDE/INSECTIDE/RODENTICIDE STORAGE, UNDERGROUND STORAGE TANKS
Potential COC: Lead, TPH-diesel, TPH-gas
Confirmed COC: Lead, TPH-diesel, TPH-gas
Potential Description: SOIL, SV
Alias Name: 304671
Alias Type: Project Code (Site Code)
Alias Name: 60002695
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 08/22/2018
Comments: EOA was fully executed on 8/22/2018.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/06/2018
Comments: FY 1819 Estimate: $29,321

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 01/22/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/12/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement Application
Completed Date: 07/23/2018
Comments: EOP Application and Phase I Report submitted via email on 7/23/18.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 07/23/2018
Comments: Phase I submitted w/ EOP Application as background information.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SWEEPS UST:

PEDUS BUILDING SERVICE INC (Continued) **S101584748**

Name:	PEDUS BUILDING SERVICE INC
Address:	3500 W 1ST ST
City:	LOS ANGELES
Status:	Not reported
Comp Number:	4080
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19015174
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	3500 W 1ST ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900040000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

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164 **HOOVER STREET ELEMENTARY** **RCRA-SQG** **1005415540**
SSE **2726 FRANCIS AVE** **CA ENVIROSTOR** **CAR000112441**
1/2-1 **LOS ANGELES, CA 90005** **CA SCH**
0.597 mi. **FINDS**
3154 ft. **ECHO**

Relative:
Lower

Actual:
264 ft.

RCRA-SQG:

Date form received by agency:	02/12/2002
Facility name:	HOOVER STREET ELEMENTARY
Facility address:	2726 FRANCIS AVE LOS ANGELES, CA 90005
EPA ID:	CAR000112441
Mailing address:	1449 S SAN PEDRO ST LOS ANGELES, CA 90015
Contact:	SOE AUNG
Contact address:	1449 S SAN PEDRO ST LOS ANGELES, CA 90015
Contact country:	US

HOOVER STREET ELEMENTARY (Continued) **1005415540**

Contact telephone: 213-743-5086
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: L A UNIFIED SCHOOL DISTRICT
Owner/operator address: 1449 S SAN PEDRO ST
LOS ANGELES, CA 90015
Owner/operator country: Not reported
Owner/operator telephone: 213-743-5086
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: District
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 02/12/2002
Site name: HOOVER STREET ELEMENTARY
Classification: Small Quantity Generator

Hazardous Waste Summary:

. Waste code: D000
. Waste name: Not Defined

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

HOOVER STREET ELEMENTARY (Continued) **1005415540**

ENVIROSTOR:

Name:	HOOVER ELEMENTARY SCHOOL EXPANSION
Address:	2726 FRANCIS AVENUE
City,State,Zip:	LOS ANGELES, CA 90005
Facility ID:	19700002
Status:	Certified
Status Date:	03/12/2004
Site Code:	304347
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	.64
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.05652
Longitude:	-118.2861
APN:	5077026912
Past Use:	HOTEL, HOTEL, RESIDENTIAL AREA
Potential COC:	Lead Lead
Confirmed COC:	Lead
Potential Description:	SOIL, SOIL
Alias Name:	HOOVER ELEMENTARY SCHOOL EXPANSION
Alias Type:	Alternate Name
Alias Name:	LAUSD-HOOVER ES
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5077026912
Alias Type:	APN
Alias Name:	110033614952
Alias Type:	EPA (FRS #)
Alias Name:	304347
Alias Type:	Project Code (Site Code)
Alias Name:	19700002
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	02/26/2004
Comments:	Not reported

HOOVER STREET ELEMENTARY (Continued) **1005415540**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 03/12/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/29/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 01/23/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 12/22/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 12/12/2002
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Name: HOOVER ELEMENTARY SCHOOL EXPANSION
Address: 2726 FRANCIS AVENUE
City,State,Zip: LOS ANGELES, CA 90005
Facility ID: 19700002
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: .64
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach

HOOVER STREET ELEMENTARY (Continued) **1005415540**

Site Code:	304347
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Certified
Status Date:	03/12/2004
Restricted Use:	NO
Funding:	School District
Latitude:	34.05652
Longitude:	-118.2861
APN:	5077026912
Past Use:	HOTEL, HOTEL, RESIDENTIAL AREA
Potential COC:	Lead, Lead
Confirmed COC:	Lead
Potential Description:	SOIL, SOIL
Alias Name:	HOOVER ELEMENTARY SCHOOL EXPANSION
Alias Type:	Alternate Name
Alias Name:	LAUSD-HOOVER ES
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5077026912
Alias Type:	APN
Alias Name:	110033614952
Alias Type:	EPA (FRS #)
Alias Name:	304347
Alias Type:	Project Code (Site Code)
Alias Name:	19700002
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	02/26/2004
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	03/12/2004
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	03/29/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1

HOOVER STREET ELEMENTARY (Continued) **1005415540**

Completed Date: 01/23/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 12/22/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 12/12/2002
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

FINDS:

Registry ID: 110012247899

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.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1005415540
Registry ID: 110012247899
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110012247899

165 ESE 1/2-1 0.610 mi. 3221 ft. | **BELMONT/HOLLYWOOD ELEMENTARY SCH. NO. 1**
2401 WILSHIRE BOULEVARD
LOS ANGELES, CA 90057 | **CA ENVIROSTOR** **S100937410**
CA SCH **N/A**

Relative: Higher

Actual: 301 ft.

ENVIROSTOR:

Name:	BELMONT/HOLLYWOOD ELEMENTARY SCH. NO. 1
Address:	2401 WILSHIRE BOULEVARD
City,State,Zip:	LOS ANGELES, CA 90057-3304
Facility ID:	19820042
Status:	Certified
Status Date:	05/24/2002
Site Code:	304013
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	1.8
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.06037
Longitude:	-118.2797
APN:	5141005901
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	Arsenic Asbestos Containing Materials (ACM Chlordane DDD DDE DDT Lead Cadmium and compounds
Confirmed COC:	Arsenic Lead
Potential Description:	AQUI, SOIL
Alias Name:	BELMONT/HOLLYWOOD ELEMENTARY SCHOOL #1
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	OTIS ART INSTITUTE LAUSD/VCA
Alias Type:	Alternate Name
Alias Name:	OTIS NEW ELEMENTARY SCHOOL
Alias Type:	Alternate Name
Alias Name:	5141005901
Alias Type:	APN
Alias Name:	110033618146
Alias Type:	EPA (FRS #)
Alias Name:	304013
Alias Type:	Project Code (Site Code)
Alias Name:	19820042
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported

BELMONT/HOLLYWOOD ELEMENTARY SCH. NO. 1 (Continued) **S100937410**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 05/24/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * CEQA
Completed Date: 04/03/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 03/25/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 05/24/2002
Comments: Approximately 74 tons of contaminated soil (arsenic, lead) was excavated and disposed of off-site. No further removal/remedial action is necessary.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 04/15/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 07/06/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 11/08/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Name: BELMONT/HOLLYWOOD ELEMENTARY SCH. NO. 1

BELMONT/HOLLYWOOD ELEMENTARY SCH. NO. 1 (Continued) **S100937410**

Address:	2401 WILSHIRE BOULEVARD
City,State,Zip:	LOS ANGELES, CA 90057-3304
Facility ID:	19820042
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.8
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304013
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Certified
Status Date:	05/24/2002
Restricted Use:	NO
Funding:	School District
Latitude:	34.06037
Longitude:	-118.2797
APN:	5141005901
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	Arsenic, Asbestos Containing Materials (ACM, Chlordane, DDD, DDE, DDT, Lead, Cadmium and compounds
Confirmed COC:	Arsenic, Lead
Potential Description:	AQUI, SOIL
Alias Name:	BELMONT/HOLLYWOOD ELEMENTARY SCHOOL #1
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	OTIS ART INSTITUTE LAUSD/VCA
Alias Type:	Alternate Name
Alias Name:	OTIS NEW ELEMENTARY SCHOOL
Alias Type:	Alternate Name
Alias Name:	5141005901
Alias Type:	APN
Alias Name:	110033618146
Alias Type:	EPA (FRS #)
Alias Name:	304013
Alias Type:	Project Code (Site Code)
Alias Name:	19820042
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	05/24/2002

BELMONT/HOLLYWOOD ELEMENTARY SCH. NO. 1 (Continued) **S100937410**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * CEQA
Completed Date: 04/03/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 03/25/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 05/24/2002
Comments: Approximately 74 tons of contaminated soil (arsenic, lead) was excavated and disposed of off-site. No further removal/remedial action is necessary.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 04/15/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 07/06/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 11/08/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

AA166 **CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11** **CA ENVIROSTOR** **S109034303**
North **COUNCIL STREET/JUANITA AVE & MADISON AVE/EASTERN PORTION OF** **CA SCH** **N/A**
1/2-1 **LOS ANGELES, CA 90004** **CA DEED**
0.615 mi.
3249 ft. **Site 2 of 2 in cluster AA**

Relative:
Higher

Actual:
286 ft.

ENVIROSTOR:

Name:	CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11
Address:	COUNCIL STREET/JUANITA AVE & MADISON AVE/EASTERN PORTION OF VIRGIL MS AND 108 SOUTH B
City,State,Zip:	LOS ANGELES, CA 90004
Facility ID:	60000872
Status:	Active
Status Date:	04/08/2008
Site Code:	401556
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	8.13
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Joe Hwong
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	YES
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.0737
Longitude:	-118.29
APN:	NONE SPECIFIED
Past Use:	DEGREASING FACILITY, ENGINE TESTING/REPAIR, EQUIPMENT/INSTRUMENT REPAIR, FUEL HYDRANT PUMPING STATIONS, MACHINE SHOP, OIL FIELD, VEHICLE MAINTENANCE, TRANSPORTATION - WAREHOUSING
Potential COC:	Benzene Lead Methane Tetrachloroethylene (PCE TPH-diesel TPH-gas TPH-JET FUEL TPH-MOTOR OIL 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Vinyl chloride Hydrogen sulfide
Confirmed COC:	Benzene Tetrachloroethylene (PCE TPH-diesel TPH-gas 30026-NO Hydrogen sulfide 3002501-NO TPH-MOTOR OIL Trichloroethylene (TCE Vinyl chloride Lead Methane
Potential Description:	AQUI, SOIL, SV
Alias Name:	Sammy Lee Elementary School
Alias Type:	Alternate Name
Alias Name:	304599
Alias Type:	Project Code (Site Code)
Alias Name:	401556
Alias Type:	Project Code (Site Code)
Alias Name:	60000872
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Initial Study/ Environmental Impact Report
Completed Date:	05/21/2009
Comments:	CEQA process completed
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Document Type: CEQA - Initial Study/ Environmental Impact Report
Completed Date: 11/20/2009
Comments: Draft Final

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 08/18/2009
Comments: Rec'd signed agreement from district

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 02/13/2012
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 11/07/2011
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: IC Public Advisory
Completed Date: 12/20/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 04/08/2014
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 04/22/2014
Comments: Recorded LUC uploaded.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: * Land Use Restriction Monitoring Report
Completed Date: 03/20/2013
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 04/01/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 11/30/2009
Comments: DTSC approved the Remedial Action plan for implementation

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 06/01/2009
Comments: Community Profile Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 05/27/2009
Comments: Fact Sheet Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 06/01/2009
Comments: Public Notice was reviewed and accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/21/2009
Comments: DTSC concurred with the information in the report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request
Completed Date: 07/27/2009
Comments: DTSC signed Form 4.15 in response to District's request

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/22/2009
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Design
Completed Date: 06/15/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/24/2010
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 11/10/2010
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Date: 04/27/2010
Comments: The SSI was performed this time because there were access issues before. The new findings have beeen incorporate in to Northern Area Remedial Design.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/11/2010
Comments: This Report will be part of RACR.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 01/03/2011
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 10/04/2011
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 02/23/2011
Comments: DTSC approved gas mitigation system test procedure.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 03/29/2011
Comments: Approved the Tech Memo for Off Site Investigation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/23/2011
Comments: Concurred with the Report

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 09/14/2011
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/16/2011
Comments: Concurred with the Report with comments. The comments will be addressed in the Remedial Completion Report.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Date: 12/05/2011
Comments: Approved the soil RACR. Additional off site investigation will be done as a separate activity.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 08/01/2012
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/11/2012
Comments: Reviewed with comments.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 01/12/2012
Comments: DTSC concurred with the Report.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/03/2012
Comments: Concurred with some commments.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/03/2012
Comments: Concurred...

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/01/2012
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 05/28/2013
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 09/07/2012
Comments: Concurred with the Tech Memo with comments.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/20/2012
Comments: Concurred with comments.

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/12/2012
Comments: Concurred with the Report with comments.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/20/2013
Comments: Concurred with comments.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 03/15/2013
Comments: Approved with Comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 04/04/2013
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 06/28/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 06/11/2013
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 10/25/2013
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 06/28/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/31/2013
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Date: 07/19/2013
Comments: Concurrance with comments for future reporting/field work.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/05/2013
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/16/2013
Comments: Concurred with comments

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/18/2013
Comments: Concurred with comments for future.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/14/2013
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/31/2013
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/25/2014
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/07/2014
Comments: DTSC concurs with the Report from LAUSD prepared for SCAQMD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/17/2014
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/16/2014
Comments: Not reported

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 06/18/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/05/2014
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/05/2014
Comments: Concurred with the Report.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/05/2014
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/02/2015
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/19/2015
Comments: DTSC concurred and provided comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/14/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/11/2015
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/18/2015
Comments: Approved the Report with No Comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Date: 02/25/2016
Comments: Concurred with the revised Report.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/12/2016
Comments: Concurred with the Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/30/2016
Comments: Concurred with comments

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 11/06/2015
Comments: Approved the Pilot Test Workplan.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/21/2016
Comments: Concurred with the comment.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/12/2017
Comments: Concurred with comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/12/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 09/15/2016
Comments: Annual Cost Estimates Letter, dated 09/15/16, sent to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/08/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 02/26/2015
Comments: Not reported

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/22/2015
Comments: Annual Cost Estimate emailed and mailed to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 08/30/2017
Comments: Annual cost estimates letter sent to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 01/03/2018
Comments: FY 17/18 Revised Oversight Cost Estimate letter sent to LAUSD on 01/03/18.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/04/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/26/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/28/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/07/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/27/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/06/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Document Type: Fieldwork
Completed Date: 12/18/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/30/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 01/07/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 04/09/2008
Comments: Accepted as a background information

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 05/15/2008
Comments: DTSC concurred with the project scoping document

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 05/15/2008
Comments: DTSC concurred with the Adequacy of the Groundwater investigation Technical Memorandum for implementation provided DTSC comments are incorporated in future work/reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 10/14/2008
Comments: DTSC approved the PEA with Further Action determination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 09/02/2008
Comments: DTSC approved the Suplemental Site Investigation Technical Memorandum for implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 11/06/2008
Comments: SSI TM is approved for the field work.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Document Type: Other Report
Completed Date: 12/01/2008
Comments: Accepted the Report. DTSC will hold comments on hydrogeology/Groundwater Monitoring Report until the review of the third quarter 2008 gw report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/04/2009
Comments: The Third Qarter Groundwater Monitoring Report is accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 02/11/2009
Comments: DTSC concurrs with Further Action required fot Northern and Central Area and No Further Action Required for Southern Area.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/27/2009
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2019
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2020
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2020
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2019
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2019
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2019
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Operations and Maintenance Report
Schedule Due Date: 11/12/2018
Schedule Revised Date: Not reported

SCH:

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Name:	CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11
Address:	COUNCIL STREET/JUANITA AVE & MADISON AVE/EASTERN PORTION OF VIRGIL MS AND 108 SOU
City,State,Zip:	LOS ANGELES, CA 90004
Facility ID:	60000872
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	8.13
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Joe Hwong
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	401556
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Active
Status Date:	04/08/2008
Restricted Use:	YES
Funding:	School District
Latitude:	34.0737
Longitude:	-118.29
APN:	NONE SPECIFIED
Past Use:	DEGREASING FACILITY, ENGINE TESTING/REPAIR, EQUIPMENT/INSTRUMENT REPAIR, FUEL HYDRANT PUMPING STATIONS, MACHINE SHOP, OIL FIELD, VEHICLE MAINTENANCE, TRANSPORTATION - WAREHOUSING
Potential COC:	Benzene, Lead, Methane, Tetrachloroethylene (PCE, TPH-diesel, TPH-gas, TPH-JET FUEL, TPH-MOTOR OIL, 1,1,1-Trichloroethane (TCA, Trichloroethylene (TCE, Vinyl chloride, Hydrogen sulfide
Confirmed COC:	Benzene, Tetrachloroethylene (PCE, TPH-diesel, TPH-gas, 30026-NO, Hydrogen sulfide, 3002501-NO, TPH-MOTOR OIL, Trichloroethylene (TCE, Vinyl chloride, Lead, Methane
Potential Description:	AQUI, SOIL, SV
Alias Name:	Sammy Lee Elementary School
Alias Type:	Alternate Name
Alias Name:	304599
Alias Type:	Project Code (Site Code)
Alias Name:	401556
Alias Type:	Project Code (Site Code)
Alias Name:	60000872
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Initial Study/ Environmental Impact Report
Completed Date:	05/21/2009
Comments:	CEQA process completed
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Initial Study/ Environmental Impact Report
Completed Date:	11/20/2009
Comments:	Draft Final

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 08/18/2009
Comments: Rec'd signed agreement from district

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 02/13/2012
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 11/07/2011
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: IC Public Advisory
Completed Date: 12/20/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 04/08/2014
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 04/22/2014
Comments: Recorded LUC uploaded.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: * Land Use Restriction Monitoring Report
Completed Date: 03/20/2013
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 04/01/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 11/30/2009
Comments: DTSC approved the Remedial Action plan for implementation

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Date: 06/01/2009
Comments: Community Profile Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 05/27/2009
Comments: Fact Sheet Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 06/01/2009
Comments: Public Notice was reviewed and accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/21/2009
Comments: DTSC concurred with the information in the report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request
Completed Date: 07/27/2009
Comments: DTSC signed Form 4.15 in response to District's request

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/22/2009
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Design
Completed Date: 06/15/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/24/2010
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 11/10/2010
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 04/27/2010
Comments: The SSI was performed this time because there were access issues before. The new findings have beeen incorporate in to Northern Area

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Remedial Design.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/11/2010
Comments: This Report will be part of RACR.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 01/03/2011
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 10/04/2011
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 02/23/2011
Comments: DTSC approved gas mitigation system test procedure.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 03/29/2011
Comments: Approved the Tech Memo for Off Site Investigation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/23/2011
Comments: Concurred with the Report

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 09/14/2011
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/16/2011
Comments: Concurred with the Report with comments. The comments will be addressed in the Remedial Completion Report.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 12/05/2011
Comments: Approved the soil RACR. Additional off site investigation will be done as a separate activity.

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 08/01/2012
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/11/2012
Comments: Reviewed with comments.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 01/12/2012
Comments: DTSC concurred with the Report.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/03/2012
Comments: Concurred with some commments.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/03/2012
Comments: Concurred...

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/01/2012
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 05/28/2013
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 09/07/2012
Comments: Concurred with the Tech Memo with comments.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/20/2012
Comments: Concurred with comments.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Date: 10/12/2012
Comments: Concurred with the Report with comments.

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/20/2013
Comments: Concurred with comments.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 03/15/2013
Comments: Approved with Comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 04/04/2013
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 06/28/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 06/11/2013
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 10/25/2013
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 06/28/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/31/2013
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/19/2013
Comments: Concurrance with comments for future reporting/field work.

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/05/2013
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/16/2013
Comments: Concurred with comments

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/18/2013
Comments: Concurred with comments for future.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/14/2013
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/31/2013
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/25/2014
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/07/2014
Comments: DTSC concurs with the Report from LAUSD prepared for SCAQMD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/17/2014
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 06/16/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Date: 06/18/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/05/2014
Comments: Not reported

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/05/2014
Comments: Concurred with the Report.

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/05/2014
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/02/2015
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 03/19/2015
Comments: DTSC concurred and provided comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 09/14/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/11/2015
Comments: Not reported

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/18/2015
Comments: Approved the Report with No Comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/25/2016
Comments: Concurred with the revised Report.

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Area Name: Central Area
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 05/12/2016
Comments: Concurred with the Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 08/30/2016
Comments: Concurred with comments

Completed Area Name: Northern Area
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 11/06/2015
Comments: Approved the Pilot Test Workplan.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 10/21/2016
Comments: Concurred with the comment.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/12/2017
Comments: Concurred with comments.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 07/12/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 09/15/2016
Comments: Annual Cost Estimates Letter, dated 09/15/16, sent to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/08/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 02/26/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Date: 09/22/2015
Comments: Annual Cost Estimate emailed and mailed to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 08/30/2017
Comments: Annual cost estimates letter sent to LAUSD.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 01/03/2018
Comments: FY 17/18 Revised Oversight Cost Estimate letter sent to LAUSD on 01/03/18.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/04/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/26/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 02/28/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/07/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/27/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/06/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 12/18/2017
Comments: Not reported

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 01/30/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 01/07/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 04/09/2008
Comments: Accepted as a background information

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 05/15/2008
Comments: DTSC concurred with the project scoping document

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 05/15/2008
Comments: DTSC concurred with the Adequacy of the Groundwater investigation Technical Memorandum for implementation provided DTSC comments are incorporated in future work/reports.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 10/14/2008
Comments: DTSC approved the PEA with Further Action determination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 09/02/2008
Comments: DTSC approved the Suplemental Site Investigation Technical Memorandum for implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 11/06/2008
Comments: SSI TM is approved for the field work.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 12/01/2008
Comments: Accepted the Report. DTSC will hold comments on hydrogeology/Groundwater Monitoring Report until the review of the

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

third quarter 2008 gw report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/04/2009
Comments: The Third Qarter Groundwater Monitoring Report is accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 02/11/2009
Comments: DTSC concurrs with Further Action required fot Northern and Central Area and No Further Action Required for Southern Area.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/27/2009
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2019
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2020
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2020
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2019
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2019
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Report
Future Due Date: 2019
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Operations and Maintenance Report
Schedule Due Date: 11/12/2018
Schedule Revised Date: Not reported

DEED:
Name: CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11
Address: COUNCIL STREET/JUANITA AVE & MADISON AVE/EASTERN PORTION OF VIRGIL MS AND 108 SOUTH BIMINI PLACE
City,State,Zip: LOS ANGELES, CA 90004
Envirostor ID: 60000872

CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 (Continued) **S109034303**

Area: NORTHERN AREA
Sub Area: Not reported
Site Type: SCHOOL CLEANUP
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 02/13/2012
File Name: Envirostor Land Use Restrictions

Name: CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11
Address: COUNCIL STREET/JUANITA AVE & MADISON AVE/EASTERN PORTION OF VIRGIL MS AND 108 SOUTH BIMINI PLACE
City,State,Zip: LOS ANGELES, CA 90004
Envirostor ID: 60000872
Area: CENTRAL AREA
Sub Area: Not reported
Site Type: SCHOOL CLEANUP
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 04/22/2014
File Name: Envirostor Land Use Restrictions

167
North
1/2-1
0.656 mi.
3465 ft.

BELMONT NEW PRIMARY CENTER NO. 2 **CA ENVIROSTOR S118756525**
218/220/222/224 N. JUANITA AVE/217/225 N. MADISON AVE **CA SCH N/A**
LOS ANGELES, CA 90004

Relative:
Higher

Actual:
269 ft.

ENVIROSTOR:
Name: BELMONT NEW PRIMARY CENTER NO. 2
Address: 218/220/222/224 N. JUANITA AVE/217/225 N. MADISON AVE
City,State,Zip: LOS ANGELES, CA 90004-4809
Facility ID: 19390060
Status: No Action Required
Status Date: 05/17/2002
Site Code: 304227
Site Type: School Investigation
Site Type Detailed: School
Acres: 1.2
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 30
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.07481
Longitude: -118.2894
APN: NONE SPECIFIED
Past Use: MANUFACTURING - OTHER
Potential COC: NONE SPECIFIED No Contaminants found
Confirmed COC: NONE SPECIFIED

BELMONT NEW PRIMARY CENTER NO. 2 (Continued) **S118756525**

Potential Description: NMA
Alias Name: BELMONT NEW PRIMARY CENTER #2
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT USD PC #2
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 304227
Alias Type: Project Code (Site Code)
Alias Name: 19390060
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 05/17/2002
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Name: BELMONT NEW PRIMARY CENTER NO. 2
Address: 218/220/222/224 N. JUANITA AVE/217/225 N. MADISON AVE
City,State,Zip: LOS ANGELES, CA 90004-4809
Facility ID: 19390060
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.2
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304227
Assembly: 53
Senate: 30
Special Program Status: Not reported
Status: No Action Required

BELMONT NEW PRIMARY CENTER NO. 2 (Continued) **S118756525**

Status Date:	05/17/2002
Restricted Use:	NO
Funding:	School District
Latitude:	34.07481
Longitude:	-118.2894
APN:	NONE SPECIFIED
Past Use:	MANUFACTURING - OTHER
Potential COC:	NONE SPECIFIED, No Contaminants found
Confirmed COC:	NONE SPECIFIED
Potential Description:	NMA
Alias Name:	BELMONT NEW PRIMARY CENTER #2
Alias Type:	Alternate Name
Alias Name:	LAUSD-BELMONT USD PC #2
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304227
Alias Type:	Project Code (Site Code)
Alias Name:	19390060
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	05/17/2002
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

168
NNW
1/2-1
0.670 mi.
3539 ft.

BELMONT NEW ELEMENTARY NO. 6 **CA ENVIROSTOR S107735902**
NORTH VERMONT AVENUE/COUNCIL STREET **CA SCH N/A**
LOS ANGELES, CA 90004

Relative:
Higher

Actual:
288 ft.

ENVIROSTOR:

Name:	BELMONT NEW ELEMENTARY NO. 6
Address:	NORTH VERMONT AVENUE/COUNCIL STREET
City,State,Zip:	LOS ANGELES, CA 90004
Facility ID:	19590008
Status:	Certified
Status Date:	03/26/2007
Site Code:	304217

BELMONT NEW ELEMENTARY NO. 6 (Continued) **S107735902**

Site Type: School Cleanup
Site Type Detailed: School
Acres: 3
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.07435
Longitude: -118.2918
APN: NONE SPECIFIED
Past Use: * RETIAL - MISC.
Potential COC: Methane Carbon disulfide Hydrogen sulfide Lead
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL, SV, SURFW
Alias Name: BELMONT NEW ELEMENTARY SCHOOL #6
Alias Type: Alternate Name
Alias Name: LA USD-BELMONT NEW ELEMENTARY #6
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 110033618119
Alias Type: EPA (FRS #)
Alias Name: 304217
Alias Type: Project Code (Site Code)
Alias Name: 19590008
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 06/02/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/24/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 06/21/2002

BELMONT NEW ELEMENTARY NO. 6 (Continued) **S107735902**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 05/31/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/16/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 06/07/2007
Comments: Project Complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/06/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 08/11/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/21/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Action Memorandum (if <$1M)
Completed Date: 05/31/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/13/2004
Comments: Approved Supplemental Subsurface Investigation and Construction Activities Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 10/31/2006
Comments: Approved the PEA workplan

BELMONT NEW ELEMENTARY NO. 6 (Continued) **S107735902**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	07/28/2005
Comments:	UST found during construction was removed under DTSC and LAFD oversight.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	03/26/2007
Comments:	DTSC concured with the Undergound storage tank (UST) Closure Report that that no further investigation is necssary in the UST area.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	06/19/2003
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	BELMONT NEW ELEMENTARY NO. 6
Address:	NORTH VERMONT AVENUE/COUNCIL STREET
City,State,Zip:	LOS ANGELES, CA 90004
Facility ID:	19590008
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	3
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304217
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Certified
Status Date:	03/26/2007
Restricted Use:	NO
Funding:	School District
Latitude:	34.07435
Longitude:	-118.2918

BELMONT NEW ELEMENTARY NO. 6 (Continued) **S107735902**

APN:	NONE SPECIFIED
Past Use:	* RETIAL - MISC.
Potential COC:	Methane, Methane, Carbon disulfide, Hydrogen sulfide, Lead
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL, SV, SURFW
Alias Name:	BELMONT NEW ELEMENTARY SCHOOL #6
Alias Type:	Alternate Name
Alias Name:	LA USD-BELMONT NEW ELEMENTARY #6
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	110033618119
Alias Type:	EPA (FRS #)
Alias Name:	304217
Alias Type:	Project Code (Site Code)
Alias Name:	19590008
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	06/02/2004
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	07/24/2004
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	06/21/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Notice of Exemption
Completed Date:	05/31/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	11/16/2004
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo

BELMONT NEW ELEMENTARY NO. 6 (Continued) **S107735902**

Completed Date: 06/07/2007
Comments: Project Complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/06/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 08/11/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/21/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Action Memorandum (if <$1M)
Completed Date: 05/31/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/13/2004
Comments: Approved Supplemental Subsurface Investigation and Construction Activities Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 10/31/2006
Comments: Approved the PEA workplan

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/28/2005
Comments: UST found during construction was removed under DTSC and LAFD oversight.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 03/26/2007
Comments: DTSC concured with the Undergound storage tank (UST) Closure Report that that no further investigation is necssary in the UST area.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report

BELMONT NEW ELEMENTARY NO. 6 (Continued) **S107735902**

Completed Date:	06/19/2003
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

169
East
1/2-1
0.711 mi.
3753 ft.

WEST FOURTH STREET SITE
2424 WEST 4TH STREET
LOS ANGELES, CA 90057

CA ENVIROSTOR **S102860895**
N/A

Relative:
Higher

Actual:
320 ft.

ENVIROSTOR:

Name:	WEST FOURTH STREET SITE
Address:	2424 WEST 4TH STREET
City,State,Zip:	LOS ANGELES, CA 90057
Facility ID:	19490210
Status:	Refer: Other Agency
Status Date:	08/31/1995
Site Code:	Not reported
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:	* Mmonroy
Division Branch:	Cleanup Chatsworth
Assembly:	54
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.06397
Longitude:	-118.2767
APN:	5059025014
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	5059025014
Alias Type:	APN
Alias Name:	19490210
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Discovery

WEST FOURTH STREET SITE (Continued) **S102860895**

Completed Date:	09/20/1990
Comments:	Facility Identified: Environmental Assessment conducted by Targhee Inc. Site Screening Done: Environmental Assessment identifies Kaufman World Instruments as property owner. Legal owner on County records is West Fourth Street Apartments. Landfill- type debris, noxious liquids in soil, and petroleum/ hydrocarbon odors observed. Site encompasses 2424, 2506, 2508, and 2510 West 4th St, as well as 417 Park View St.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	05/03/1993
Comments:	Site screening/file review indicates NFA for DTSC.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	09/20/1990
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

AB170 **NEWELL COLOUR** **CA ENVIROSTOR** **S110494101**
North **221 N. WESTMORLAND AVENUE** **N/A**
1/2-1 **LOS ANGELES, CA 90004**
0.712 mi.
3758 ft. **Site 1 of 2 in cluster AB**

Relative:
Lower

Actual:
266 ft.

ENVIROSTOR:

Name:	NEWELL COLOUR
Address:	221 N. WESTMORLAND AVENUE
City,State,Zip:	LOS ANGELES, CA 90004
Facility ID:	71003148
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED

NEWELL COLOUR (Continued) **S110494101**

Funding:	Not reported
Latitude:	34.05223
Longitude:	-118.2436
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD983616822
Alias Type:	EPA Identification Number
Alias Name:	110002867327
Alias Type:	EPA (FRS #)
Alias Name:	71003148
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

AB171 **CROSSROADS TRUST/AKA WESTMORELAND** **CA ENVIROSTOR** **1010728020**
North **221 NORTH WESTMORELAND AVE.** **CA VCP** **N/A**
1/2-1 **LOS ANGELES, CA 90004** **CA SCH**
0.712 mi. **CA CERS**
3758 ft. **Site 2 of 2 in cluster AB**

Relative:
Lower

Actual:
266 ft.

ENVIROSTOR:

Name:	CROSSROADS TRUST/AKA WESTMORELAND
Address:	221 NORTH WESTMORELAND AVE.
City,State,Zip:	LOS ANGELES, CA 90004
Facility ID:	19270328
Status:	Refer: Other Agency
Status Date:	10/16/2018
Site Code:	Not reported
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	0.1
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	24
Special Program:	Voluntary Cleanup Program

CROSSROADS TRUST/AKA WESTMORELAND (Continued) **1010728020**

Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.07509
Longitude: -118.2886
APN: 5501008024, 5547-019-032
Past Use: PHOTOGRAPHIC PROCESSING
Potential COC: * Photochemicals/Photoprocessing Waste * UNSPECIFIED SLUDGE WASTE
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: 5501008024
Alias Type: APN
Alias Name: 5547-019-032
Alias Type: APN
Alias Name: 110033616567
Alias Type: EPA (FRS #)
Alias Name: 19270328
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 10/10/2001
Comments: A Voluntary Cleanup Agreement between the owner and the Department of Toxic Substances Control (DTSC) was entered. Two documents, Environmental Site Assessment Subsurface Soil Investigation dated June 2001 (previously submitted), and Environmental Site Assessment Subsurface Soil and Groundwater Investigation dated July 2001 (previously submitted) were reviewed by the DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 07/22/2002
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Name: VALUE CHARTER SCHOOL
Address: 221 NORTH WESTMORELAND AVENUE
City,State,Zip: LOS ANGELES, CA 90004
Facility ID: 19730196
Status: Certified
Status Date: 01/16/2004
Site Code: 304413
Site Type: School Cleanup
Site Type Detailed: School
Acres: 1
NPL: NO

CROSSROADS TRUST/AKA WESTMORELAND (Continued) **1010728020**

Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.07500
Longitude: -118.2885
APN: 5501008024
Past Use: * BUSINESS SERVICES
Potential COC: TPH-diesel Tetrachloroethylene (PCE Silver
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: CROSSROADS TRUST
Alias Type: Alternate Name
Alias Name: CROSSROADS TRUST-VALUE CHARTER SCHOOL
Alias Type: Alternate Name
Alias Name: VALUE CHARTER SCHOOL
Alias Type: Alternate Name
Alias Name: 5501008024
Alias Type: APN
Alias Name: 110033613365
Alias Type: EPA (FRS #)
Alias Name: 304413
Alias Type: Project Code (Site Code)
Alias Name: 19730196
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 01/16/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 09/18/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 06/27/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * CEQA
Completed Date: 01/09/2004
Comments: Not reported

CROSSROADS TRUST/AKA WESTMORELAND (Continued) **1010728020**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 01/16/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 07/09/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 01/16/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 11/07/2003
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

VCP:
Name: CROSSROADS TRUST/AKA WESTMORELAND
Address: 221 NORTH WESTMORELAND AVE.
City,State,Zip: LOS ANGELES, CA 90004
Facility ID: 19270328
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 0.1
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Cleanup Chatsworth
Site Code: Not reported
Assembly: 53
Senate: 24
Special Programs Code: Voluntary Cleanup Program
Status: Refer: Other Agency
Status Date: 10/16/2018
Restricted Use: NO

CROSSROADS TRUST/AKA WESTMORELAND (Continued) **1010728020**

Funding:	Responsible Party
Lat/Long:	34.07509 / -118.2886
APN:	5501008024, 5547-019-032
Past Use:	PHOTOGRAPHIC PROCESSING
Potential COC:	10086, 10197
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	5501008024
Alias Type:	APN
Alias Name:	5547-019-032
Alias Type:	APN
Alias Name:	110033616567
Alias Type:	EPA (FRS #)
Alias Name:	19270328
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	10/10/2001
Comments:	A Voluntary Cleanup Agreement between the owner and the Department of Toxic Substances Control (DTSC) was entered. Two documents, Environmental Site Assessment Subsurface Soil Investigation dated June 2001 (previously submitted), and Environmental Site Assessment Subsurface Soil and Groundwater Investigation dated July 2001 (previously submitted) were reviewed by the DTSC.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	07/22/2002
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	VALUE CHARTER SCHOOL
Address:	221 NORTH WESTMORELAND AVENUE
City,State,Zip:	LOS ANGELES, CA 90004
Facility ID:	19730196
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP

CROSSROADS TRUST/AKA WESTMORELAND (Continued) **1010728020**

Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304413
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Certified
Status Date:	01/16/2004
Restricted Use:	NO
Funding:	School District
Latitude:	34.07500
Longitude:	-118.2885
APN:	5501008024
Past Use:	* BUSINESS SERVICES
Potential COC:	TPH-diesel, TPH-diesel, Tetrachloroethylene (PCE, Silver
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	CROSSROADS TRUST
Alias Type:	Alternate Name
Alias Name:	CROSSROADS TRUST-VALUE CHARTER SCHOOL
Alias Type:	Alternate Name
Alias Name:	VALUE CHARTER SCHOOL
Alias Type:	Alternate Name
Alias Name:	5501008024
Alias Type:	APN
Alias Name:	110033613365
Alias Type:	EPA (FRS #)
Alias Name:	304413
Alias Type:	Project Code (Site Code)
Alias Name:	19730196
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	01/16/2004
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	09/18/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	06/27/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* CEQA
Completed Date:	01/09/2004
Comments:	Not reported

CROSSROADS TRUST/AKA WESTMORELAND (Continued) **1010728020**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 01/16/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 07/09/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 01/16/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 11/07/2003
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CERS:
Name: VALUE CHARTER SCHOOL
Address: 221 NORTH WESTMORELAND AVENUE
City,State,Zip: LOS ANGELES, CA 90004
Site ID: 344462
CERS ID: 19730196
CERS Description: School Cleanup

Affiliation:
Affiliation Type Desc: Supervisor
Entity Name: JAVIER HINOJOSA
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

172
North
1/2-1
0.712 mi.
3758 ft.

TRUST SERVICES OF AMERICA
218,220,224 NORTH JUANITA AVENUE
LOS ANGELES, CA 90004

CA ENVIROSTOR **1000387420**
N/A

Relative:
Higher

Actual:
268 ft.

ENVIROSTOR:

Name:	TRUST SERVICES OF AMERICA
Address:	218,220,224 NORTH JUANITA AVENUE
City,State,Zip:	LOS ANGELES, CA 90004
Facility ID:	19290296
Status:	Refer: Other Agency
Status Date:	05/06/1998
Site Code:	Not reported
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:	* Mmonroy
Division Branch:	Cleanup Chatsworth
Assembly:	Not reported
Senate:	Not reported
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.07510
Longitude:	-118.2900
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CARROL TRUST
Alias Type:	Alternate Name
Alias Name:	HANSEN'S JUICES
Alias Type:	Alternate Name
Alias Name:	LYNDE-ORDWAY CO., INC.
Alias Type:	Alternate Name
Alias Name:	PAINT ENGINEERS
Alias Type:	Alternate Name
Alias Name:	PARKER JUDGE
Alias Type:	Alternate Name
Alias Name:	CAD982361T68
Alias Type:	EPA Identification Number
Alias Name:	19290296
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Discovery
Completed Date:	06/20/1991
Comments:	From EPA CERCLA PA fit report. Site is located in three lots. 1) 218 N. Juanita Avenue: the site currently leased by Lynde-Ordnay Co., Inc. Carroll Trust has owned since 1940s and LOC leased it since then. 1990 geophysical surveys located three underground tanks on the

TRUST SERVICES OF AMERICA (Continued) **1000387420**

property. 2) 220 N. Juanita Avenue: it is currently a vacant lot. The Parker Judge owned in 1938. Paint Engineers owned and operated in 1946. Carroll Trust since 1953. 3) 222 N. Juanita Avenue: Hansen's Juices leased it since 1989. The Los Angeles unified school district conducted Phase I & II investigations to purchase the property. Revealed petroleum contamination in the soil. Stoddard solvent was detected in the soil. The highest level was 4500 mg/kg volatile organics and chlorinated hydrocarbons were also detected in the soil. Contamina- tion has also been detected in the groundwater. FIT recommended NFA for EPA. Medium priority PEA required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 05/10/1995
Comments: NFA FOR DTSC, PETROLEUM EXCLUSION.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 06/20/1991
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

AC173 **CENTRAL REGION MACARTHUR PARK ELEMENTARY SCHOOL** **CA ENVIROSTOR** **S109034350**
SE **PARK VIEW STREET/GRAND VIEW STREET/WEST 8TH** **CA SCH** **N/A**
1/2-1 **LOS ANGELES, CA 90017**
0.746 mi.
3937 ft. **Site 1 of 2 in cluster AC**

Relative: Higher
Actual: 268 ft.

ENVIROSTOR:
Name: CENTRAL REGION MACARTHUR PARK ELEMENTARY SCHOOL
Address: PARK VIEW STREET/GRAND VIEW STREET/WEST 8TH
City,State,Zip: LOS ANGELES, CA 90017
Facility ID: 60000831
Status: No Further Action
Status Date: 11/06/2008
Site Code: 304593
Site Type: School Investigation
Site Type Detailed: School
Acres: 1.8
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Amit Pathak
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 24

CENTRAL REGION MACARTHUR PARK ELEMENTARY SCHOOL (Continued) **S109034350**

Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.057
Longitude: -118.2798
APN: NONE SPECIFIED
Past Use: NONE, SCHOOL - OTHER
Potential COC: Chlordane DDD DDE DDT Endrin Lead TPH-diesel TPH-gas TPH-JET FUEL TPH-MOTOR OIL
Confirmed COC: 30024-NO 30025-NO 3002501-NO 3002502-NO 30004-NO 30006-NO 30007-NO 30008-NO 30010-NO 30013-NO
Potential Description: SOIL
Alias Name: 304593
Alias Type: Project Code (Site Code)
Alias Name: 60000831
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Master Agreement
Completed Date: 02/26/2008
Comments: Rec'd background information for the EOA

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/31/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 02/27/2008
Comments: Phase I is submitted as part of the background information. No determination was necessary.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 04/16/2008
Comments: Accepted provided Revised Scoping Document is submitted/reviewed by DTSC

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 09/05/2008
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported

CENTRAL REGION MACARTHUR PARK ELEMENTARY SCHOOL (Continued) **S109034350**

Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Name: CENTRAL REGION MACARTHUR PARK ELEMENTARY SCHOOL
Address: PARK VIEW STREET/GRAND VIEW STREET/WEST 8TH
City,State,Zip: LOS ANGELES, CA 90017
Facility ID: 60000831
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.8
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Amit Pathak
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304593
Assembly: 53
Senate: 24
Special Program Status: Not reported
Status: No Further Action
Status Date: 11/06/2008
Restricted Use: NO
Funding: School District
Latitude: 34.057
Longitude: -118.2798
APN: NONE SPECIFIED
Past Use: NONE, SCHOOL - OTHER
Potential COC: Chlordane, DDD, DDE, DDT, Endrin, Lead, TPH-diesel, TPH-gas, TPH-JET FUEL, TPH-MOTOR OIL
Confirmed COC: 30024-NO, 30025-NO, 3002501-NO, 3002502-NO, 30004-NO, 30006-NO, 30007-NO, 30008-NO, 30010-NO, 30013-NO
Potential Description: SOIL
Alias Name: 304593
Alias Type: Project Code (Site Code)
Alias Name: 60000831
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Master Agreement
Completed Date: 02/26/2008
Comments: Rec'd background information for the EOA

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/31/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CENTRAL REGION MACARTHUR PARK ELEMENTARY SCHOOL (Continued) **S109034350**

Completed Document Type:	Other Report
Completed Date:	02/27/2008
Comments:	Phase I is submitted as part of the background information. No determination was necessary.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Workplan
Completed Date:	04/16/2008
Comments:	Accepted provided Revised Scoping Document is submitted/reviewed by DTSC
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	09/05/2008
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

AC174 **BELMONT/HOLLYWOOD PRIMARY CENTER NO. 3** **CA ENVIROSTOR** **S107735912**
SE **2300 WEST 7TH STREET** **CA SCH** **N/A**
1/2-1 **LOS ANGELES, CA 90057**
0.749 mi.
3954 ft. **Site 2 of 2 in cluster AC**

Relative: **Higher**

Actual: **271 ft.**

ENVIROSTOR:

Name:	BELMONT/HOLLYWOOD PRIMARY CENTER NO. 3
Address:	2300 WEST 7TH STREET
City,State,Zip:	LOS ANGELES, CA 90057
Facility ID:	19590002
Status:	Certified
Status Date:	04/23/2001
Site Code:	300793
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	1
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.05695

BELMONT/HOLLYWOOD PRIMARY CENTER NO. 3 (Continued) **S107735912**

Longitude: -118.2795
APN: 5141016901
Past Use: * RETIAL - MISC.
Potential COC: Lead, Organic (tetraethyl lead
Confirmed COC: 30343-NO
Potential Description: SOIL
Alias Name: BELMONT/HOLLYWOOD NEW PRIMARY CTR. #3
Alias Type: Alternate Name
Alias Name: BELMONT/HOLLYWOOD PRIMARY CTR. #3
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 5141016901
Alias Type: APN
Alias Name: 110033618155
Alias Type: EPA (FRS #)
Alias Name: 300793
Alias Type: Project Code (Site Code)
Alias Name: 19590002
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 04/09/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 04/23/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/24/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 04/03/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 10/26/2000
Comments: Not reported

BELMONT/HOLLYWOOD PRIMARY CENTER NO. 3 (Continued) **S107735912**

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	BELMONT/HOLLYWOOD PRIMARY CENTER NO. 3
Address:	2300 WEST 7TH STREET
City,State,Zip:	LOS ANGELES, CA 90057
Facility ID:	19590002
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	300793
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Certified
Status Date:	04/23/2001
Restricted Use:	NO
Funding:	School District
Latitude:	34.05695
Longitude:	-118.2795
APN:	5141016901
Past Use:	* RETIAL - MISC.
Potential COC:	Lead, Organic (tetraethyl lead
Confirmed COC:	30343-NO
Potential Description:	SOIL
Alias Name:	BELMONT/HOLLYWOOD NEW PRIMARY CTR. #3
Alias Type:	Alternate Name
Alias Name:	BELMONT/HOLLYWOOD PRIMARY CTR. #3
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5141016901
Alias Type:	APN
Alias Name:	110033618155
Alias Type:	EPA (FRS #)
Alias Name:	300793
Alias Type:	Project Code (Site Code)
Alias Name:	19590002
Alias Type:	Envirostor ID Number

BELMONT/HOLLYWOOD PRIMARY CENTER NO. 3 (Continued) **S107735912**

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	04/09/2001
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	04/23/2001
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	03/24/2000
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	04/03/2001
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	10/26/2000
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

---

175 ESE 1/2-1 0.777 mi. 4104 ft.

CENTRAL LOS ANGELES HIGH SCHOOL NO. 9
450 SOUTH GRAND VIEW STREET
LOS ANGELES, CA 90057

CA ENVIROSTOR **S105628502**
CA SCH **N/A**
CA CERS

Relative: Higher

Actual: 322 ft.

ENVIROSTOR:

Name:	CENTRAL LOS ANGELES HIGH SCHOOL NO. 9
Address:	450 SOUTH GRAND VIEW STREET
City,State,Zip:	LOS ANGELES, CA 90057

CENTRAL LOS ANGELES HIGH SCHOOL NO. 9 (Continued) **S105628502**

Facility ID:	19730194
Status:	No Further Action
Status Date:	11/19/2004
Site Code:	304184
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	12
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.06129
Longitude:	-118.2758
APN:	5154032016
Past Use:	* BUSINESS SERVICES
Potential COC:	1,2,4-Trimethylbenzene Total Chromium (1:6 ratio Cr VI:Cr III Nickel Arsenic Dichlorodifluoromethane Cobalt Vanadium and compounds Ethylbenzene Polychlorinated biphenyls (PCBs Zinc Lead Xylenes Benzene Copper and compounds 1,3,5-Trimethylbenzene Chloromethane (methyl chloride Toluene
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	CENTRAL LOS ANGELES HIGH SCH. #9 (PROP)
Alias Type:	Alternate Name
Alias Name:	CENTRAL LOS ANGELES HIGH SCHOOL #9
Alias Type:	Alternate Name
Alias Name:	LAUSD-NEW H.S.#9 MEDIA/VCA
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5154032016
Alias Type:	APN
Alias Name:	110002657777
Alias Type:	EPA (FRS #)
Alias Name:	304184
Alias Type:	Project Code (Site Code)
Alias Name:	19730194
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	DTSC entered into a Master Oversight Agreement (Agreement), (Docket Number HSA-A 99/00-051) with the Los Angeles Unified School District (LAUSD) on February 10, 2000.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

CENTRAL LOS ANGELES HIGH SCHOOL NO. 9 (Continued) **S105628502**

Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/19/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/25/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 12/12/2001
Comments: DTSC approved the PEA and concurred that no further environmental investigation or cleanup was required at this site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/27/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/27/2004

CENTRAL LOS ANGELES HIGH SCHOOL NO. 9 (Continued) **S105628502**

Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	CENTRAL LOS ANGELES HIGH SCHOOL NO. 9
Address:	450 SOUTH GRAND VIEW STREET
City,State,Zip:	LOS ANGELES, CA 90057
Facility ID:	19730194
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	12
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304184
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	11/19/2004
Restricted Use:	NO
Funding:	School District
Latitude:	34.06129
Longitude:	-118.2758
APN:	5154032016
Past Use:	* BUSINESS SERVICES
Potential COC:	1,2,4-Trimethylbenzene, 1,2,4-Trimethylbenzene, Total Chromium (1:6 ratio Cr VI:Cr III, Nickel, Arsenic, Dichlorodifluoromethane, Cobalt, Vanadium and compounds, Ethylbenzene, Polychlorinated biphenyls (PCBs, Zinc, Lead, Xylenes, Benzene, Copper and compounds, 1,3,5-Trimethylbenzene, Chloromethane (methyl chloride, Toluene
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	CENTRAL LOS ANGELES HIGH SCH. #9 (PROP)
Alias Type:	Alternate Name
Alias Name:	CENTRAL LOS ANGELES HIGH SCHOOL #9
Alias Type:	Alternate Name
Alias Name:	LAUSD-NEW H.S.#9 MEDIA/VCA
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5154032016

CENTRAL LOS ANGELES HIGH SCHOOL NO. 9 (Continued) **S105628502**

Alias Type: APN
Alias Name: 110002657777
Alias Type: EPA (FRS #)
Alias Name: 304184
Alias Type: Project Code (Site Code)
Alias Name: 19730194
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: DTSC entered into a Master Oversight Agreement (Agreement), (Docket Number HSA-A 99/00-051) with the Los Angeles Unified School District (LAUSD) on February 10, 2000.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/19/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/25/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 12/12/2001
Comments: DTSC approved the PEA and concurred that no further environmental investigation or cleanup was required at this site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004

CENTRAL LOS ANGELES HIGH SCHOOL NO. 9 (Continued) **S105628502**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/09/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/27/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/27/2004
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CERS:
Name: CENTRAL LOS ANGELES
Address: 450 SOUTH GRAND VIEW STREET
City,State,Zip: LOS ANGELES, CA 90057
Site ID: 335898
CERS ID: 19730194
CERS Description: School Investigation

Affiliation:
Affiliation Type Desc: Supervisor
Entity Name: JAVIER HINOJOSA
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

176
SSE
1/2-1
0.811 mi.
4283 ft.

PARK VIEW VILLAGE
933 - 937 SOUTH PARK VIEW STREET
LOS ANGELES, CA 90006

CA ENVIROSTOR **S106665605**
N/A

Relative:
Higher

Actual:
281 ft.

ENVIROSTOR:

Name:	PARK VIEW VILLAGE
Address:	933 - 937 SOUTH PARK VIEW STREET
City,State,Zip:	LOS ANGELES, CA 90006
Facility ID:	19000022
Status:	Refer: 1248 Local Agency
Status Date:	09/27/2004
Site Code:	Not reported
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Cypress
Assembly:	46
Senate:	Not reported
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not Applicable
Latitude:	34.05401
Longitude:	-118.2828
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	19000022
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	SB 1248 Notification
Completed Date:	07/17/2012
Comments:	SB 1248 Reviewed.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

177
WNW
1/2-1
0.827 mi.
4369 ft.

CAHUENGA ELEM #11/CDE
HARVARD BOULEVARD/THIRD STREET/HOBART BOULEVARD
LOS ANGELES, CA 90020

CA ENVIROSTOR **S107735990**
CA SCH **N/A**

Relative:
Lower

Actual:
232 ft.

ENVIROSTOR:

Name:	CAHUENGA ELEM #11/CDE
Address:	HARVARD BOULEVARD/THIRD STREET/HOBART BOULEVARD
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	19890015
Status:	Inactive - Needs Evaluation
Status Date:	08/20/2002
Site Code:	304138
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	3
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.06893
Longitude:	-118.3033
APN:	NONE SPECIFIED
Past Use:	* UNKNOWN
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAHUENGA ELEMENTARY SCHOOL SITE #11
Alias Type:	Alternate Name
Alias Name:	LAUSD-CAHUENGA ELEM #11/CDE
Alias Type:	Alternate Name
Alias Name:	LAUSD-CAHUENGA ELEM #11/VCA
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304060
Alias Type:	Project Code (Site Code)
Alias Name:	304138
Alias Type:	Project Code (Site Code)
Alias Name:	19890015
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

CAHUENGA ELEM #11/CDE (Continued) **S107735990**

Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	04/22/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	08/20/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	02/11/2000
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	CAHUENGA ELEM #11/CDE
Address:	HARVARD BOULEVARD/THIRD STREET/HOBART BOULEVARD
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	19890015
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	3
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304138
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Inactive - Needs Evaluation
Status Date:	08/20/2002
Restricted Use:	NO
Funding:	School District
Latitude:	34.06893
Longitude:	-118.3033
APN:	NONE SPECIFIED
Past Use:	* UNKNOWN
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED

CAHUENGA ELEM #11/CDE (Continued) **S107735990**

Potential Description: NONE SPECIFIED
Alias Name: CAHUENGA ELEMENTARY SCHOOL SITE #11
Alias Type: Alternate Name
Alias Name: LAUSD-CAHUENGA ELEM #11/CDE
Alias Type: Alternate Name
Alias Name: LAUSD-CAHUENGA ELEM #11/VCA
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 304060
Alias Type: Project Code (Site Code)
Alias Name: 304138
Alias Type: Project Code (Site Code)
Alias Name: 19890015
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 04/22/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 08/20/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 02/11/2000
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

178 SW 1/2-1 0.867 mi. 4576 ft. | **HOBART/WILTON PRIMARY SCHOOL NO. 4**
SAN MARINO ST/OLYMPIC BLVD/MARIPOSA AVE/NORMANDIE AVE
LOS ANGELES, CA 90006 | **CA ENVIROSTOR** | **S107736464**
CA SCH | **N/A**

Relative: Lower

Actual: 215 ft.

ENVIROSTOR:

Name:	HOBART/WILTON PRIMARY SCHOOL NO. 4
Address:	SAN MARINO ST/OLYMPIC BLVD/MARIPOSA AVE/NORMANDIE AVE
City,State,Zip:	LOS ANGELES, CA 90006
Facility ID:	19750097
Status:	Inactive - Needs Evaluation
Status Date:	08/20/2002
Site Code:	304153
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Mark Malinowski
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.05452
Longitude:	-118.2989
APN:	NONE SPECIFIED
Past Use:	VEHICLE MAINTENANCE
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	HOBART/WILTON PRIMARY SCHOOL #4
Alias Type:	Alternate Name
Alias Name:	LAUSD-HOBART/WILTON PRIMARY #4/CDE
Alias Type:	Alternate Name
Alias Name:	LAUSD-HOBART/WILTON PRIMARY #4/VCA
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304073
Alias Type:	Project Code (Site Code)
Alias Name:	304153
Alias Type:	Project Code (Site Code)
Alias Name:	19750097
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	08/20/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

HOBART/WILTON PRIMARY SCHOOL NO. 4 (Continued) **S107736464**

Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	02/11/2000
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	HOBART/WILTON PRIMARY SCHOOL NO. 4
Address:	SAN MARINO ST/OLYMPIC BLVD/MARIPOSA AVE/NORMANDIE AVE
City,State,Zip:	LOS ANGELES, CA 90006
Facility ID:	19750097
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	Not reported
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Mark Malinowski
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304153
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Inactive - Needs Evaluation
Status Date:	08/20/2002
Restricted Use:	NO
Funding:	School District
Latitude:	34.05452
Longitude:	-118.2989
APN:	NONE SPECIFIED
Past Use:	VEHICLE MAINTENANCE
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	HOBART/WILTON PRIMARY SCHOOL #4
Alias Type:	Alternate Name
Alias Name:	LAUSD-HOBART/WILTON PRIMARY #4/CDE
Alias Type:	Alternate Name
Alias Name:	LAUSD-HOBART/WILTON PRIMARY #4/VCA

HOBART/WILTON PRIMARY SCHOOL NO. 4 (Continued) **S107736464**

Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304073
Alias Type:	Project Code (Site Code)
Alias Name:	304153
Alias Type:	Project Code (Site Code)
Alias Name:	19750097
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	08/20/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	02/11/2000
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

AD179 **GORE GRAPHICS** **CA ENVIROSTOR** **S104566372**
North **340 N. MADISON AVENUE** **CA EMI** **N/A**
1/2-1 **LOS ANGELES, CA 90004** **CA HAZMAT**
0.873 mi.
4610 ft. **Site 1 of 2 in cluster AD**

Relative:
Higher

Actual:
274 ft.

ENVIROSTOR:

Name:	GORE GRAPHICS
Address:	340 N. MADISON AVENUE
City,State,Zip:	LOS ANGELES, CA 90004
Facility ID:	71002193
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED

GORE GRAPHICS (Continued) **S104566372**

Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.07747
Longitude: -118.2886
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD008332991
Alias Type: EPA Identification Number
Alias Name: 110017206744
Alias Type: EPA (FRS #)
Alias Name: 71002193
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Non-Submittal
Completed Date: 07/31/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

EMI:
Name: GORE GRAPHICS
Address: 340 N MADISON AV
City,State,Zip: LOS ANGELES, CA 900040000
Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 50729
Air District Name: SC
SIC Code: 2796
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: 38
Reactive Organic Gases Tons/Yr: 17
Carbon Monoxide Emissions Tons/Yr: 0

GORE GRAPHICS (Continued) **S104566372**

NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Name: APPLIED GRAPHICS TECH, GORE GR
Address: 340 N MADISON AV
City,State,Zip: LOS ANGELES, CA 900040000
Year: 1993
County Code: 19
Air Basin: SC
Facility ID: 50729
Air District Name: SC
SIC Code: 2796
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: 11
Reactive Organic Gases Tons/Yr: 11
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 and Smllr Tons/Yr: 0

Name: APPLIED GRAPHICS TECH, GORE GR
Address: 340 N MADISON AV
City,State,Zip: LOS ANGELES, CA 900040000
Year: 1995
County Code: 19
Air Basin: SC
Facility ID: 50729
Air District Name: SC
SIC Code: 2796
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: 11
Reactive Organic Gases Tons/Yr: 11
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 and Smllr Tons/Yr: 0

Name: APPLIED GRAPHICS TECH, GORE GR
Address: 340 N MADISON AVE
City,State,Zip: LOS ANGELES, CA 900040000
Year: 1996
County Code: 19
Air Basin: SC
Facility ID: 50729
Air District Name: SC
SIC Code: 2796
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported

GORE GRAPHICS (Continued) **S104566372**

Total Organic Hydrocarbon Gases Tons/Yr:	21
Reactive Organic Gases Tons/Yr:	19
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 and Smllr Tons/Yr:	0

Name:	APPLIED GRAPHICS TECH, GORE GR
Address:	340 N MADISON AV
City,State,Zip:	LOS ANGELES, CA 900040000
Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	50729
Air District Name:	SC
SIC Code:	2752
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:	9
Reactive Organic Gases Tons/Yr:	9
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 and Smllr Tons/Yr:	0

Name:	APPLIED GRAPHICS TECH, GORE GR
Address:	340 N MADISON AV
City,State,Zip:	LOS ANGELES, CA 900040000
Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	50729
Air District Name:	SC
SIC Code:	2752
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:	9
Reactive Organic Gases Tons/Yr:	9
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 and Smllr Tons/Yr:	0

Name:	APPLIED GRAPHICS TECH, GORE GR
Address:	340 N MADISON AV
City,State,Zip:	LOS ANGELES, CA 900040000
Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	50729
Air District Name:	SC
SIC Code:	2752

GORE GRAPHICS (Continued) **S104566372**

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:	9
Reactive Organic Gases Tons/Yr:	9
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 and Smllr Tons/Yr:	0

Name:	APPLIED GRAPHICS TECH, GORE GR
Address:	340 N MADISON AV
City,State,Zip:	LOS ANGELES, CA 900040000
Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	50729
Air District Name:	SC
SIC Code:	2752
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:	9
Reactive Organic Gases Tons/Yr:	9
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 and Smllr Tons/Yr:	0

Name:	APPLIED GRAPHICS TECH, GORE GR
Address:	340 N MADISON AV
City,State,Zip:	LOS ANGELES, CA 900040000
Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	50729
Air District Name:	SC
SIC Code:	2752
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:	9
Reactive Organic Gases Tons/Yr:	9
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 and Smllr Tons/Yr:	0

LOS ANGELES HM:

Name:	GORE GRAPHICS INC
Address:	340 N MADISON AVE
City,State,Zip:	LOS ANGELES, CA 90004
Facility ID:	FA0001853
Last Run Date:	06/01/2019

GORE GRAPHICS (Continued) **S104566372**

Status: INACTIVE

AD180 **BELMONT/HOLLYWOOD NO. 1** **CA ENVIROSTOR** **S107735906**
North **OAKWOOD AVENUE/JUANITA AVENUE** **CA SCH** **N/A**
1/2-1 **LOS ANGELES, CA 90004**
0.880 mi.
4646 ft. **Site 2 of 2 in cluster AD**

Relative:
Higher

Actual:
270 ft.

ENVIROSTOR:

Name:	BELMONT/HOLLYWOOD NO. 1
Address:	OAKWOOD AVENUE/JUANITA AVENUE
City,State,Zip:	LOS ANGELES, CA 90004
Facility ID:	19880056
Status:	Inactive - Action Required
Status Date:	08/20/2002
Site Code:	304133
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	1.2
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.07754
Longitude:	-118.2895
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Endrin Lead
Confirmed COC:	30010-NO 30013-NO
Potential Description:	SOIL
Alias Name:	BELMONT/HOLLYWOOD #1
Alias Type:	Alternate Name
Alias Name:	LAUSD-BELMONT/HOLLYWOOD #1/CDE
Alias Type:	Alternate Name
Alias Name:	LAUSD-BELMONT/HOLLYWOOD #1/VCA
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304044
Alias Type:	Project Code (Site Code)
Alias Name:	304133
Alias Type:	Project Code (Site Code)
Alias Name:	19880056
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000

BELMONT/HOLLYWOOD NO. 1 (Continued) **S107735906**

Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	08/20/2002
Comments:	The project was completed in July 2004.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	01/21/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	02/11/2000
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	BELMONT/HOLLYWOOD NO. 1
Address:	OAKWOOD AVENUE/JUANITA AVENUE
City,State,Zip:	LOS ANGELES, CA 90004
Facility ID:	19880056
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.2
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304133
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Inactive - Action Required
Status Date:	08/20/2002
Restricted Use:	NO
Funding:	School District
Latitude:	34.07754
Longitude:	-118.2895

BELMONT/HOLLYWOOD NO. 1 (Continued) **S107735906**

APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Endrin, Lead
Confirmed COC:	30010-NO, 30013-NO
Potential Description:	SOIL
Alias Name:	BELMONT/HOLLYWOOD #1
Alias Type:	Alternate Name
Alias Name:	LAUSD-BELMONT/HOLLYWOOD #1/CDE
Alias Type:	Alternate Name
Alias Name:	LAUSD-BELMONT/HOLLYWOOD #1/VCA
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304044
Alias Type:	Project Code (Site Code)
Alias Name:	304133
Alias Type:	Project Code (Site Code)
Alias Name:	19880056
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	08/20/2002
Comments:	The project was completed in July 2004.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	01/21/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	02/11/2000
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

AE181 **PUEBLO NUEVO CHARTER ACADEMY** **CA ENVIROSTOR** **S108407581**
NNE **3501-3515 WEST TEMPLE STREET AND 325 NORTH HOOVER STREET** **CA SCH** **N/A**
1/2-1 **LOS ANGELES, CA 90004**
0.880 mi.
4649 ft. **Site 1 of 3 in cluster AE**

Relative: **Higher**
Actual: **283 ft.**

ENVIROSTOR:

Name:	PUEBLO NUEVO CHARTER ACADEMY
Address:	3501-3515 WEST TEMPLE STREET AND 325 NORTH HOOVER STREET
City,State,Zip:	LOS ANGELES, CA 90004
Facility ID:	60000553
Status:	Certified
Status Date:	10/20/2011
Site Code:	304556
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	0.8
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Juli Propes
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.07709
Longitude:	-118.2846
APN:	5501-003-003, 5501-003-021, 5501-003-033, 5501-003-042, 5501-003-043, 5501003003, 5501003021, 5501003033, 5501003042, 5501003043
Past Use:	FUEL - VEHICLE STORAGE/ REFUELING, FUEL HYDRANT PUMPING STATIONS, OFFICE BUILDING, VEHICLE MAINTENANCE, WASTE - INDUSTRIAL TREATMENT FACILITY
Potential COC:	Arsenic Lead
Confirmed COC:	Arsenic 30013-NO
Potential Description:	OTH, SOIL
Alias Name:	Camino Nuevo Charter Academy
Alias Type:	Alternate Name
Alias Name:	5501-003-003
Alias Type:	APN
Alias Name:	5501-003-021
Alias Type:	APN
Alias Name:	5501-003-033
Alias Type:	APN
Alias Name:	5501-003-042
Alias Type:	APN
Alias Name:	5501-003-043
Alias Type:	APN
Alias Name:	5501003003
Alias Type:	APN
Alias Name:	5501003021
Alias Type:	APN
Alias Name:	5501003033
Alias Type:	APN
Alias Name:	5501003042
Alias Type:	APN

PUEBLO NUEVO CHARTER ACADEMY (Continued) **S108407581**

Alias Name: 5501003043
Alias Type: APN
Alias Name: 304556
Alias Type: Project Code (Site Code)
Alias Name: 60000553
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/06/2007
Comments: Sent fully executed agreement to district.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 12/07/2007
Comments: Accounting file is being closed at the request of project proponent.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 12/29/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/13/2011
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/15/2009
Comments: Done

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/18/2010
Comments: mailed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 10/05/2011
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 07/22/2009
Comments: RP will perform supplemental sampling.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

PUEBLO NUEVO CHARTER ACADEMY (Continued) **S108407581**

Completed Document Type:	Supplemental Site Investigation Tech Memo
Completed Date:	07/22/2009
Comments:	RP to incorporate DTSC comments into upcoming field work, no revision to the work plan document will be made.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	09/22/2011
Comments:	Report approved.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan Amendment
Completed Date:	07/21/2011
Comments:	Additional excavtion
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	PUEBLO NUEVO CHARTER ACADEMY
Address:	3501-3515 WEST TEMPLE STREET AND 325 NORTH HOOVER STREET
City,State,Zip:	LOS ANGELES, CA 90004
Facility ID:	60000553
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	0.8
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Juli Propes
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304556
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Certified
Status Date:	10/20/2011
Restricted Use:	NO
Funding:	School District
Latitude:	34.07709
Longitude:	-118.2846
APN:	5501-003-003, 5501-003-021, 5501-003-033, 5501-003-042, 5501-003-043, 5501003003, 5501003021, 5501003033, 5501003042, 5501003043
Past Use:	FUEL - VEHICLE STORAGE/ REFUELING, FUEL HYDRANT PUMPING STATIONS,

PUEBLO NUEVO CHARTER ACADEMY (Continued) **S108407581**

OFFICE BUILDING, VEHICLE MAINTENANCE, WASTE - INDUSTRIAL TREATMENT FACILITY
Potential COC: Arsenic, Lead
Confirmed COC: Arsenic, 30013-NO
Potential Description: OTH, SOIL
Alias Name: Camino Nuevo Charter Academy
Alias Type: Alternate Name
Alias Name: 5501-003-003
Alias Type: APN
Alias Name: 5501-003-021
Alias Type: APN
Alias Name: 5501-003-033
Alias Type: APN
Alias Name: 5501-003-042
Alias Type: APN
Alias Name: 5501-003-043
Alias Type: APN
Alias Name: 5501003003
Alias Type: APN
Alias Name: 5501003021
Alias Type: APN
Alias Name: 5501003033
Alias Type: APN
Alias Name: 5501003042
Alias Type: APN
Alias Name: 5501003043
Alias Type: APN
Alias Name: 304556
Alias Type: Project Code (Site Code)
Alias Name: 60000553
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/06/2007
Comments: Sent fully executed agreement to district.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 12/07/2007
Comments: Accounting file is being closed at the request of project proponent.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 12/29/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/13/2011
Comments: completed

Completed Area Name: PROJECT WIDE

PUEBLO NUEVO CHARTER ACADEMY (Continued) **S108407581**

Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/15/2009
Comments: Done

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/18/2010
Comments: mailed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 10/05/2011
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 07/22/2009
Comments: RP will perform supplemental sampling.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 07/22/2009
Comments: RP to incorporate DTSC comments into upcoming field work, no revision to the work plan document will be made.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 09/22/2011
Comments: Report approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan Amendment
Completed Date: 07/21/2011
Comments: Additional excavtion

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

AE182 **CAL WATER** **CA SWEEPS UST** **S101617084**
NNE **315 N HOOVER ST** **CA FID UST** **N/A**
1/2-1 **LOS ANGELES, CA 90004** **CA HWP**
0.887 mi. **CA HAZMAT**
4684 ft. **Site 2 of 3 in cluster AE** **CA CERS**

Relative:
Higher

Actual:
286 ft.

SWEEPS UST:

Name:	CAL WATER
Address:	315 N HOOVER ST
City:	LOS ANGELES
Status:	Not reported
Comp Number:	3033
Number:	Not reported
Board Of Equalization:	44-012729
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-003033-000001
Tank Status:	Not reported
Capacity:	3000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	4

Name:	CAL WATER
Address:	315 N HOOVER ST
City:	LOS ANGELES
Status:	Not reported
Comp Number:	3033
Number:	Not reported
Board Of Equalization:	44-012729
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-003033-000002
Tank Status:	Not reported
Capacity:	7500
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Name:	CAL WATER
Address:	315 N HOOVER ST
City:	LOS ANGELES
Status:	Not reported
Comp Number:	3033
Number:	Not reported
Board Of Equalization:	44-012729
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-003033-000003

CAL WATER (Continued) **S101617084**

Tank Status: Not reported
Capacity: 8000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: CAL WATER
Address: 315 N HOOVER ST
City: LOS ANGELES
Status: Not reported
Comp Number: 3033
Number: Not reported
Board Of Equalization: 44-012729
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-003033-000004
Tank Status: Not reported
Capacity: 6000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19001948
Regulated By: UTNKA
Regulated ID: 00055651
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 7148357878
Mail To: Not reported
Mailing Address: 315 N HOOVER ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900040000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HWP:
Name: CULLIGAN DEIONIZED WATER SERVICES
Address: 315 N HOOVER ST
City,State,Zip: LOS ANGELES, CA 900040000
EPA Id: CAD000819755
Cleanup Status: PROTECTIVE FILER
Latitude: 34.07726
Longitude: -118.2848
Facility Type: Historical - Non-Operating

CAL WATER (Continued) **S101617084**

Facility Size: Not reported
Team: Not reported
Supervisor: Not reported
Site Code: Not reported
Assembly District: 53
Senate District: 24
Public Information Officer: Not reported
Public Information Officer: Not reported

Activities:
EPA Id: CAD000819755
Facility Type: Historical - Non-Operating
Unit Names: Unit1
Event Description: Protective Filer Status - PROTECTIVE FILER (APPROVED)
Actual Date: 05/16/2017

LOS ANGELES HM:
Name: CALIFORNIA CONSOLIDATED WATER PURIF
Address: 315 N HOOVER ST
City,State,Zip: LOS ANGELES, CA 90004
Facility ID: FA0015403
Last Run Date: 06/01/2019
Status: INACTIVE

CERS:
Name: CULLIGAN DEIONIZED W
Address: 315 N HOOVER ST
City,State,Zip: LOS ANGELES, CA 900040000
Site ID: 336538
CERS ID: 80001345
CERS Description: Corrective Action

Affiliation:
Affiliation Type Desc: Supervisor
Entity Name: * Unknown
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

AE183 **CAL WATER** **CA ENVIROSTOR** **U001560312**
NNE **315 N HOOVER ST** **CA HIST UST** **N/A**
1/2-1 **LOS ANGELES, CA 90004** **CA CERS**
0.887 mi.
4684 ft. **Site 3 of 3 in cluster AE**

Relative: Higher
Actual: 286 ft.

ENVIROSTOR:
Name: CULLIGAN D I WATER SERVICES
Address: 315 NORTH HOOVER STREET
City,State,Zip: LOS ANGELES, CA 90004
Facility ID: 19350464
Status: Refer: RCRA
Status Date: 01/18/1984

CAL WATER (Continued) **U001560312**

Site Code: Not reported
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: Cleanup Chatsworth
Assembly: 53
Senate: 24
Special Program: * RCRA 3012 - Past Haz Waste Disp Inven Site
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.0775
Longitude: -118.2844
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: * ORGANIC LIQUIDS WITH METALS * UNSPECIFIED ACID SOLUTION * UNSPECIFIED SLUDGE WASTE * OTHER INORGANIC SOLID WASTE * UNSPECIFIED ORGANIC LIQUID MIXTURE Chromium VI Nickel
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: PEARIRS ENGINEERS INC
Alias Type: Alternate Name
Alias Name: CAD049355003
Alias Type: EPA Identification Number
Alias Name: 19350464
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 09/26/1983
Comments: FACILITY IDENTIFIED ID FROM ERRIS

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 01/18/1984
Comments: SOURCE ACT: CHEM WATER SOFTENING-DEIONZT & REGENERATION OF PORTABLE ION EXCHANGE UNITS USED FOR INDST WASTEWATER TREATMNT AT PLATING & AEROSPACE COOMPANIES. FAC TYPE: TANKS (OR & NI IN SOL'N) FOR STORAGE SANITARY SEWER FOR DISP. INCIDENT: RELEASE OF HAZ WASTES INTO SEWER ON SEVERAL TIMES PRIOR TO 11/19/82 375,000,000GAL/D. ENF HISTORY: 12/6/82 REQ TO CRIMINAL/ INJUNCTIVE RELIEF AGAINST; RESULT-DENIAL OF APPLICATION FOR HZD WASTE FAC PERMIT. FINE BY CITY & SENTENCE FOR THE OWNER. SUBMIT TO EPA PRELIM ASSESS DONE RCRA 3012

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported

CAL WATER (Continued) **U001560312**

Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Name: CULLIGAN DEIONIZED WATER SERVICES
Address: 315 N HOOVER ST
City,State,Zip: LOS ANGELES, CA 900040000
Facility ID: 80001345
Status: Inactive - Needs Evaluation
Status Date: 11/01/2018
Site Code: Not reported
Site Type: Corrective Action
Site Type Detailed: Corrective Action
Acres: 0
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: * Unknown
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.07726
Longitude: -118.2848
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD000819755
Alias Type: EPA Identification Number
Alias Name: 80001345
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HIST UST:
Name: CAL WATER

CAL WATER (Continued) **U001560312**

Address:	315 N HOOVER ST
City,State,Zip:	LOS ANGELES, CA 90004
File Number:	00026912
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026912.pdf
Region:	STATE
Facility ID:	00000055651
Facility Type:	Other
Other Type:	WATER TREATMENT
Contact Name:	RALPH MCGRADY
Telephone:	7148357878
Owner Name:	CAL WATER
Owner Address:	315 N. HOOVER ST.
Owner City,St,Zip:	LOS ANGELES, CA 90004
Total Tanks:	0004
Tank Num:	001
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00003000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	002
Container Num:	1
Year Installed:	1975
Tank Capacity:	00007500
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	003
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	004
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	None

Click here for Geo Tracker PDF:

CERS:

Name:	CULLIGAN DEIONIZED WATER SERVICES
Address:	315 N HOOVER ST
City,State,Zip:	LOS ANGELES, CA 900040000

CAL WATER (Continued) **U001560312**

Site ID: 201983
CERS ID: CAD000819755
CERS Description: Hazardous Waste

Affiliation:
Affiliation Type Desc: Facility Owner
Entity Name: FRANCIS N PEAIRS
Entity Title: Not reported
Affiliation Address: PEAIRS ENGINEERS
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 900240000
Affiliation Phone: 2134720854

Affiliation Type Desc: Facility Contact
Entity Name: INACTIVATED PER SURVEY 11/94
Entity Title: Not reported
Affiliation Address: DAVID PEAIRS
Affiliation City: HOLLYWOOD
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 900680000
Affiliation Phone: 2134617473

184
WSW
1/2-1
0.905 mi.
4780 ft.

HOBART/WILTON PRIMARY SCHOOL NO. 9 **CA ENVIROSTOR S107736465**
7TH STREET/HOBART BOULEVARD/HARVARD BOULEVARD **CA SCH N/A**
LOS ANGELES, CA 90005

Relative:
Lower

Actual:
209 ft.

ENVIROSTOR:
Name: HOBART/WILTON PRIMARY SCHOOL NO. 9
Address: 7TH STREET/HOBART BOULEVARD/HARVARD BOULEVARD
City,State,Zip: LOS ANGELES, CA 90005
Facility ID: 19590015
Status: Inactive - Withdrawn
Status Date: 08/20/2002
Site Code: 304154
Site Type: School Investigation
Site Type Detailed: School
Acres: 1.81
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Mark Malinowski
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.05961
Longitude: -118.3044
APN: NONE SPECIFIED

HOBART/WILTON PRIMARY SCHOOL NO. 9 (Continued) **S107736465**

Past Use: * RETIAL - MISC.
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: HOBART/WILTON PRIMARY SCHOOL #9
Alias Type: Alternate Name
Alias Name: LAUSD-HOBART/WILTON PRIMARY #9/CDE
Alias Type: Alternate Name
Alias Name: LAUSD-HOBART/WILTON PRIMARY #9/VCA
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 304064
Alias Type: Project Code (Site Code)
Alias Name: 304154
Alias Type: Project Code (Site Code)
Alias Name: 19590015
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 08/20/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 02/11/2000
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Name: HOBART/WILTON PRIMARY SCHOOL NO. 9
Address: 7TH STREET/HOBART BOULEVARD/HARVARD BOULEVARD
City,State,Zip: LOS ANGELES, CA 90005
Facility ID: 19590015
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED

HOBART/WILTON PRIMARY SCHOOL NO. 9 (Continued) **S107736465**

Acres:	1.81
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Mark Malinowski
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304154
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Inactive - Withdrawn
Status Date:	08/20/2002
Restricted Use:	NO
Funding:	School District
Latitude:	34.05961
Longitude:	-118.3044
APN:	NONE SPECIFIED
Past Use:	* RETIAL - MISC.
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	HOBART/WILTON PRIMARY SCHOOL #9
Alias Type:	Alternate Name
Alias Name:	LAUSD-HOBART/WILTON PRIMARY #9/CDE
Alias Type:	Alternate Name
Alias Name:	LAUSD-HOBART/WILTON PRIMARY #9/VCA
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304064
Alias Type:	Project Code (Site Code)
Alias Name:	304154
Alias Type:	Project Code (Site Code)
Alias Name:	19590015
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	08/20/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	02/11/2000
Comments:	Not reported
Future Area Name:	Not reported

HOBART/WILTON PRIMARY SCHOOL NO. 9 (Continued) **S107736465**

Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

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185 WSW 1/2-1 0.914 mi. 4827 ft. **BELMONT NEW ELEMENTARY SCHOOL NO. 9** **CA ENVIROSTOR S107735903**
WILSHIRE BOULEVARD/HOBART BOULEVARD **CA SCH N/A**
LOS ANGELES, CA 90020

Relative: Lower

Actual: 219 ft.

ENVIROSTOR:

Name:	BELMONT NEW ELEMENTARY SCHOOL NO. 9
Address:	WILSHIRE BOULEVARD/HOBART BOULEVARD
City,State,Zip:	LOS ANGELES, CA 90020
Facility ID:	19550023
Status:	Inactive - Needs Evaluation
Status Date:	08/11/2004
Site Code:	304296
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	1.5
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.05227
Longitude:	-118.2527
APN:	NONE SPECIFIED
Past Use:	* RETAIL - AUTO DEALERS & SERVICE STATIONS
Potential COC:	Arsenic Xylenes Ethylbenzene Benzene Toluene
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	BELMONT NEW ELEMENTARY SCHOOL #9
Alias Type:	Alternate Name
Alias Name:	BELMONT NEW ELEMENTARY SCHOOL #9 (PROP)
Alias Type:	Alternate Name
Alias Name:	BELMONT NEW ELEMENTARY SCHOOL NO. 9
Alias Type:	Alternate Name
Alias Name:	LAUSD-BELMONT NEW ES#9
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304296
Alias Type:	Project Code (Site Code)
Alias Name:	19550023

BELMONT NEW ELEMENTARY SCHOOL NO. 9 (Continued) **S107735903**

Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 06/28/2007
Comments: CRU Memo completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 01/25/2002
Comments: DTSC has submitted an approval to Proposed Belmont New Elem. School No. 9, however past activities at the site(including gasoline service stations, automotive shops and a dry cleaner establishment) have impacted soil and groundwater at the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 04/20/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 04/17/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 05/14/2004
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Name: BELMONT NEW ELEMENTARY SCHOOL NO. 9
Address: WILSHIRE BOULEVARD/HOBART BOULEVARD
City,State,Zip: LOS ANGELES, CA 90020

BELMONT NEW ELEMENTARY SCHOOL NO. 9 (Continued) **S107735903**

Facility ID:	19550023
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.5
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304296
Assembly:	53
Senate:	30
Special Program Status:	Not reported
Status:	Inactive - Needs Evaluation
Status Date:	08/11/2004
Restricted Use:	NO
Funding:	School District
Latitude:	34.05227
Longitude:	-118.2527
APN:	NONE SPECIFIED
Past Use:	* RETAIL - AUTO DEALERS & SERVICE STATIONS
Potential COC:	Arsenic, Arsenic, Xylenes, Ethylbenzene, Benzene, Toluene
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	BELMONT NEW ELEMENTARY SCHOOL #9
Alias Type:	Alternate Name
Alias Name:	BELMONT NEW ELEMENTARY SCHOOL #9 (PROP)
Alias Type:	Alternate Name
Alias Name:	BELMONT NEW ELEMENTARY SCHOOL NO. 9
Alias Type:	Alternate Name
Alias Name:	LAUSD-BELMONT NEW ES#9
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304296
Alias Type:	Project Code (Site Code)
Alias Name:	19550023
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	06/28/2007
Comments:	CRU Memo completed
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report

BELMONT NEW ELEMENTARY SCHOOL NO. 9 (Continued) **S107735903**

Completed Date:	01/25/2002
Comments:	DTSC has submitted an approval to Proposed Belmont New Elem. School No. 9, however past activities at the site(including gasoline service stations, automotive shops and a dry cleaner establishment) have impacted soil and groundwater at the site.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	04/20/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	04/17/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Technical Report
Completed Date:	05/14/2004
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

Count: 2 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LOS ANGELES	S109422338	SOUTHERN CALIFORNIA DISPOSAL	186TH STREET AND VERMONT AVENU		CA SWF/LF, CA LOS ANGELES CO L METHANE
LOS ANGELES	S121695308	SHATTO CLEANERS, TAE SEONG KIM DBA	401 S VERMONT AVE STE 5&6	90020	CA DRYCLEANERS

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: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: N/A
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 10/14/2019
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: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: N/A
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

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: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: N/A
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 04/03/2019
Date Data Arrived at EDR: 04/05/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 07/03/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list 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). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS 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 the 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. The 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 potential NPL site.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 10/28/2019
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: 03/25/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/17/2019
Number of Days to Update: 21

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/25/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/17/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/07/2019
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: 03/25/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/17/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/07/2019
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: 03/25/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/17/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/07/2019
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: 03/25/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/17/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 08/13/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 6

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 08/07/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/09/2019
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: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/09/2019
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: 03/25/2019
Date Data Arrived at EDR: 03/26/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 36

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

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: 04/29/2019
Date Data Arrived at EDR: 04/30/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 58

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/11/2019
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: 04/29/2019
Date Data Arrived at EDR: 04/30/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 58

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/11/2019
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: 05/13/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 07/17/2019
Number of Days to Update: 64

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 08/13/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 55

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 06/11/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Quarterly

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/17/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 10/10/2018
Date Data Arrived at EDR: 03/08/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/16/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
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: 02/19/2019
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 09/24/2018
Date Data Arrived at EDR: 03/12/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 50
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 07/23/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/13/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 10/12/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
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: 11/01/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 55
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/11/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35
Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36
Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11
Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: No Update Planned

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136
Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 08/26/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/11/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases

UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/12/2019
Date Made Active in Reports: 07/23/2019
Number of Days to Update: 41

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 06/12/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Varies

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/23/2019
Number of Days to Update: 42

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 06/11/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 06/17/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: Varies

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: 11/07/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
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: 10/16/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 08/05/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 11/01/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

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: 10/12/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/05/2019
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: 09/24/2018
Date Data Arrived at EDR: 03/12/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 50

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 07/23/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

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: 10/17/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 10/10/2018
Date Data Arrived at EDR: 03/08/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 54

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/03/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

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: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 06/20/2019
Next Scheduled EDR Contact: 10/07/2019
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: 04/29/2019
Date Data Arrived at EDR: 04/30/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 58

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Quarterly

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 57

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 06/25/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/03/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/04/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 07/25/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/12/2019
Date Made Active in Reports: 08/15/2019
Number of Days to Update: 64

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/12/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 03/26/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/30/2019
Number of Days to Update: 34

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 08/07/2019
Next Scheduled EDR Contact: 11/25/2019
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: 07/25/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Varies

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 08/02/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/13/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 82

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 04/29/2019
Date Data Arrived at EDR: 04/30/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 58

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/12/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 55

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 07/08/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Varies

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 7

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 11/04/2019
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

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: 06/11/2019
Date Data Arrived at EDR: 06/13/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 82

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Quarterly

PFAS: PFAS Contamination Site Location Listing

A listing of PFAS contaminated sites included in the GeoTracker database.

Date of Government Version: 06/28/2019
Date Data Arrived at EDR: 06/28/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 26

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/28/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Varies

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 12/04/2018
Date Data Arrived at EDR: 12/06/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 8

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing
Aboveground storage tank sites

Date of Government Version: 09/11/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/11/2018
Number of Days to Update: 29

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Varies

CERS TANKS: California Environmental Reporting System (CERS) Tanks
List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 7

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Quarterly

CA FID UST: Facility Inventory Database
The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS: Environmental Liens Listing
A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 06/05/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/09/2019
Number of Days to Update: 64

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 07/30/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Semi-Annually

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: 06/04/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 65

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
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: 03/25/2019
Date Data Arrived at EDR: 03/26/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 49

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

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: 05/15/2019
Date Data Arrived at EDR: 06/24/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 58

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 07/26/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 55

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/11/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/11/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 03/25/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/17/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

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: 05/15/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 79

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 08/23/2019
Next Scheduled EDR Contact: 12/02/2019
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: 888-275-8747
Last EDR Contact: 07/09/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/10/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/16/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 03/25/2019
Date Data Arrived at EDR: 03/26/2019
Date Made Active in Reports: 05/07/2019
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 08/05/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 08/09/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/18/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 01/10/2018
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 2

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 08/23/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 09/30/2018
Date Data Arrived at EDR: 04/24/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 106

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/26/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/25/2019
Date Data Arrived at EDR: 05/02/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/22/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 04/11/2019
Date Data Arrived at EDR: 04/18/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 11/18/2019
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: 03/20/2019
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 34

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/12/2019
Next Scheduled EDR Contact: 10/21/2019
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: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 07/03/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Quarterly

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: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

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: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 06/20/2019
Date Data Arrived at EDR: 06/20/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 49

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 09/06/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 09/03/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017
Date Data Arrived at EDR: 11/30/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 15
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 08/09/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 04/02/2019
Date Data Arrived at EDR: 04/02/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 42
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 07/01/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 04/01/2019
Date Data Arrived at EDR: 04/30/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 100

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Quarterly

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: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 30

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 07/08/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/10/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 08/08/2017
Date Data Arrived at EDR: 09/11/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 3

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 07/30/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Varies

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: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 05/03/2019
Date Data Arrived at EDR: 05/29/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 71

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 08/27/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/30/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/30/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/27/2019
Date Data Arrived at EDR: 03/28/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 34

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 08/27/2019
Next Scheduled EDR Contact: 12/23/2019
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: 05/03/2019
Date Data Arrived at EDR: 06/05/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 90

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 07/26/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 71

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 01/17/2019
Date Made Active in Reports: 04/01/2019
Number of Days to Update: 74

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 07/15/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 04/07/2019
Date Data Arrived at EDR: 04/09/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 07/09/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Quarterly

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 05/20/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 79

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 57

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 06/25/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 07/17/2019
Number of Days to Update: 64

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 08/15/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: Varies

CUPA SAN FRANCISCO CO: CUPA Facility Listing

Cupa facilities

Date of Government Version: 04/18/2019
Date Data Arrived at EDR: 04/19/2019
Date Made Active in Reports: 04/30/2019
Number of Days to Update: 11

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Varies

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: 06/04/2019
Date Data Arrived at EDR: 06/28/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 55
Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Annually

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 03/19/2019
Date Data Arrived at EDR: 03/22/2019
Date Made Active in Reports: 04/09/2019
Number of Days to Update: 18
Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 06/03/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 65
Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/24/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 59
Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 06/24/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: Varies

ENF: Enforcement Action Listing
A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 11/01/2018
Date Data Arrived at EDR: 11/02/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 41
Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 07/18/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64
Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing
A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 05/15/2019
Date Data Arrived at EDR: 05/16/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 63
Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 08/07/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 05/29/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 54

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 07/12/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 05/20/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 58

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/02/2019
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]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/20/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 58

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 04/08/2019
Date Data Arrived at EDR: 04/09/2019
Date Made Active in Reports: 05/30/2019
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 07/09/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 08/15/2019
Number of Days to Update: 65

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 06/11/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 05/17/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/09/2019
Number of Days to Update: 66

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 05/13/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 07/17/2019
Number of Days to Update: 64

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 08/13/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/09/2019
Number of Days to Update: 66

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/12/2019
Date Made Active in Reports: 08/15/2019
Number of Days to Update: 64

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/12/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 06/17/2019
Date Data Arrived at EDR: 06/18/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 65

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 06/17/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: No Update Planned

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 04/27/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/11/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 07/11/2018
Date Made Active in Reports: 09/13/2018
Number of Days to Update: 64

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 07/12/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: No Update Planned

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: 06/19/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/11/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/11/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing
In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/12/2019
Date Made Active in Reports: 08/15/2019
Number of Days to Update: 64

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 06/12/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 65

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 7

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/11/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/11/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)

Produced water ponds sites

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/11/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)

Sampling point - public sites

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/11/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)

Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/11/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/11/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive 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. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive 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. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: 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: 01/09/2019
Date Data Arrived at EDR: 01/11/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 53

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 07/08/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/10/2019
Date Data Arrived at EDR: 04/11/2019
Date Made Active in Reports: 06/20/2019
Number of Days to Update: 70

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List
Cupa Facility List

Date of Government Version: 06/27/2019
Date Data Arrived at EDR: 06/28/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 26

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 07/08/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 05/02/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 27

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 06/24/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 05/17/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 58

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 05/22/2019
Date Data Arrived at EDR: 05/23/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 56

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 07/26/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 02/20/2019
Date Data Arrived at EDR: 05/01/2019
Date Made Active in Reports: 05/30/2019
Number of Days to Update: 29

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 07/25/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 06/05/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 07/23/2019
Number of Days to Update: 47

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: 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: 04/10/2019
Date Data Arrived at EDR: 04/11/2019
Date Made Active in Reports: 04/30/2019
Number of Days to Update: 19

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 12/11/2018
Date Data Arrived at EDR: 12/13/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 33

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 08/19/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/24/2019
Date Data Arrived at EDR: 04/25/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 63

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

KERN COUNTY:

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 05/06/2019
Date Data Arrived at EDR: 05/07/2019
Date Made Active in Reports: 07/16/2019
Number of Days to Update: 70

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 05/16/2019
Date Data Arrived at EDR: 05/17/2019
Date Made Active in Reports: 05/30/2019
Number of Days to Update: 13

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 05/30/2019
Date Data Arrived at EDR: 05/31/2019
Date Made Active in Reports: 07/23/2019
Number of Days to Update: 53

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 07/15/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/17/2019
Date Data Arrived at EDR: 01/18/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 46

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

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: N/A
Telephone: N/A
Last EDR Contact: 06/17/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 05/13/2019
Date Data Arrived at EDR: 05/16/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 63

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 07/08/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/15/2019
Date Data Arrived at EDR: 04/16/2019
Date Made Active in Reports: 06/21/2019
Number of Days to Update: 66

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 07/17/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 01/15/2019
Date Made Active in Reports: 03/07/2019
Number of Days to Update: 51

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 07/12/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Varies

LOS ANGELES AST: Active & Inactive AST Inventory
A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 06/25/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills

This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 04/30/2012
Date Data Arrived at EDR: 04/17/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 42

Source: Los Angeles County Department of Public Works
Telephone: 626-458-6973
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory

A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 06/25/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory

A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 06/25/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 07/15/2019
Date Data Arrived at EDR: 07/17/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 19

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 07/17/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 07/12/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 04/04/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 05/28/2019
Date Data Arrived at EDR: 05/30/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 67

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 05/29/2019
Date Data Arrived at EDR: 05/30/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 53

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 05/23/2019
Date Data Arrived at EDR: 05/30/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 53

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 09/09/2019
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 02/05/2019
Date Data Arrived at EDR: 02/07/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 26

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 06/28/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 02/21/2019
Date Data Arrived at EDR: 02/22/2019
Date Made Active in Reports: 03/08/2019
Number of Days to Update: 14

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 05/20/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 05/30/2019
Number of Days to Update: 9

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 07/25/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 05/09/2019
Date Made Active in Reports: 05/30/2019
Number of Days to Update: 21

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/05/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 05/09/2019
Date Made Active in Reports: 05/30/2019
Number of Days to Update: 21

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/05/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 04/02/2019
Date Data Arrived at EDR: 05/07/2019
Date Made Active in Reports: 07/16/2019
Number of Days to Update: 70

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/05/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 06/03/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/12/2019
Number of Days to Update: 69

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 04/11/2019
Date Data Arrived at EDR: 04/12/2019
Date Made Active in Reports: 04/30/2019
Number of Days to Update: 18

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/17/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 04/11/2019
Date Data Arrived at EDR: 04/12/2019
Date Made Active in Reports: 06/20/2019
Number of Days to Update: 69

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/17/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 05/06/2019
Date Data Arrived at EDR: 06/28/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 55

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 06/28/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Quarterly

ML SACRAMENTO: 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: 02/06/2019
Date Data Arrived at EDR: 04/02/2019
Date Made Active in Reports: 06/20/2019
Number of Days to Update: 79

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 06/28/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List

Cupa facility list

Date of Government Version: 03/11/2019
Date Data Arrived at EDR: 03/13/2019
Date Made Active in Reports: 04/30/2019
Number of Days to Update: 48

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 07/16/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: 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: 05/31/2019
Date Data Arrived at EDR: 05/31/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 52

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 08/05/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: 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: 06/04/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 65

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities
San Diego County Solid Waste Facilities.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 56
Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing
A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 04/24/2019
Date Data Arrived at EDR: 04/25/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 63
Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing
The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24
Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

LUST SAN FRANCISCO: 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: 07/31/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/05/2018
Date Data Arrived at EDR: 11/06/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 38
Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15
Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 06/17/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 05/20/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 58

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 08/06/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/15/2019
Number of Days to Update: 1

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019
Date Data Arrived at EDR: 03/29/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 61

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 05/16/2019
Date Data Arrived at EDR: 05/23/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 56

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

HIST LUST SANTA CLARA: 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

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 05/19/2019
Date Data Arrived at EDR: 05/23/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 60

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 08/14/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/13/2019
Number of Days to Update: 68

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 07/23/2019
Number of Days to Update: 47

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 06/18/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 29

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 06/19/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 04/03/2019
Date Data Arrived at EDR: 04/11/2019
Date Made Active in Reports: 04/30/2019
Number of Days to Update: 19

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 06/19/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 12/11/2018
Date Data Arrived at EDR: 12/13/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 33

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 07/15/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 06/03/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 07/23/2019
Number of Days to Update: 49

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 05/20/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 58

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 04/24/2019
Date Data Arrived at EDR: 04/25/2019
Date Made Active in Reports: 06/28/2019
Number of Days to Update: 64

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 05/09/2019
Date Data Arrived at EDR: 05/10/2019
Date Made Active in Reports: 07/17/2019
Number of Days to Update: 68

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 08/05/2019
Next Scheduled EDR Contact: 11/18/2019
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 07/31/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: 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: 03/26/2019
Date Data Arrived at EDR: 04/25/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 63

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 07/22/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: No Update Planned

LUST VENTURA: 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: 08/07/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 03/26/2019
Date Data Arrived at EDR: 04/25/2019
Date Made Active in Reports: 05/30/2019
Number of Days to Update: 35
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 07/22/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/12/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 42
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/12/2019
Next Scheduled EDR Contact: 09/23/2019
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 06/26/2019
Date Data Arrived at EDR: 06/28/2019
Date Made Active in Reports: 07/31/2019
Number of Days to Update: 33
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 05/03/2019
Date Data Arrived at EDR: 05/07/2019
Date Made Active in Reports: 07/16/2019
Number of Days to Update: 70
Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 07/25/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 05/14/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 83
Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 08/07/2019
Next Scheduled EDR Contact: 11/25/2019
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 07/09/2019
Next Scheduled EDR Contact: 10/21/2019
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: 01/01/2019
Date Data Arrived at EDR: 05/01/2019
Date Made Active in Reports: 06/21/2019
Number of Days to Update: 51

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 07/29/2019
Next Scheduled EDR Contact: 11/11/2019
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 11/27/2018
Number of Days to Update: 35

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/15/2019
Next Scheduled EDR Contact: 10/28/2019
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 04/09/2018
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 08/16/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 09/06/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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 was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

411477 - LOS ANGELES, CA
514 SHATTO PLACE
LOS ANGELES, CA 90020

TARGET PROPERTY COORDINATES

Latitude (North):	34.064655 - 34° 3' 52.76''
Longitude (West):	118.289445 - 118° 17' 22.00''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	381006.4
UTM Y (Meters):	3769880.2
Elevation:	267 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5630741 HOLLYWOOD, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two 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).

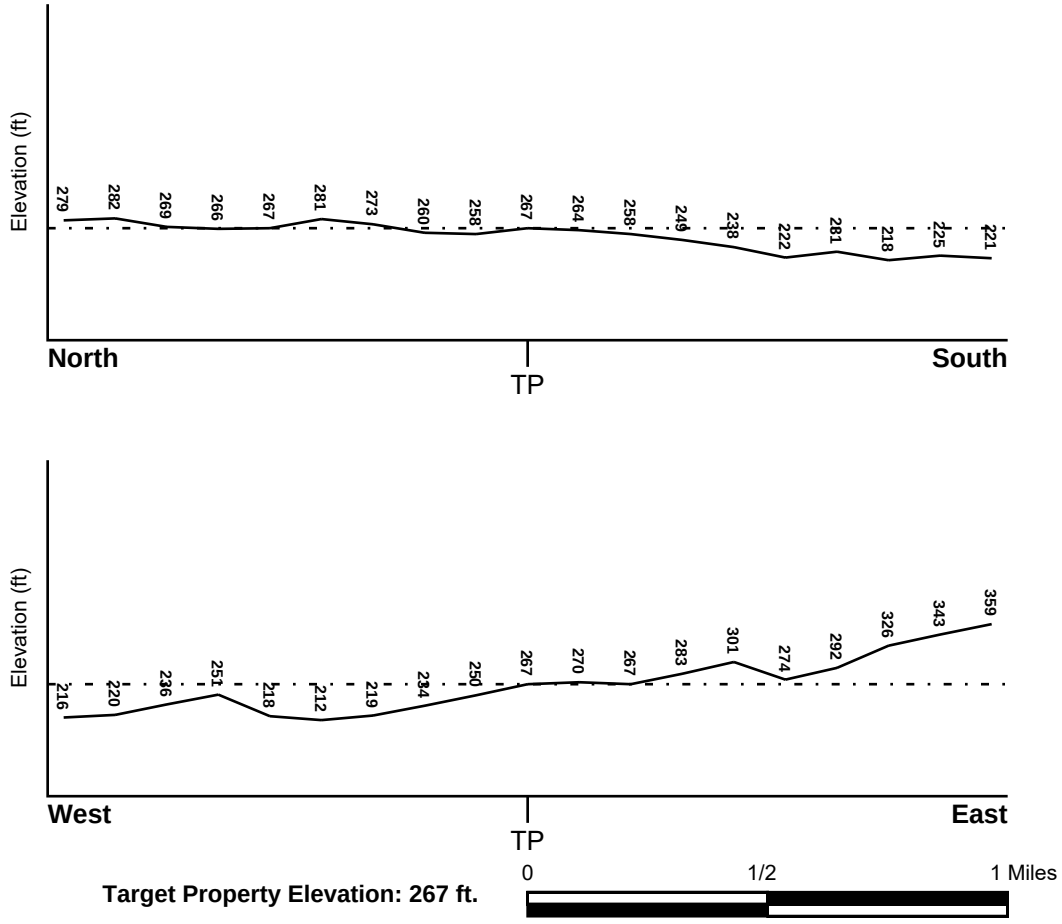
TOPOGRAPHIC INFORMATION

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 WSW

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

Flood Plain Panel at Target Property	FEMA Source Type
06037C1610F	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
06037C1620F	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
HOLLYWOOD	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
1	1/4 - 1/2 Mile NNW	SW
A2	1/4 - 1/2 Mile NW	Varies
A3	1/4 - 1/2 Mile NW	Not Reported
4	1/2 - 1 Mile SW	SW
5	1/2 - 1 Mile North	Not Reported
B6	1/2 - 1 Mile East	Not Reported
B7	1/2 - 1 Mile East	Not Reported
1G	1/2 - 1 Mile North	Not Reported

* ©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
2G	1/4 - 1/2 Mile NNW	SW
3G	1/4 - 1/2 Mile NW	Varies
4G	1/4 - 1/2 Mile NW	Not Reported
5G	1/2 - 1 Mile East	Not Reported
6G	1/2 - 1 Mile East	Not Reported
7G	1/2 - 1 Mile SW	SW

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:	Tertiary
Series:	Miocene
Code:	Tm *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratified 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	CAOG13000134266	0 - 1/8 Mile ENE
A2	CAOG13000134550	0 - 1/8 Mile NE
A3	CAOG13000134786	0 - 1/8 Mile ENE
A4	CAOG13000134552	0 - 1/8 Mile ENE
B5	CAOG13000134583	0 - 1/8 Mile WNW
B6	CAOG13000134592	0 - 1/8 Mile West
B7	CAOG13000134585	0 - 1/8 Mile West
A8	CAOG13000134554	0 - 1/8 Mile NE
B9	CAOG13000134586	0 - 1/8 Mile West
A10	CAOG13000134553	0 - 1/8 Mile NE
B11	CAOG13000134588	0 - 1/8 Mile WNW
B12	CAOG13000134593	0 - 1/8 Mile WSW
B13	CAOG13000134590	0 - 1/8 Mile WNW
B14	CAOG13000134591	0 - 1/8 Mile West

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A15	CAOG13000134787	0 - 1/8 Mile East
B16	CAOG13000134594	0 - 1/8 Mile West
B17	CAOG13000134589	0 - 1/8 Mile West
B18	CAOG13000134584	0 - 1/8 Mile WSW
A19	CAOG13000133931	0 - 1/8 Mile ENE
C20	CAOG13000134548	0 - 1/8 Mile NE
21	CAOG13000134587	0 - 1/8 Mile WSW
D22	CAOG13000134785	1/8 - 1/4 Mile East
D23	CAOG13000134784	1/8 - 1/4 Mile East
C24	CAOG13000134558	1/8 - 1/4 Mile North
C25	CAOG13000134549	1/8 - 1/4 Mile ENE
C26	CAOG13000133893	1/8 - 1/4 Mile NE
C27	CAOG13000134547	1/8 - 1/4 Mile ENE
C28	CAOG13000133932	1/8 - 1/4 Mile NNE
C29	CAOG13000134557	1/8 - 1/4 Mile NE
C30	CAOG13000134801	1/8 - 1/4 Mile ENE
C31	CAOG13000134802	1/8 - 1/4 Mile NE
E32	CAOG13000134559	1/8 - 1/4 Mile North
C33	CAOG13000134551	1/8 - 1/4 Mile NE
C34	CAOG13000134686	1/8 - 1/4 Mile NNE
C35	CAOG13000134740	1/8 - 1/4 Mile ENE
C36	CAOG13000134700	1/8 - 1/4 Mile NE
C37	CAOG13000134701	1/8 - 1/4 Mile NE
F38	CAOG13000134735	1/8 - 1/4 Mile NE
E39	CAOG13000134685	1/8 - 1/4 Mile NNE
F40	CAOG13000134720	1/8 - 1/4 Mile ENE
F41	CAOG13000134730	1/8 - 1/4 Mile ENE
F42	CAOG13000133927	1/8 - 1/4 Mile NE
F43	CAOG13000134708	1/8 - 1/4 Mile NE
F44	CAOG13000134706	1/8 - 1/4 Mile NE
G45	CAOG13000134713	1/8 - 1/4 Mile ENE
F46	CAOG13000134702	1/8 - 1/4 Mile NE
H47	CAOG13000134688	1/8 - 1/4 Mile NNE
H48	CAOG13000134684	1/8 - 1/4 Mile NNE
F49	CAOG13000134731	1/8 - 1/4 Mile NE
G50	CAOG13000134719	1/8 - 1/4 Mile ENE
H51	CAOG13000134710	1/8 - 1/4 Mile NNE
F52	CAOG13000134729	1/8 - 1/4 Mile ENE
F53	CAOG13000133929	1/8 - 1/4 Mile NE
F54	CAOG13000134703	1/8 - 1/4 Mile NE
F55	CAOG13000134691	1/8 - 1/4 Mile NE
H56	CAOG13000134687	1/8 - 1/4 Mile NNE
F57	CAOG13000134709	1/8 - 1/4 Mile NNE
G58	CAOG13000134739	1/8 - 1/4 Mile East
H59	CAOG13000134695	1/8 - 1/4 Mile NNE
F60	CAOG13000134734	1/8 - 1/4 Mile ENE
F61	CAOG13000134690	1/8 - 1/4 Mile NE
I62	CAOG13000134468	1/8 - 1/4 Mile ESE
F63	CAOG13000134705	1/8 - 1/4 Mile NE
F64	CAOG13000134736	1/8 - 1/4 Mile ENE
F65	CAOG13000133926	1/8 - 1/4 Mile NE
F66	CAOG13000134783	1/8 - 1/4 Mile NE
F67	CAOG13000134692	1/8 - 1/4 Mile NE
F68	CAOG13000134689	1/8 - 1/4 Mile NE
F69	CAOG13000134744	1/8 - 1/4 Mile ENE
F70	CAOG13000134778	1/8 - 1/4 Mile NE

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
F71	CAOG13000133930	1/8 - 1/4 Mile NE
G72	CAOG13000134724	1/8 - 1/4 Mile ENE
F73	CAOG13000134704	1/8 - 1/4 Mile NE
H74	CAOG13000134699	1/8 - 1/4 Mile NNE
F75	CAOG13000134777	1/4 - 1/2 Mile NE
F76	CAOG13000134775	1/4 - 1/2 Mile NE
G77	CAOG13000134725	1/4 - 1/2 Mile ENE
J78	CAOG13000134218	1/4 - 1/2 Mile NW
I79	CAOG13000134469	1/4 - 1/2 Mile East
F80	CAOG13000134780	1/4 - 1/2 Mile NE
G81	CAOG13000134762	1/4 - 1/2 Mile East
F82	CAOG13000134781	1/4 - 1/2 Mile NE
F83	CAOG13000134774	1/4 - 1/2 Mile NE
F84	CAOG13000134776	1/4 - 1/2 Mile NE
H85	CAOG13000134697	1/4 - 1/2 Mile NNE
H86	CAOG13000134693	1/4 - 1/2 Mile NNE
F87	CAOG13000134779	1/4 - 1/2 Mile NE
F88	CAOG13000133928	1/4 - 1/2 Mile NE
K89	CAOG13000134782	1/4 - 1/2 Mile NE
K90	CAOG13000134088	1/4 - 1/2 Mile NE
H91	CAOG13000134696	1/4 - 1/2 Mile NNE
H92	CAOG13000134694	1/4 - 1/2 Mile NNE
G93	CAOG13000134756	1/4 - 1/2 Mile East
K94	CAOG13000134726	1/4 - 1/2 Mile ENE
G95	CAOG13000134760	1/4 - 1/2 Mile East
K96	CAOG13000134773	1/4 - 1/2 Mile NE
L97	CAOG13000134715	1/4 - 1/2 Mile ENE
K98	CAOG13000134717	1/4 - 1/2 Mile NE
L99	CAOG13000134721	1/4 - 1/2 Mile ENE
G100	CAOG13000134764	1/4 - 1/2 Mile East
M101	CAOG13000134707	1/4 - 1/2 Mile NNE
K102	CAOG13000134080	1/4 - 1/2 Mile NE
I103	CAOG13000134753	1/4 - 1/2 Mile East
M104	CAOG13000134698	1/4 - 1/2 Mile NNE
J105	CAOG13000134216	1/4 - 1/2 Mile NNW
K106	CAOG13000134714	1/4 - 1/2 Mile NE
L107	CAOG13000134749	1/4 - 1/2 Mile ENE
M108	CAOG13000134076	1/4 - 1/2 Mile North
K109	CAOG13000134712	1/4 - 1/2 Mile ENE
L110	CAOG13000134751	1/4 - 1/2 Mile ENE
K111	CAOG13000134082	1/4 - 1/2 Mile NE
N112	CAOG13000134711	1/4 - 1/2 Mile East
N113	CAOG13000134738	1/4 - 1/2 Mile East
L114	CAOG13000134747	1/4 - 1/2 Mile ENE
L115	CAOG13000134718	1/4 - 1/2 Mile ENE
N116	CAOG13000134621	1/4 - 1/2 Mile East
L117	CAOG13000134755	1/4 - 1/2 Mile ENE
L118	CAOG13000134746	1/4 - 1/2 Mile ENE
M119	CAOG13000134077	1/4 - 1/2 Mile North
M120	CAOG13000134071	1/4 - 1/2 Mile NNE
J121	CAOG13000133891	1/4 - 1/2 Mile NNW
O122	CAOG13000134135	1/4 - 1/2 Mile NNW
L123	CAOG13000134723	1/4 - 1/2 Mile ENE
M124	CAOG13000134326	1/4 - 1/2 Mile North
N125	CAOG13000134614	1/4 - 1/2 Mile East
M126	CAOG13000134079	1/4 - 1/2 Mile NNE

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
M127	CAOG13000134386	1/4 - 1/2 Mile North
J128	CAOG13000134220	1/4 - 1/2 Mile NW
O129	CAOG13000134131	1/4 - 1/2 Mile North
O130	CAOG13000134134	1/4 - 1/2 Mile NNW
L131	CAOG13000134613	1/4 - 1/2 Mile ENE
K132	CAOG13000134742	1/4 - 1/2 Mile NE
O133	CAOG13000134130	1/4 - 1/2 Mile North
L134	CAOG13000134752	1/4 - 1/2 Mile ENE
M135	CAOG13000134074	1/4 - 1/2 Mile NNE
J136	CAOG13000134213	1/4 - 1/2 Mile NNW
O137	CAOG13000134137	1/4 - 1/2 Mile NNW
M138	CAOG13000134417	1/4 - 1/2 Mile NNE
M139	CAOG13000134328	1/4 - 1/2 Mile North
M140	CAOG13000134424	1/4 - 1/2 Mile NNE
K141	CAOG13000134728	1/4 - 1/2 Mile NE
N142	CAOG13000134612	1/4 - 1/2 Mile East
M143	CAOG13000134351	1/4 - 1/2 Mile North
L144	CAOG13000134716	1/4 - 1/2 Mile ENE
M145	CAOG13000134324	1/4 - 1/2 Mile North
M146	CAOG13000134364	1/4 - 1/2 Mile North
L147	CAOG13000134611	1/4 - 1/2 Mile ENE
L148	CAOG13000134763	1/4 - 1/2 Mile ENE
P149	CAOG13000134089	1/4 - 1/2 Mile NNE
M150	CAOG13000134078	1/4 - 1/2 Mile NNE
M151	CAOG13000134336	1/4 - 1/2 Mile North
Q152	CAOG13000134615	1/4 - 1/2 Mile ESE
M153	CAOG13000134423	1/4 - 1/2 Mile North
P154	CAOG13000134075	1/4 - 1/2 Mile NNE
M155	CAOG13000134416	1/4 - 1/2 Mile NNE
J156	CAOG13000134214	1/4 - 1/2 Mile NNW
L157	CAOG13000134759	1/4 - 1/2 Mile ENE
M158	CAOG13000134335	1/4 - 1/2 Mile North
O159	CAOG13000134136	1/4 - 1/2 Mile NNW
O160	CAOG13000134212	1/4 - 1/2 Mile NNW
M161	CAOG13000134081	1/4 - 1/2 Mile NNE
K162	CAOG13000134733	1/4 - 1/2 Mile NE
M163	CAOG13000134419	1/4 - 1/2 Mile North
N164	CAOG13000134619	1/4 - 1/2 Mile East
K165	CAOG13000134741	1/4 - 1/2 Mile NE
M166	CAOG13000134422	1/4 - 1/2 Mile NNE
L167	CAOG13000134602	1/4 - 1/2 Mile ENE
M168	CAOG13000134343	1/4 - 1/2 Mile North
R169	CAOG13000134225	1/4 - 1/2 Mile NW
L170	CAOG13000134761	1/4 - 1/2 Mile ENE
M171	CAOG13000134319	1/4 - 1/2 Mile NNE
K172	CAOG13000134758	1/4 - 1/2 Mile NE
O173	CAOG13000134459	1/4 - 1/2 Mile NNW
S174	CAOG13000134344	1/4 - 1/2 Mile North
L175	CAOG13000134748	1/4 - 1/2 Mile ENE
M176	CAOG13000134418	1/4 - 1/2 Mile North
O177	CAOG13000134132	1/4 - 1/2 Mile North
O178	CAOG13000134211	1/4 - 1/2 Mile NNW
M179	CAOG13000134322	1/4 - 1/2 Mile North
R180	CAOG13000134217	1/4 - 1/2 Mile NW
M181	CAOG13000134421	1/4 - 1/2 Mile NNE
N182	CAOG13000134617	1/4 - 1/2 Mile ENE

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
L183	CAOG13000134601	1/4 - 1/2 Mile ENE
P184	CAOG13000134067	1/4 - 1/2 Mile NNE
M185	CAOG13000134420	1/4 - 1/2 Mile North
O186	CAOG13000134385	1/4 - 1/2 Mile North
M187	CAOG13000134325	1/4 - 1/2 Mile North
T188	CAOG13000134737	1/4 - 1/2 Mile NE
O189	CAOG13000134457	1/4 - 1/2 Mile NNW
O190	CAOG13000134455	1/4 - 1/2 Mile NNW
P191	CAOG13000134090	1/4 - 1/2 Mile NNE
P192	CAOG13000134087	1/4 - 1/2 Mile NE
M193	CAOG13000134320	1/4 - 1/2 Mile NNE
O194	CAOG13000134454	1/4 - 1/2 Mile North
T195	CAOG13000134750	1/4 - 1/2 Mile ENE
O196	CAOG13000134453	1/4 - 1/2 Mile NNW
O197	CAOG13000134461	1/4 - 1/2 Mile NNW
P198	CAOG13000134068	1/4 - 1/2 Mile NNE
M199	CAOG13000134321	1/4 - 1/2 Mile North
S200	CAOG13000134327	1/4 - 1/2 Mile North
U201	CAOG13000134603	1/4 - 1/2 Mile ENE
O202	CAOG13000134456	1/4 - 1/2 Mile NNW
O203	CAOG13000134210	1/4 - 1/2 Mile NNW
O204	CAOG13000134133	1/4 - 1/2 Mile North
O205	CAOG13000134458	1/4 - 1/2 Mile NNW
P206	CAOG13000134072	1/4 - 1/2 Mile NNE
T207	CAOG13000134732	1/4 - 1/2 Mile NE
P208	CAOG13000134757	1/4 - 1/2 Mile NE
S209	CAOG13000134334	1/4 - 1/2 Mile North
N210	CAOG13000134618	1/4 - 1/2 Mile East
T211	CAOG13000134743	1/4 - 1/2 Mile NE
M212	CAOG13000134310	1/4 - 1/2 Mile NNE
O213	CAOG13000134460	1/4 - 1/2 Mile NNW
S214	CAOG13000134338	1/4 - 1/2 Mile North
N215	CAOG13000134564	1/4 - 1/2 Mile East
O216	CAOG13000134391	1/4 - 1/2 Mile NNW
R217	CAOG13000134232	1/4 - 1/2 Mile NW
R218	CAOG13000134215	1/4 - 1/2 Mile NNW
U219	CAOG13000134599	1/4 - 1/2 Mile ENE
P220	CAOG13000134069	1/4 - 1/2 Mile NNE
Q221	CAOG13000134563	1/4 - 1/2 Mile East
T222	CAOG13000134745	1/4 - 1/2 Mile NE
S223	CAOG13000134337	1/4 - 1/2 Mile North
P224	CAOG13000134354	1/4 - 1/2 Mile NE
S225	CAOG13000134333	1/4 - 1/2 Mile North
R226	CAOG13000134209	1/4 - 1/2 Mile NNW
P227	CAOG13000134085	1/4 - 1/2 Mile NNE
S228	CAOG13000134309	1/4 - 1/2 Mile NNE
O229	CAOG13000134392	1/4 - 1/2 Mile North
T230	CAOG13000134722	1/4 - 1/2 Mile NE
S231	CAOG13000134342	1/4 - 1/2 Mile North
P232	CAOG13000134083	1/4 - 1/2 Mile NNE
T233	CAOG13000134727	1/4 - 1/2 Mile NE
P234	CAOG13000134363	1/4 - 1/2 Mile NE
T235	CAOG13000134754	1/4 - 1/2 Mile NE
U236	CAOG13000134600	1/4 - 1/2 Mile ENE
P237	CAOG13000134070	1/4 - 1/2 Mile NNE
P238	CAOG13000134073	1/4 - 1/2 Mile NNE

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
V239	CAOG13000134219	1/4 - 1/2 Mile NNW
Q240	CAOG13000134561	1/4 - 1/2 Mile ESE
R241	CAOG13000134223	1/4 - 1/2 Mile NW
S242	CAOG13000134339	1/4 - 1/2 Mile North
O243	CAOG13000134389	1/4 - 1/2 Mile North
S244	CAOG13000134332	1/4 - 1/2 Mile North
S245	CAOG13000134315	1/4 - 1/2 Mile North
S246	CAOG13000134359	1/4 - 1/2 Mile North
W247	CAOG13000134622	1/4 - 1/2 Mile East
S248	CAOG13000134312	1/4 - 1/2 Mile North
T249	CAOG13000134362	1/4 - 1/2 Mile NE
X250	CAOG13000134390	1/4 - 1/2 Mile North
V251	CAOG13000134387	1/4 - 1/2 Mile NNW
S252	CAOG13000134331	1/4 - 1/2 Mile North
U253	CAOG13000134596	1/4 - 1/2 Mile ENE
W254	CAOG13000134560	1/4 - 1/2 Mile East
X255	CAOG13000134388	1/4 - 1/2 Mile NNW
S256	CAOG13000134316	1/4 - 1/2 Mile North
R257	CAOG13000134221	1/4 - 1/2 Mile NNW
P258	CAOG13000134086	1/4 - 1/2 Mile NNE
T259	CAOG13000134361	1/4 - 1/2 Mile NE
W260	CAOG13000134620	1/4 - 1/2 Mile East
Q261	CAOG13000134569	1/4 - 1/2 Mile ESE
S262	CAOG13000134340	1/4 - 1/2 Mile North
Y263	CAOG13000134565	1/4 - 1/2 Mile East
S264	CAOG13000134173	1/4 - 1/2 Mile North
S265	CAOG13000134317	1/4 - 1/2 Mile North
T266	CAOG13000134598	1/4 - 1/2 Mile NE
Q267	CAOG13000134562	1/4 - 1/2 Mile East
V268	CAOG13000134224	1/4 - 1/2 Mile NNW
S269	CAOG13000134311	1/4 - 1/2 Mile North
S270	CAOG13000133749	1/4 - 1/2 Mile North
S271	CAOG13000134358	1/4 - 1/2 Mile North
R272	CAOG13000133875	1/4 - 1/2 Mile NW
U273	CAOG13000134616	1/4 - 1/2 Mile ENE
T274	CAOG13000134360	1/4 - 1/2 Mile NE
Z275	CAOG13000134308	1/4 - 1/2 Mile North
R276	CAOG13000134222	1/4 - 1/2 Mile NW
U277	CAOG13000134597	1/4 - 1/2 Mile ENE
AA278	CAOG13000134084	1/4 - 1/2 Mile NNE
S279	CAOG13000134330	1/4 - 1/2 Mile North
X280	CAOG13000134172	1/4 - 1/2 Mile North
281	CAOG13000005047	1/4 - 1/2 Mile SW
S282	CAOG13000134357	1/4 - 1/2 Mile North
Z283	CAOG13000134313	1/4 - 1/2 Mile NNE
W284	CAOG13000134397	1/4 - 1/2 Mile East
V285	CAOG13000134226	1/4 - 1/2 Mile NNW
AA286	CAOG13000134365	1/4 - 1/2 Mile NNE
T287	CAOG13000134143	1/4 - 1/2 Mile NE
Z288	CAOG13000134341	1/4 - 1/2 Mile North
W289	CAOG13000134395	1/4 - 1/2 Mile East
Y290	CAOG13000134571	1/4 - 1/2 Mile East
Z291	CAOG13000134305	1/4 - 1/2 Mile North
AB292	CAOG13000134140	1/4 - 1/2 Mile NE
AA293	CAOG13000134350	1/4 - 1/2 Mile NE
AB294	CAOG13000134142	1/4 - 1/2 Mile NE

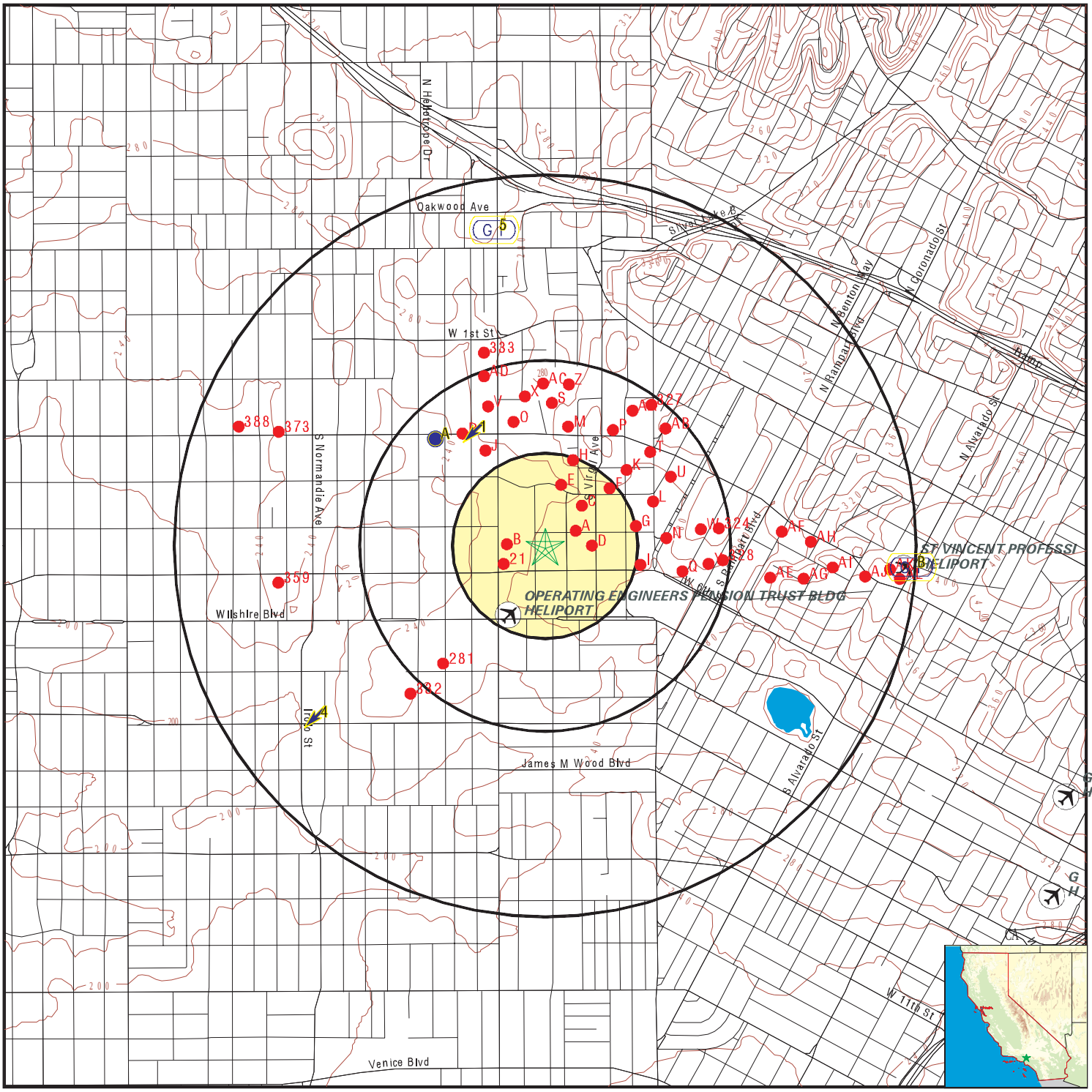
STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
X295	CAOG13000134356	1/4 - 1/2 Mile North
V296	CAOG13000134231	1/4 - 1/2 Mile NNW
AC297	CAOG13000134329	1/4 - 1/2 Mile North
AA298	CAOG13000134353	1/4 - 1/2 Mile NE
AA299	CAOG13000134345	1/4 - 1/2 Mile NNE
AB300	CAOG13000134145	1/4 - 1/2 Mile NE
AA301	CAOG13000134347	1/4 - 1/2 Mile NE
AA302	CAOG13000134346	1/4 - 1/2 Mile NNE
Z303	CAOG13000134307	1/4 - 1/2 Mile North
Y304	CAOG13000134567	1/4 - 1/2 Mile East
AB305	CAOG13000134139	1/4 - 1/2 Mile NE
AC306	CAOG13000134355	1/4 - 1/2 Mile North
AA307	CAOG13000134348	1/4 - 1/2 Mile NNE
AA308	CAOG13000134349	1/4 - 1/2 Mile NNE
Y309	CAOG13000134568	1/4 - 1/2 Mile East
Z310	CAOG13000134323	1/4 - 1/2 Mile North
Z311	CAOG13000134314	1/4 - 1/2 Mile NNE
AB312	CAOG13000134144	1/4 - 1/2 Mile NE
W313	CAOG13000134398	1/4 - 1/2 Mile East
W314	CAOG13000134396	1/4 - 1/2 Mile East
AD315	CAOG13000134230	1/4 - 1/2 Mile NNW
Z316	CAOG13000134306	1/4 - 1/2 Mile North
Y317	CAOG13000134570	1/4 - 1/2 Mile East
W318	CAOG13000134393	1/4 - 1/2 Mile East
AB319	CAOG13000134141	1/4 - 1/2 Mile NE
Y320	CAOG13000134478	1/4 - 1/2 Mile East
Z321	CAOG13000134318	1/4 - 1/2 Mile NNE
Z322	CAOG13000134304	1/4 - 1/2 Mile North
AB323	CAOG13000134115	1/4 - 1/2 Mile NE
324	CAOG13000134394	1/4 - 1/2 Mile East
Y325	CAOG13000134566	1/4 - 1/2 Mile East
AB326	CAOG13000134114	1/4 - 1/2 Mile NE
327	CAOG13000134352	1/4 - 1/2 Mile NE
328	CAOG13000134479	1/4 - 1/2 Mile East
AB329	CAOG13000134818	1/4 - 1/2 Mile NE
AD330	CAOG13000134229	1/4 - 1/2 Mile NNW
AD331	CAOG13000134227	1/2 - 1 Mile NNW
332	CAOG13000005927	1/2 - 1 Mile SW
333	CAOG13000134228	1/2 - 1 Mile NNW
AE334	CAOG13000134234	1/2 - 1 Mile East
AE335	CAOG13000134380	1/2 - 1 Mile East
AE336	CAOG13000134375	1/2 - 1 Mile East
AE337	CAOG13000134381	1/2 - 1 Mile East
AF338	CAOG13000134138	1/2 - 1 Mile East
AE339	CAOG13000134374	1/2 - 1 Mile East
AE340	CAOG13000134376	1/2 - 1 Mile East
AE341	CAOG13000134379	1/2 - 1 Mile East
AF342	CAOG13000134368	1/2 - 1 Mile East
AE343	CAOG13000134367	1/2 - 1 Mile East
AF344	CAOG13000134377	1/2 - 1 Mile East
AF345	CAOG13000134366	1/2 - 1 Mile East
AG346	CAOG13000134378	1/2 - 1 Mile East
AG347	CAOG13000133924	1/2 - 1 Mile East
AH348	CAOG13000134624	1/2 - 1 Mile East
AG349	CAOG13000134372	1/2 - 1 Mile East
AG350	CAOG13000134373	1/2 - 1 Mile East

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
AG351	CAOG13000134370	1/2 - 1 Mile East
AH352	CAOG13000134623	1/2 - 1 Mile East
AG353	CAOG13000134371	1/2 - 1 Mile East
AH354	CAOG13000134065	1/2 - 1 Mile East
AG355	CAOG13000134369	1/2 - 1 Mile East
AH356	CAOG13000133935	1/2 - 1 Mile East
AG357	CAOG13000133884	1/2 - 1 Mile East
AH358	CAOG13000134038	1/2 - 1 Mile East
359	CAOG13000005839	1/2 - 1 Mile West
AG360	CAOG13000133843	1/2 - 1 Mile East
AH361	CAOG13000134044	1/2 - 1 Mile East
AH362	CAOG13000134032	1/2 - 1 Mile East
AH363	CAOG13000134042	1/2 - 1 Mile East
AG364	CAOG13000133840	1/2 - 1 Mile East
AG365	CAOG13000133842	1/2 - 1 Mile East
AH366	CAOG13000134043	1/2 - 1 Mile East
AI367	CAOG13000134033	1/2 - 1 Mile East
AI368	CAOG13000133839	1/2 - 1 Mile East
AI369	CAOG13000134036	1/2 - 1 Mile East
AI370	CAOG13000133955	1/2 - 1 Mile East
AI371	CAOG13000134039	1/2 - 1 Mile East
AI372	CAOG13000134030	1/2 - 1 Mile East
373	CAOG13000005934	1/2 - 1 Mile WNW
AI374	CAOG13000134037	1/2 - 1 Mile East
AI375	CAOG13000133841	1/2 - 1 Mile East
AI376	CAOG13000134031	1/2 - 1 Mile East
AI377	CAOG13000133757	1/2 - 1 Mile East
AI378	CAOG13000134029	1/2 - 1 Mile East
AI379	CAOG13000134049	1/2 - 1 Mile East
AI380	CAOG13000134035	1/2 - 1 Mile East
AJ381	CAOG13000134034	1/2 - 1 Mile East
AJ382	CAOG13000133925	1/2 - 1 Mile East
AJ383	CAOG13000134040	1/2 - 1 Mile East
AJ384	CAOG13000134041	1/2 - 1 Mile East
AJ385	CAOG13000134026	1/2 - 1 Mile East
AJ386	CAOG13000134027	1/2 - 1 Mile East
AJ387	CAOG13000134028	1/2 - 1 Mile East
388	CAOG13000005820	1/2 - 1 Mile WNW
AK389	CAOG13000134055	1/2 - 1 Mile East
AJ390	CAOG13000134058	1/2 - 1 Mile East
AK391	CAOG13000134171	1/2 - 1 Mile East
AK392	CAOG13000134205	1/2 - 1 Mile East
AK393	CAOG13000134188	1/2 - 1 Mile East
AK394	CAOG13000134057	1/2 - 1 Mile East
AK395	CAOG13000134056	1/2 - 1 Mile East
AL396	CAOG13000134467	1/2 - 1 Mile East
AK397	CAOG13000134125	1/2 - 1 Mile East
AK398	CAOG13000134187	1/2 - 1 Mile East
AK399	CAOG13000134466	1/2 - 1 Mile East
AK400	CAOG13000134208	1/2 - 1 Mile East
AL401	CAOG13000134465	1/2 - 1 Mile East
AL402	CAOG13000134206	1/2 - 1 Mile East

PHYSICAL SETTING SOURCE MAP - 5781334.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	411477 - Los Angeles, CA	CLIENT:	AEI Consultants
ADDRESS:	514 Shatto Place Los Angeles CA 90020	CONTACT:	Edna Picciolini
LAT/LONG:	34.064655 / 118.289445	INQUIRY #:	5781334.2s
		DATE:	September 09, 2019 2:29 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation			Database	EDR ID Number
1 **NNW** **1/4 - 1/2 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900200098 SW 13.85 16.86 Not Reported 12/31/1998	**AQUIFLOW**	**69686**
A2 **NW** **1/4 - 1/2 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900200116 Varies 20 24 Not Reported 10/10/1997	**AQUIFLOW**	**55271**
A3 **NW** **1/4 - 1/2 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900200116 Not Reported 20 30 Not Reported 09/1994	**AQUIFLOW**	**55273**
4 **SW** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900050061 SW 16.70 17.80 Not Reported 01/13/1999	**AQUIFLOW**	**70487**
5 **North** **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**	**55182**
B6 **East** **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**	**55176**
B7 **East** **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**	**55198**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation			Database	EDR ID Number
1G **North** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900570061 Not Reported 8.37 12 Not Reported 08/07/1996	**AQUIFLOW**	**55182**
2G **NNW** **1/4 - 1/2 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900200098 SW 13.85 16.86 Not Reported 12/31/1998	**AQUIFLOW**	**69686**
3G **NW** **1/4 - 1/2 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900200116 Varies 20 24 Not Reported 10/10/1997	**AQUIFLOW**	**55271**
4G **NW** **1/4 - 1/2 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900200116 Not Reported 20 30 Not Reported 09/1994	**AQUIFLOW**	**55273**
5G **East** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900570061 Not Reported 8.37 12 Not Reported 08/07/1996	**AQUIFLOW**	**55176**
6G **East** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900570061 Not Reported 8.37 12 Not Reported 08/07/1996	**AQUIFLOW**	**55198**
7G **SW** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900050061 SW 16.70 17.80 Not Reported 01/13/1999	**AQUIFLOW**	**70487**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

A1
ENE
0 - 1/8 Mile

OIL_GAS **CAOG13000134266**

API #:	0403725739	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	J. H. Smith	Lease Name:	Lease by J. H. Smith
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

A2
NE
0 - 1/8 Mile

OIL_GAS **CAOG13000134550**

API #:	0403726023	Well #:	23
Well Status:	Idle	Well Type:	OG
Operator Name:	Parker Oil Col	Lease Name:	Lease by Parker Oil Col
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

A3
ENE
0 - 1/8 Mile

OIL_GAS **CAOG13000134786**

API #:	0403726260	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	Wilson Oil Co.	Lease Name:	Lease by Wilson Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

A4
ENE
0 - 1/8 Mile

OIL_GAS **CAOG13000134552**

API #:	0403726025	Well #:	22
Well Status:	Idle	Well Type:	OG
Operator Name:	Parker Oil Col	Lease Name:	Lease by Parker Oil Col
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

B5
WNW
0 - 1/8 Mile

OIL_GAS **CAOG13000134583**

API #:	0403726057	Well #:	12
Well Status:	Idle	Well Type:	OG
Operator Name:	Ruhland Oil Co.	Lease Name:	Lease by Ruhland Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B6
West
0 - 1/8 Mile

OIL_GAS **CAOG13000134592**

API #:	0403726066	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Ruhland Oil Co.	Lease Name:	Lease by Ruhland Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B7
West
0 - 1/8 Mile

OIL_GAS **CAOG13000134585**

API #:	0403726059	Well #:	11
Well Status:	Idle	Well Type:	OG
Operator Name:	Ruhland Oil Co.	Lease Name:	Lease by Ruhland Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

A8
NE
0 - 1/8 Mile

OIL_GAS **CAOG13000134554**

API #:	0403726027	Well #:	24
Well Status:	Idle	Well Type:	OG
Operator Name:	Parker Oil Col	Lease Name:	Lease by Parker Oil Col
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

B9
West
0 - 1/8 Mile

OIL_GAS **CAOG13000134586**

API #:	0403726060	Well #:	10
Well Status:	Idle	Well Type:	OG
Operator Name:	Ruhland Oil Co.	Lease Name:	Lease by Ruhland Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

A10
NE
0 - 1/8 Mile

OIL_GAS **CAOG13000134553**

API #:	0403726026	Well #:	25
Well Status:	Idle	Well Type:	OG
Operator Name:	Parker Oil Col	Lease Name:	Lease by Parker Oil Col
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B11
WNW
0 - 1/8 Mile

OIL_GAS **CAOG13000134588**

API #:	0403726062	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	Ruhland Oil Co.	Lease Name:	Lease by Ruhland Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B12
WSW
0 - 1/8 Mile

OIL_GAS **CAOG13000134593**

API #:	0403726067	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	Ruhland Oil Co.	Lease Name:	Lease by Ruhland Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

B13
WNW
0 - 1/8 Mile

OIL_GAS **CAOG13000134590**

API #:	0403726064	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	Ruhland Oil Co.	Lease Name:	Lease by Ruhland Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B14
West
0 - 1/8 Mile

OIL_GAS **CAOG13000134591**

API #:	0403726065	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Ruhland Oil Co.	Lease Name:	Lease by Ruhland Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

A15
East
0 - 1/8 Mile

OIL_GAS **CAOG13000134787**

API #:	0403726261	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	Wilson Oil Co.	Lease Name:	Lease by Wilson Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B16
West
0 - 1/8 Mile

OIL_GAS **CAOG13000134594**

API #:	0403726068	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	Ruhland Oil Co.	Lease Name:	Lease by Ruhland Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

B17
West
0 - 1/8 Mile

OIL_GAS **CAOG13000134589**

API #:	0403726063	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	Ruhland Oil Co.	Lease Name:	Lease by Ruhland Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B18
WSW
0 - 1/8 Mile

OIL_GAS **CAOG13000134584**

API #:	0403726058	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Ruhland Oil Co.	Lease Name:	Lease by Ruhland Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

A19
ENE
0 - 1/8 Mile

OIL_GAS **CAOG13000133931**

API #:	0403723892	Well #:	15
Well Status:	Plugged	Well Type:	OG
Operator Name:	Parker Oil Col	Lease Name:	Lease by Parker Oil Col
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C20
NE
0 - 1/8 Mile

OIL_GAS **CAOG13000134548**

API #:	0403726021	Well #:	26
Well Status:	Idle	Well Type:	OG
Operator Name:	Parker Oil Col	Lease Name:	Lease by Parker Oil Col
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

21
WSW
0 - 1/8 Mile

OIL_GAS **CAOG13000134587**

API #:	0403726061	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Ruhland Oil Co.	Lease Name:	Lease by Ruhland Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

D22
East
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134785**

API #:	0403726259	Well #:	11
Well Status:	Idle	Well Type:	OG
Operator Name:	Wilson Oil Co.	Lease Name:	Lease by Wilson Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

D23
East
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134784**

API #:	0403726258	Well #:	10
Well Status:	Idle	Well Type:	OG
Operator Name:	Wilson Oil Co.	Lease Name:	Lease by Wilson Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C24
North
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134558**

API #:	0403726031	Well #:	29
Well Status:	Idle	Well Type:	OG
Operator Name:	Parker Oil Col	Lease Name:	Lease by Parker Oil Col
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

C25
ENE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134549**

API #:	0403726022	Well #:	17
Well Status:	Idle	Well Type:	OG
Operator Name:	Parker Oil Col	Lease Name:	Lease by Parker Oil Col
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C26
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000133893**

API #:	0403723902	Well #:	20
Well Status:	Plugged	Well Type:	OG
Operator Name:	Parker Oil Col	Lease Name:	Lease by Parker Oil Col
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C27
ENE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134547**

API #:	0403726020	Well #:	16
Well Status:	Idle	Well Type:	OG
Operator Name:	Parker Oil Col	Lease Name:	Lease by Parker Oil Col
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C28
NNE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000133932**

API #:	0403723893	Well #:	28
Well Status:	Plugged	Well Type:	OG
Operator Name:	Parker Oil Col	Lease Name:	Lease by Parker Oil Col
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

C29
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134557**

API #:	0403726030	Well #:	27
Well Status:	Idle	Well Type:	OG
Operator Name:	Parker Oil Col	Lease Name:	Lease by Parker Oil Col
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C30
ENE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134801**

API #:	0403725216	Well #:	18
Well Status:	Plugged	Well Type:	OG
Operator Name:	Parker Oil Col	Lease Name:	Lease by Parker Oil Col
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C31
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134802**

API #:	0403725217	Well #:	19
Well Status:	Plugged	Well Type:	OG
Operator Name:	Parker Oil Col	Lease Name:	Lease by Parker Oil Col
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

E32
North
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134559**

API #:	0403726032	Well #:	30
Well Status:	Idle	Well Type:	OG
Operator Name:	Parker Oil Col	Lease Name:	Lease by Parker Oil Col
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

C33
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134551**

API #:	0403726024	Well #:	21
Well Status:	Idle	Well Type:	OG
Operator Name:	Parker Oil Col	Lease Name:	Lease by Parker Oil Col
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C34
NNE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134686**

API #:	0403726160	Well #:	15
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C35
ENE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134740**

API #:	0403726214	Well #:	19A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C36
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134700**

API #:	0403726174	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

C37
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134701**

API #:	0403726175	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F38
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134735**

API #:	0403726209	Well #:	20A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

E39
NNE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134685**

API #:	0403726159	Well #:	16
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F40
ENE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134720**

API #:	0403726194	Well #:	18A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

F41
ENE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134730**

API #:	0403726204	Well #:	23A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F42
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000133927**

API #:	0403723888	Well #:	2
Well Status:	Plugged	Well Type:	OG
Operator Name:	Shriners Hospital for Crippled Children		
Lease Name:	Unknown	Field Name:	Los Angeles City
Area Name:	Any Area	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
SPUD Date:	Not Reported		

F43
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134708**

API #:	0403726182	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F44
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134706**

API #:	0403726180	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

G45
ENE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134713**

API #:	0403726187	Well #:	16A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F46
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134702**

API #:	0403726176	Well #:	10
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

H47
NNE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134688**

API #:	0403726162	Well #:	18
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

H48
NNE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134684**

API #:	0403726158	Well #:	17
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

F49
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134731**

API #:	0403726205	Well #:	21A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

G50
ENE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134719**

API #:	0403726193	Well #:	17A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

H51
NNE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134710**

API #:	0403726184	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F52
ENE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134729**

API #:	0403726203	Well #:	22A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

F53
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000133929**

API #:	0403723890	Well #:	4
Well Status:	Plugged	Well Type:	OG
Operator Name:	Shriners Hospital for Crippled Children		
Lease Name:	Unknown	Field Name:	Los Angeles City
Area Name:	Any Area	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
SPUD Date:	Not Reported		

F54
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134703**

API #:	0403726177	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F55
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134691**

API #:	0403726165	Well #:	14
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

H56
NNE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134687**

API #:	0403726161	Well #:	19
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

F57
NNE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134709**

API #:	0403726183	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

G58
East
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134739**

API #:	0403726213	Well #:	1A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

H59
NNE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134695**

API #:	0403726169	Well #:	21
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F60
ENE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134734**

API #:	0403726208	Well #:	25A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

F61
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134690**

API #:	0403726164	Well #:	11
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

I62
ESE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134468**

API #:	0403725941	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	N. Conkhite	Lease Name:	Lease by N. Conkhite
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F63
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134705**

API #:	0403726179	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F64
ENE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134736**

API #:	0403726210	Well #:	24A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

F65
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000133926**

API #:	0403723887	Well #:	1
Well Status:	Plugged	Well Type:	OG
Operator Name:	Shriners Hospital for Crippled Children		
Lease Name:	Unknown	Field Name:	Los Angeles City
Area Name:	Any Area	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
SPUD Date:	Not Reported		

F66
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134783**

API #:	0403726257	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	Wilson & Wheat	Lease Name:	Lease by Wilson & Wheat
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F67
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134692**

API #:	0403726166	Well #:	13
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F68
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134689**

API #:	0403726163	Well #:	12
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

F69
ENE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134744**

API #:	0403726218	Well #:	26A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F70
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134778**

API #:	0403726252	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	Wilson & Wheat	Lease Name:	Lease by Wilson & Wheat
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F71
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000133930**

API #:	0403723891	Well #:	5
Well Status:	Plugged	Well Type:	OG
Operator Name:	Shriners Hospital for Crippled Children		
Lease Name:	Unknown	Field Name:	Los Angeles City
Area Name:	Any Area	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
SPUD Date:	Not Reported		

G72
ENE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134724**

API #:	0403726198	Well #:	13A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

F73
NE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134704**

API #:	0403726178	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

H74
NNE
1/8 - 1/4 Mile

OIL_GAS **CAOG13000134699**

API #:	0403726173	Well #:	20
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F75
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134777**

API #:	0403726251	Well #:	10
Well Status:	Idle	Well Type:	OG
Operator Name:	Wilson & Wheat	Lease Name:	Lease by Wilson & Wheat
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F76
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134775**

API #:	0403726249	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Wilson & Wheat	Lease Name:	Lease by Wilson & Wheat
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

G77
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134725**

API #:	0403726199	Well #:	14A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

J78
NW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134218**

API #:	0403725691	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

I79
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134469**

API #:	0403725942	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	N. Conkhite	Lease Name:	Lease by N. Conkhite
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F80
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134780**

API #:	0403726254	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	Wilson & Wheat	Lease Name:	Lease by Wilson & Wheat
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

G81
East **OIL_GAS** **CAOG13000134762**
1/4 - 1/2 Mile

API #:	0403726236	Well #:	6A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F82
NE **OIL_GAS** **CAOG13000134781**
1/4 - 1/2 Mile

API #:	0403726255	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Wilson & Wheat	Lease Name:	Lease by Wilson & Wheat
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F83
NE **OIL_GAS** **CAOG13000134774**
1/4 - 1/2 Mile

API #:	0403726248	Well #:	11
Well Status:	Idle	Well Type:	OG
Operator Name:	Wilson & Wheat	Lease Name:	Lease by Wilson & Wheat
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F84
NE **OIL_GAS** **CAOG13000134776**
1/4 - 1/2 Mile

API #:	0403726250	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Wilson & Wheat	Lease Name:	Lease by Wilson & Wheat
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

H85
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134697**

API #:	0403726171	Well #:	25
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

H86
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134693**

API #:	0403726167	Well #:	22
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F87
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134779**

API #:	0403726253	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	Wilson & Wheat	Lease Name:	Lease by Wilson & Wheat
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F88
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000133928**

API #:	0403723889	Well #:	3
Well Status:	Plugged	Well Type:	OG
Operator Name:	Shriners Hospital for Crippled Children		
Lease Name:	Unknown	Field Name:	Los Angeles City
Area Name:	Any Area	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
SPUD Date:	Not Reported		

Map ID
Direction
Distance

Database EDR ID Number

K89
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134782**

API #:	0403726256	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Wilson & Wheat	Lease Name:	Lease by Wilson & Wheat
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

K90
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134088**

API #:	0403725558	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

H91
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134696**

API #:	0403726170	Well #:	26
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

H92
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134694**

API #:	0403726168	Well #:	23
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

G93
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134756**

API #:	0403726230	Well #:	2A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

K94
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134726**

API #:	0403726200	Well #:	14
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

G95
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134760**

API #:	0403726234	Well #:	5A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

K96
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134773**

API #:	0403726247	Well #:	12
Well Status:	Idle	Well Type:	OG
Operator Name:	Wilson & Wheat	Lease Name:	Lease by Wilson & Wheat
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

L97
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134715**

API #:	0403726189	Well #:	15A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

K98
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134717**

API #:	0403726191	Well #:	15
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

L99
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134721**

API #:	0403726195	Well #:	12A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

G100
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134764**

API #:	0403726238	Well #:	4A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

M101
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134707**

API #:	0403726181	Well #:	27
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

K102
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134080**

API #:	0403725550	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

I103
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134753**

API #:	0403726227	Well #:	3A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M104
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134698**

API #:	0403726172	Well #:	24
Well Status:	Idle	Well Type:	OG
Operator Name:	Wellington Oil Co.	Lease Name:	Lease by Wellington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

J105
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134216**

API #:	0403725689	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

K106
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134714**

API #:	0403726188	Well #:	16
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

L107
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134749**

API #:	0403726223	Well #:	7A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M108
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134076**

API #:	0403725546	Well #:	23
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

K109
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134712**

API #:	0403726186	Well #:	17
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

L110
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134751**

API #:	0403726225	Well #:	8A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

K111
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134082**

API #:	0403725552	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

N112
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134711**

API #:	0403726185	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

N113
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134738**

API #:	0403726212	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

L114
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134747**

API #:	0403726221	Well #:	9A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

L115
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134718**

API #:	0403726192	Well #:	18
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

N116
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134621**

API #:	0403726095	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	Uncle Sam Oil Co.	Lease Name:	Lease by Uncle Sam Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

L117
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134755**

API #:	0403726229	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

L118
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134746**

API #:	0403726220	Well #:	10A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M119
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134077**

API #:	0403725547	Well #:	22
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M120
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134071**

API #:	0403725541	Well #:	15
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

J121
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000133891**

API #:	0403723864	Well #:	4
Well Status:	Plugged	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

O122
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134135**

API #:	0403725605	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Doran, Brouse & Price	Lease Name:	Lease by Doran, Brouse & Price
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

L123
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134723**

API #:	0403726197	Well #:	11A
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M124
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134326**

API #:	0403725799	Well #:	38
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

N125
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134614**

API #:	0403726088	Well #:	10
Well Status:	Idle	Well Type:	OG
Operator Name:	Uncle Sam Oil Co.	Lease Name:	Lease by Uncle Sam Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M126
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134079**

API #:	0403725549	Well #:	24
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M127
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134386**

API #:	0403725859	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Lehigh Oil Co.	Lease Name:	Lease by Lehigh Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

J128
NW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134220**

API #:	0403725693	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

O129
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134131**

API #:	0403725601	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Doran, Brouse & Price	Lease Name:	Lease by Doran, Brouse & Price
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

O130
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134134**

API #:	0403725604	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Doran, Brouse & Price	Lease Name:	Lease by Doran, Brouse & Price
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

L131
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134613**

API #:	0403726087	Well #:	11
Well Status:	Idle	Well Type:	OG
Operator Name:	Uncle Sam Oil Co.	Lease Name:	Lease by Uncle Sam Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

K132
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134742**

API #:	0403726216	Well #:	21
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

O133
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134130**

API #:	0403725600	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Doran, Brouse & Price	Lease Name:	Lease by Doran, Brouse & Price
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

L134
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134752**

API #:	0403726226	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M135
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134074**

API #:	0403725544	Well #:	14
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

J136
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134213**

API #:	0403725686	Well #:	14
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

O137
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134137**

API #:	0403725607	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	Doran, Brouse & Price	Lease Name:	Lease by Doran, Brouse & Price
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M138
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134417**

API #:	0403725890	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Maltman Oil Co.	Lease Name:	Lease by Maltman Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M139
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134328**

API #:	0403725801	Well #:	39
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M140
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134424**

API #:	0403725897	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	Maltman Oil Co.	Lease Name:	Lease by Maltman Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

K141
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134728**

API #:	0403726202	Well #:	23
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

N142
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134612**

API #:	0403726086	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Uncle Sam Oil Co.	Lease Name:	Lease by Uncle Sam Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M143
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134351**

API #:	0403725824	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

L144
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134716**

API #:	0403726190	Well #:	19
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

M145
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134324**

API #:	0403725797	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M146
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134364**

API #:	0403725837	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

L147
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134611**

API #:	0403726085	Well #:	12
Well Status:	Idle	Well Type:	OG
Operator Name:	Uncle Sam Oil Co.	Lease Name:	Lease by Uncle Sam Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

L148
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134763**

API #:	0403726237	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

P149
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134089**

API #:	0403725559	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M150
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134078**

API #:	0403725548	Well #:	21
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M151
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134336**

API #:	0403725809	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Q152
ESE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134615**

API #:	0403726089	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Uncle Sam Oil Co.	Lease Name:	Lease by Uncle Sam Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

M153
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134423**

API #:	0403725896	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	Maltman Oil Co.	Lease Name:	Lease by Maltman Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

P154
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134075**

API #:	0403725545	Well #:	13
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M155
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134416**

API #:	0403725889	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Maltman Oil Co.	Lease Name:	Lease by Maltman Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

J156
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134214**

API #:	0403725687	Well #:	13
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

L157
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134759**

API #:	0403726233	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M158
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134335**

API #:	0403725808	Well #:	40
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

O159
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134136**

API #:	0403725606	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	Doran, Brouse & Price	Lease Name:	Lease by Doran, Brouse & Price
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

O160
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134212**

API #:	0403725685	Well #:	15
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

M161
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134081**

API #:	0403725551	Well #:	20
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

K162
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134733**

API #:	0403726207	Well #:	26
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M163
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134419**

API #:	0403725892	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	Maltman Oil Co.	Lease Name:	Lease by Maltman Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

N164
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134619**

API #:	0403726093	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Uncle Sam Oil Co.	Lease Name:	Lease by Uncle Sam Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

K165
NE **OIL_GAS** **CAOG13000134741**
1/4 - 1/2 Mile

API #:	0403726215	Well #:	20
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M166
NNE **OIL_GAS** **CAOG13000134422**
1/4 - 1/2 Mile

API #:	0403725895	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Maltman Oil Co.	Lease Name:	Lease by Maltman Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

L167
ENE **OIL_GAS** **CAOG13000134602**
1/4 - 1/2 Mile

API #:	0403726076	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	Sierra Oil Co.	Lease Name:	Lease by Sierra Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M168
North **OIL_GAS** **CAOG13000134343**
1/4 - 1/2 Mile

API #:	0403725816	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

R169
NW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134225**

API #:	0403725698	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

L170
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134761**

API #:	0403726235	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M171
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134319**

API #:	0403725792	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

K172
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134758**

API #:	0403726232	Well #:	27
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

O173
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134459**

API #:	0403725932	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Mrs. Cake	Lease Name:	Lease by Mrs. Cake
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S174
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134344**

API #:	0403725817	Well #:	41
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

L175
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134748**

API #:	0403726222	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M176
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134418**

API #:	0403725891	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	Maltman Oil Co.	Lease Name:	Lease by Maltman Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

O177
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134132**

API #:	0403725602	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	Doran, Brouse & Price	Lease Name:	Lease by Doran, Brouse & Price
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

O178
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134211**

API #:	0403725684	Well #:	16
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M179
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134322**

API #:	0403725795	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

R180
NW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134217**

API #:	0403725690	Well #:	1-1
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

M181
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134421**

API #:	0403725894	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Maltman Oil Co.	Lease Name:	Lease by Maltman Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

N182
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134617**

API #:	0403726091	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	Uncle Sam Oil Co.	Lease Name:	Lease by Uncle Sam Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

L183
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134601**

API #:	0403726075	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	Sierra Oil Co.	Lease Name:	Lease by Sierra Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

P184
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134067**

API #:	0403725537	Well #:	16
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

M185
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134420**

API #:	0403725893	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	Maltman Oil Co.	Lease Name:	Lease by Maltman Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

O186
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134385**

API #:	0403725858	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Lehigh Oil Co.	Lease Name:	Lease by Lehigh Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M187
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134325**

API #:	0403725798	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

T188
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134737**

API #:	0403726211	Well #:	24
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

O189
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134457**

API #:	0403725930	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	Mrs. Cake	Lease Name:	Lease by Mrs. Cake
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

O190
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134455**

API #:	0403725928	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	Mrs. Cake	Lease Name:	Lease by Mrs. Cake
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

P191
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134090**

API #:	0403725560	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

P192
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134087**

API #:	0403725557	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

M193
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134320**

API #:	0403725793	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

O194
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134454**

API #:	0403725927	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Mrs. Cake	Lease Name:	Lease by Mrs. Cake
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

T195
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134750**

API #:	0403726224	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

O196
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134453**

API #:	0403725926	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Mrs. Cake	Lease Name:	Lease by Mrs. Cake
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

O197
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134461**

API #:	0403725934	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	Mrs. Cake	Lease Name:	Lease by Mrs. Cake
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

P198
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134068**

API #:	0403725538	Well #:	19
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M199
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134321**

API #:	0403725794	Well #:	10
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S200
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134327**

API #:	0403725800	Well #:	42
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

U201
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134603**

API #:	0403726077	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	Sierra Oil Co.	Lease Name:	Lease by Sierra Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

O202
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134456**

API #:	0403725929	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	Mrs. Cake	Lease Name:	Lease by Mrs. Cake
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

O203
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134210**

API #:	0403725683	Well #:	17
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

O204
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134133**

API #:	0403725603	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	Doran, Brouse & Price	Lease Name:	Lease by Doran, Brouse & Price
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

O205
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134458**

API #:	0403725931	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Mrs. Cake	Lease Name:	Lease by Mrs. Cake
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

P206
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134072**

API #:	0403725542	Well #:	12
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

T207
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134732**

API #:	0403726206	Well #:	25
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

P208
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134757**

API #:	0403726231	Well #:	28
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

S209
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134334**

API #:	0403725807	Well #:	32
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

N210
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134618**

API #:	0403726092	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Uncle Sam Oil Co.	Lease Name:	Lease by Uncle Sam Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

T211
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134743**

API #:	0403726217	Well #:	10
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

M212
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134310**

API #:	0403725783	Well #:	11
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

O213
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134460**

API #:	0403725933	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	Mrs. Cake	Lease Name:	Lease by Mrs. Cake
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S214
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134338**

API #:	0403725811	Well #:	31
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

N215
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134564**

API #:	0403726037	Well #:	11
Well Status:	Idle	Well Type:	OG
Operator Name:	Phelps & Beveridge	Lease Name:	Lease by Phelps & Beveridge
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

O216
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134391**

API #:	0403725864	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	Lehigh Oil Co.	Lease Name:	Lease by Lehigh Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

R217
NW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134232**

API #:	0403725705	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

R218
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134215**

API #:	0403725688	Well #:	11
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

U219
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134599**

API #:	0403726073	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Sierra Oil Co.	Lease Name:	Lease by Sierra Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

P220
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134069**

API #:	0403725539	Well #:	17
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

Q221
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134563**

API #:	0403726036	Well #:	10
Well Status:	Idle	Well Type:	OG
Operator Name:	Phelps & Beveridge	Lease Name:	Lease by Phelps & Beveridge
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

T222
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134745**

API #:	0403726219	Well #:	11
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S223
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134337**

API #:	0403725810	Well #:	30
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

P224
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134354**

API #:	0403725827	Well #:	49
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

S225
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134333**

API #:	0403725806	Well #:	33
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

R226
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134209**

API #:	0403725682	Well #:	10
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

P227
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134085**

API #:	0403725555	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S228
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134309**

API #:	0403725782	Well #:	12
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

O229
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134392**

API #:	0403725865	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	Lehigh Oil Co.	Lease Name:	Lease by Lehigh Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

T230
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134722**

API #:	0403726196	Well #:	12
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S231
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134342**

API #:	0403725815	Well #:	43
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

P232
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134083**

API #:	0403725553	Well #:	10
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

T233
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134727**

API #:	0403726201	Well #:	13
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

P234
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134363**

API #:	0403725836	Well #:	50
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

T235
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134754**

API #:	0403726228	Well #:	29
Well Status:	Idle	Well Type:	OG
Operator Name:	Westlake Oil Co.	Lease Name:	Lease by Westlake Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

U236
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134600**

API #:	0403726074	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Sierra Oil Co.	Lease Name:	Lease by Sierra Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

P237
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134070**

API #:	0403725540	Well #:	18
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

P238
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134073**

API #:	0403725543	Well #:	11
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

V239
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134219**

API #:	0403725692	Well #:	12
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Q240
ESE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134561**

API #:	0403726034	Well #:	13
Well Status:	Idle	Well Type:	OG
Operator Name:	Phelps & Beveridge	Lease Name:	Lease by Phelps & Beveridge
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

R241
NW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134223**

API #:	0403725696	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S242
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134339**

API #:	0403725812	Well #:	29
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

O243
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134389**

API #:	0403725862	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Lehigh Oil Co.	Lease Name:	Lease by Lehigh Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S244
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134332**

API #:	0403725805	Well #:	34
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

S245
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134315**

API #:	0403725788	Well #:	23
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S246
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134359**

API #:	0403725832	Well #:	44
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

W247
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134622**

API #:	0403726096	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	Uncle Sam Oil Co.	Lease Name:	Lease by Uncle Sam Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S248
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134312**

API #:	0403725785	Well #:	13
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

T249
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134362**

API #:	0403725835	Well #:	51
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

X250
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134390**

API #:	0403725863	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Lehigh Oil Co.	Lease Name:	Lease by Lehigh Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

V251
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134387**

API #:	0403725860	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	Lehigh Oil Co.	Lease Name:	Lease by Lehigh Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S252
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134331**

API #:	0403725804	Well #:	35
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

U253
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134596**

API #:	0403726070	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Sierra Oil Co.	Lease Name:	Lease by Sierra Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

W254
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134560**

API #:	0403726033	Well #:	12
Well Status:	Idle	Well Type:	OG
Operator Name:	Phelps & Beveridge	Lease Name:	Lease by Phelps & Beveridge
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

X255
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134388**

API #:	0403725861	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	Lehigh Oil Co.	Lease Name:	Lease by Lehigh Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S256
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134316**

API #:	0403725789	Well #:	24
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

R257
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134221**

API #:	0403725694	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

P258
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134086**

API #:	0403725556	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

T259
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134361**

API #:	0403725834	Well #:	52
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

W260
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134620**

API #:	0403726094	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	Uncle Sam Oil Co.	Lease Name:	Lease by Uncle Sam Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

Q261
ESE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134569**

API #:	0403726042	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Phelps & Beveridge	Lease Name:	Lease by Phelps & Beveridge
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S262
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134340**

API #:	0403725813	Well #:	28
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Y263
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134565**

API #:	0403726038	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	Phelps & Beveridge	Lease Name:	Lease by Phelps & Beveridge
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S264
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134173**

API #:	0403725644	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	G. W. Albright	Lease Name:	Lease by G. W. Albright
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

S265
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134317**

API #:	0403725790	Well #:	25
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

T266
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134598**

API #:	0403726072	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	Sierra Oil Co.	Lease Name:	Lease by Sierra Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Q267
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134562**

API #:	0403726035	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Phelps & Beveridge	Lease Name:	Lease by Phelps & Beveridge
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

V268
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134224**

API #:	0403725697	Well #:	18
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

S269
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134311**

API #:	0403725784	Well #:	14
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S270
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000133749**

API #:	0403716579	Well #:	1
Well Status:	Plugged	Well Type:	OG
Operator Name:	Guiberson-Burke Co.	Lease Name:	Texam-Guiberson & Burke-Et Al
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S271
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134358**

API #:	0403725831	Well #:	45
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

R272
NW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000133875**

API #:	0403721726	Well #:	1-1976
Well Status:	Plugged	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Unknown
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

U273
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134616**

API #:	0403726090	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	Uncle Sam Oil Co.	Lease Name:	Lease by Uncle Sam Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

T274
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134360**

API #:	0403725833	Well #:	53
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Z275
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134308**

API #:	0403725781	Well #:	19
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

R276
NW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134222**

API #:	0403725695	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

U277
ENE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134597**

API #:	0403726071	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Sierra Oil Co.	Lease Name:	Lease by Sierra Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AA278
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134084**

API #:	0403725554	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	College Oil Co.	Lease Name:	Lease by College Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S279
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134330**

API #:	0403725803	Well #:	36
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

X280
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134172**

API #:	0403725643	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	G. W. Albright	Lease Name:	Lease by G. W. Albright
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

281
SW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000005047**

API #:	0403700028	Well #:	5
Well Status:	Plugged	Well Type:	CH
Operator Name:	Chevron U.S.A. Inc.	Lease Name:	Wilton Corehole
Field Name:	Any Field	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

S282
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134357**

API #:	0403725830	Well #:	46
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Z283
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134313**

API #:	0403725786	Well #:	22
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

W284
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134397**

API #:	0403725870	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	Lincoln Oil Co.	Lease Name:	Lease by Lincoln Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

V285
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134226**

API #:	0403725699	Well #:	19
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AA286
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134365**

API #:	0403725838	Well #:	55
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

T287
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134143**

API #:	0403725613	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Dunham & Farnsworth	Lease Name:	Lease by Dunham & Farnsworth
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Z288
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134341**

API #:	0403725814	Well #:	27
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

W289
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134395**

API #:	0403725868	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Lincoln Oil Co.	Lease Name:	Lease by Lincoln Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Y290
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134571**

API #:	0403726044	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	Phelps & Beveridge	Lease Name:	Lease by Phelps & Beveridge
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Z291
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134305**

API #:	0403725778	Well #:	15
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AB292
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134140**

API #:	0403725610	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Dunham & Farnsworth	Lease Name:	Lease by Dunham & Farnsworth
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

AA293
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134350**

API #:	0403725823	Well #:	54
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AB294
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134142**

API #:	0403725612	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Dunham & Farnsworth	Lease Name:	Lease by Dunham & Farnsworth
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

X295
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134356**

API #:	0403725829	Well #:	47
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

V296
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134231**

API #:	0403725704	Well #:	20
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

AC297
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134329**

API #:	0403725802	Well #:	37
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AA298
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134353**

API #:	0403725826	Well #:	56
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AA299
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134345**

API #:	0403725818	Well #:	59
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AB300
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134145**

API #:	0403725615	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	Dunham & Farnsworth	Lease Name:	Lease by Dunham & Farnsworth
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

AA301
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134347**

API #:	0403725820	Well #:	57
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AA302
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134346**

API #:	0403725819	Well #:	58
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Z303
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134307**

API #:	0403725780	Well #:	18
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Y304
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134567**

API #:	0403726040	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	Phelps & Beveridge	Lease Name:	Lease by Phelps & Beveridge
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

AB305
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134139**

API #:	0403725609	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Dunham & Farnsworth	Lease Name:	Lease by Dunham & Farnsworth
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AC306
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134355**

API #:	0403725828	Well #:	48
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AA307
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134348**

API #:	0403725821	Well #:	60
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AA308
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134349**

API #:	0403725822	Well #:	61
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

Y309
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134568**

API #:	0403726041	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Phelps & Beveridge	Lease Name:	Lease by Phelps & Beveridge
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Z310
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134323**

API #:	0403725796	Well #:	26
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Z311
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134314**

API #:	0403725787	Well #:	21
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AB312
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134144**

API #:	0403725614	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	Dunham & Farnsworth	Lease Name:	Lease by Dunham & Farnsworth
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

W313
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134398**

API #:	0403725871	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	Lincoln Oil Co.	Lease Name:	Lease by Lincoln Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

W314
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134396**

API #:	0403725869	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Lincoln Oil Co.	Lease Name:	Lease by Lincoln Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AD315
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134230**

API #:	0403725703	Well #:	21
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Z316
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134306**

API #:	0403725779	Well #:	16
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

Y317
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134570**

API #:	0403726043	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	Phelps & Beveridge	Lease Name:	Lease by Phelps & Beveridge
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

W318
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134393**

API #:	0403725866	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Lincoln Oil Co.	Lease Name:	Lease by Lincoln Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AB319
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134141**

API #:	0403725611	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	Dunham & Farnsworth	Lease Name:	Lease by Dunham & Farnsworth
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Y320
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134478**

API #:	0403725951	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	O'Donnell Oil, LLC	Lease Name:	Lease by O'Donnell Oil, LLC
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

Z321
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134318**

API #:	0403725791	Well #:	20
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Z322
North
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134304**

API #:	0403725777	Well #:	17
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AB323
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134115**

API #:	0403725585	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Daily Oil Co.	Lease Name:	Lease by Daily Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

324
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134394**

API #:	0403725867	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Lincoln Oil Co.	Lease Name:	Lease by Lincoln Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

Y325
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134566**

API #:	0403726039	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	Phelps & Beveridge	Lease Name:	Lease by Phelps & Beveridge
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AB326
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134114**

API #:	0403725584	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Daily Oil Co.	Lease Name:	Lease by Daily Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

327
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134352**

API #:	0403725825	Well #:	62
Well Status:	Idle	Well Type:	OG
Operator Name:	L.A. Terminal & Transport Co.		
Lease Name:	Lease by L.A. Terminal & Transport Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

328
East
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134479**

API #:	0403725952	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	O'Donnell Oil, LLC	Lease Name:	Lease by O'Donnell Oil, LLC
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

AB329
NE
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134818**

API #:	0403726464	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Daily Oil Co.	Lease Name:	Lease by Daily Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AD330
NNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000134229**

API #:	0403725702	Well #:	22
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AD331
NNW
1/2 - 1 Mile

OIL_GAS **CAOG13000134227**

API #:	0403725700	Well #:	24
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

332
SW
1/2 - 1 Mile

OIL_GAS **CAOG13000005927**

API #:	0403721776	Well #:	1
Well Status:	Plugged	Well Type:	CH
Operator Name:	Chevron U.S.A. Inc.	Lease Name:	Ambassador Core Hole
Field Name:	Any Field	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

333
NNW
1/2 - 1 Mile

OIL_GAS **CAOG13000134228**

API #:	0403725701	Well #:	23
Well Status:	Idle	Well Type:	OG
Operator Name:	Hercules Oil Co.	Lease Name:	Lease by Hercules Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AE334
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134234**

API #:	0403725707	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Hubble Oil Co.	Lease Name:	Lease by Hubble Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AE335
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134380**

API #:	0403725853	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AE336
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134375**

API #:	0403725848	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

AE337
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134381**

API #:	0403725854	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AF338
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134138**

API #:	0403725608	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Dryden Oil Co.	Lease Name:	Lease by Dryden Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AE339
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134374**

API #:	0403725847	Well #:	7A
Well Status:	Idle	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AE340
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134376**

API #:	0403725849	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

AE341
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134379**

API #:	0403725852	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AF342
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134368**

API #:	0403725841	Well #:	1A
Well Status:	Plugged	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AE343
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134367**

API #:	0403725840	Well #:	4A
Well Status:	Idle	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AF344
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134377**

API #:	0403725850	Well #:	2A
Well Status:	Idle	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

AF345
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134366**

API #:	0403725839	Well #:	3A
Well Status:	Idle	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AG346
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134378**

API #:	0403725851	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AG347
East
1/2 - 1 Mile

OIL_GAS **CAOG13000133924**

API #:	0403723885	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AH348
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134624**

API #:	0403726098	Well #:	57A
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

AG349
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134372**

API #:	0403725845	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AG350
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134373**

API #:	0403725846	Well #:	10
Well Status:	Idle	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AG351
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134370**

API #:	0403725843	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AH352
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134623**

API #:	0403726097	Well #:	57B
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

AG353
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134371**

API #:	0403725844	Well #:	11
Well Status:	Idle	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AH354
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134065**

API #:	0403725535	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	California Frost Preventative Co.		
Lease Name:	Lease by California Frost Preventative Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AG355
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134369**

API #:	0403725842	Well #:	13
Well Status:	Idle	Well Type:	OG
Operator Name:	L. A. R. R. Co.	Lease Name:	Lease by L. A. R. R. Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AH356
East
1/2 - 1 Mile

OIL_GAS **CAOG13000133935**

API #:	0403725400	Well #:	2
Well Status:	Plugged	Well Type:	OG
Operator Name:	California Frost Preventative Co.		
Lease Name:	Lease by California Frost Preventative Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

AG357
East
1/2 - 1 Mile

OIL_GAS **CAOG13000133884**

API #:	0403723853	Well #:	14
Well Status:	Plugged	Well Type:	OG
Operator Name:	R. H. Alexander, Jr.	Lease Name:	Lease by R. H. Alexander, Jr.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AH358
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134038**

API #:	0403725503	Well #:	20
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

359
West
1/2 - 1 Mile

OIL_GAS **CAOG13000005839**

API #:	0403706347	Well #:	4
Well Status:	Plugged	Well Type:	CH
Operator Name:	Chevron U.S.A. Inc.	Lease Name:	Wilton Corehole
Field Name:	Any Field	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AG360
East
1/2 - 1 Mile

OIL_GAS **CAOG13000133843**

API #:	0403719165	Well #:	5
Well Status:	Plugged	Well Type:	OG
Operator Name:	C. B. Cates	Lease Name:	Lease by C. B. Cates
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

AH361
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134044**

API #:	0403725509	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AH362
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134032**

API #:	0403725497	Well #:	19
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AH363
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134042**

API #:	0403725507	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AG364
East
1/2 - 1 Mile

OIL_GAS **CAOG13000133840**

API #:	0403719162	Well #:	2
Well Status:	Plugged	Well Type:	OG
Operator Name:	C. B. Cates	Lease Name:	Lease by C. B. Cates
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

AG365
East
1/2 - 1 Mile

OIL_GAS **CAOG13000133842**

API #:	0403719164	Well #:	4
Well Status:	Plugged	Well Type:	OG
Operator Name:	C. B. Cates	Lease Name:	Lease by C. B. Cates
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AH366
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134043**

API #:	0403725508	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AI367
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134033**

API #:	0403725498	Well #:	18
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AI368
East
1/2 - 1 Mile

OIL_GAS **CAOG13000133839**

API #:	0403719161	Well #:	1
Well Status:	Plugged	Well Type:	OG
Operator Name:	C. B. Cates	Lease Name:	Lease by C. B. Cates
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

AI369
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134036**

API #:	0403725501	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AI370
East
1/2 - 1 Mile

OIL_GAS **CAOG13000133955**

API #:	0403725420	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	Andrew M. Anderson	Lease Name:	Lease by Andrew M. Anderson
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AI371
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134039**

API #:	0403725504	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AI372
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134030**

API #:	0403725495	Well #:	17
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

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Map ID
Direction
Distance

Database EDR ID Number

373
WNW
1/2 - 1 Mile

OIL_GAS **CAOG13000005934**

API #:	0403723923	Well #:	1
Well Status:	Plugged	Well Type:	DH
Operator Name:	Cunningham Investments, Inc.		
Lease Name:	Cunningham Investments Unknown		
Field Name:	Any Field	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AI374
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134037**

API #:	0403725502	Well #:	21
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AI375
East
1/2 - 1 Mile

OIL_GAS **CAOG13000133841**

API #:	0403719163	Well #:	3
Well Status:	Plugged	Well Type:	OG
Operator Name:	C. B. Cates	Lease Name:	Lease by C. B. Cates
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AI376
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134031**

API #:	0403725496	Well #:	16
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

AI377
East
1/2 - 1 Mile

OIL_GAS **CAOG13000133757**

API #:	0403719074	Well #:	1
Well Status:	Plugged	Well Type:	OG
Operator Name:	Andrew M. Anderson	Lease Name:	Lease by Andrew M. Anderson
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AI378
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134029**

API #:	0403725494	Well #:	15
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AI379
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134049**

API #:	0403725519	Well #:	14
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AI380
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134035**

API #:	0403725500	Well #:	13
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

AJ381
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134034**

API #:	0403725499	Well #:	12
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AJ382
East
1/2 - 1 Mile

OIL_GAS **CAOG13000133925**

API #:	0403723886	Well #:	11
Well Status:	Plugged	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AJ383
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134040**

API #:	0403725505	Well #:	10
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AJ384
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134041**

API #:	0403725506	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

AJ385
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134026**

API #:	0403725491	Well #:	7
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AJ386
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134027**

API #:	0403725492	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AJ387
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134028**

API #:	0403725493	Well #:	6
Well Status:	Idle	Well Type:	OG
Operator Name:	C. Shirm	Lease Name:	Lease by C. Shirm
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

388
WNW
1/2 - 1 Mile

OIL_GAS **CAOG13000005820**

API #:	0403706323	Well #:	1
Well Status:	Plugged	Well Type:	CH
Operator Name:	Chevron U.S.A. Inc.	Lease Name:	Hobart Corehole
Field Name:	Any Field	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

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Map ID
Direction
Distance

Database EDR ID Number

AK389
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134055**

API #:	0403725525	Well #:	26
Well Status:	Idle	Well Type:	OG
Operator Name:	Chas. V. Hall	Lease Name:	Lease by Chas. V. Hall
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AJ390
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134058**

API #:	0403725528	Well #:	23
Well Status:	Idle	Well Type:	OG
Operator Name:	Chas. V. Hall	Lease Name:	Lease by Chas. V. Hall
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AK391
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134171**

API #:	0403725642	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Geo. Lawrence	Lease Name:	Lease by Geo. Lawrence
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AK392
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134205**

API #:	0403725676	Well #:	12
Well Status:	Idle	Well Type:	OG
Operator Name:	H. Rogalske	Lease Name:	Lease by H. Rogalske
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

AK393
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134188**

API #:	0403725659	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	H. Rogalske	Lease Name:	Lease by H. Rogalske
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AK394
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134057**

API #:	0403725527	Well #:	24
Well Status:	Idle	Well Type:	OG
Operator Name:	Chas. V. Hall	Lease Name:	Lease by Chas. V. Hall
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AK395
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134056**

API #:	0403725526	Well #:	25
Well Status:	Idle	Well Type:	OG
Operator Name:	Chas. V. Hall	Lease Name:	Lease by Chas. V. Hall
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AL396
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134467**

API #:	0403725940	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Mutual Benefit Oil Co.	Lease Name:	Lease by Mutual Benefit Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database EDR ID Number

AK397
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134125**

API #:	0403725595	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Dogget & Fletcher	Lease Name:	Lease by Dogget & Fletcher
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AK398
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134187**

API #:	0403725658	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	H. Rogalske	Lease Name:	Lease by H. Rogalske
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AK399
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134466**

API #:	0403725939	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Mutual Benefit Oil Co.	Lease Name:	Lease by Mutual Benefit Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AK400
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134208**

API #:	0403725679	Well #:	10
Well Status:	Idle	Well Type:	OG
Operator Name:	H. Rogalske	Lease Name:	Lease by H. Rogalske
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

AL401
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134465**

API #:	0403725938	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Mutual Benefit Oil Co.	Lease Name:	Lease by Mutual Benefit Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

AL402
East
1/2 - 1 Mile

OIL_GAS **CAOG13000134206**

API #:	0403725677	Well #:	11
Well Status:	Idle	Well Type:	OG
Operator Name:	H. Rogalske	Lease Name:	Lease by H. Rogalske
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
90020	16	0

Federal EPA Radon Zone for LOS ANGELES County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 90020

Number of sites tested: 1

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	Not Reported	Not Reported	Not Reported	Not Reported
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	0.500 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

California Earthquake Fault Lines
Source: California Division of Mines and Geology
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.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
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.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

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.

STREET AND ADDRESS INFORMATION

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APPENDIX D

HISTORICAL SOURCES

411477 - Los Angeles, CA
514 Shatto Place
Los Angeles, CA 90020

Inquiry Number: 5781334.6
September 09, 2019

The EDR-City Directory Abstract

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

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Findings

City Directory Images

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1920 through 2014. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 332 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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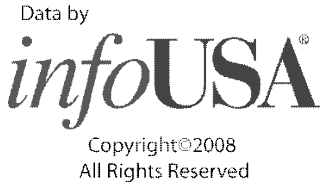

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

Year	Source	TP	Adjoining	Text Abstract	Source Image
2014	EDR Digital Archive	X	X	X	-
2010	EDR Digital Archive	X	X	X	-
2006	Haines Company, Inc.	-	X	X	-
	Haines Company, Inc.	X	X	X	-
2004	Haines Company	-	-	-	-
2003	Haines & Company	-	-	-	-
2001	Haines & Company, Inc.	-	-	-	-
2000	Haines & Company	-	X	X	-
	Haines & Company	X	X	X	-
1999	Haines Company	-	-	-	-
1996	GTE	-	-	-	-
1995	Pacific Bell	-	X	X	-

EXECUTIVE SUMMARY

Year	Source	TP	Adjoining	Text Abstract	Source Image
1995	Pacific Bell	X	X	X	-
1992	PACIFIC BELL WHITE PAGES	-	-	-	-
1991	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1990	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1986	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1985	Pacific Bell	-	X	X	-
1981	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1980	Pacific Telephone	-	X	X	-
1976	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1975	Pacific Telephone	-	X	X	-
1972	R. L. Polk & Co.	-	-	-	-
1971	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1970	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1969	Pacific Telephone	-	-	-	-
1967	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1966	Pacific Telephone	-	-	-	-
1965	GTE	-	-	-	-
1964	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1963	Pacific Telephone	-	-	-	-
1962	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1961	R. L. Polk & Co.	-	-	-	-
1960	Pacific Telephone	-	-	-	-
1958	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1957	Pacific Telephone	-	-	-	-
1956	Pacific Telephone	-	-	-	-
1955	R. L. Polk & Co.	-	-	-	-
1954	R. L. Polk & Co.	-	-	-	-
1952	Los Angeles Directory Co.	-	-	-	-
1951	Pacific Telephone & Telegraph Co.	-	X	X	-
	Pacific Telephone & Telegraph Co.	X	X	X	-
1950	Pacific Telephone	-	-	-	-

EXECUTIVE SUMMARY

Year	Source	TP	Adjoining	Text Abstract	Source Image
1949	Los Angeles Directory Co.	-	-	-	-
1948	Los Angeles Directory Co.	-	-	-	-
1947	Pacific Directory Co.	-	-	-	-
1946	Southern California Telephone Co	-	-	-	-
1945	The Glendale Directory Co.	-	-	-	-
1944	R. L. Polk & Co.	-	-	-	-
1942	Los Angeles Directory Co.	-	X	X	-
	Los Angeles Directory Co.	X	X	X	-
1940	Los Angeles Directory Co.	-	-	-	-
1939	Los Angeles Directory Co.	-	-	-	-
1938	Los Angeles Directory Company Publishers	-	-	-	-
1937	Los Angeles Directory Co.	-	X	X	-
	Los Angeles Directory Co.	X	X	X	-
1936	Los Angeles Directory Co.	-	-	-	-
1935	Los Angeles Directory Co.	-	-	-	-
1934	Los Angeles Directory Co.	-	-	-	-
1933	Los Angeles Directory Co.	-	X	X	-
	Los Angeles Directory Co.	X	X	X	-
1932	Los Angeles Directory Co.	-	-	-	-
1931	Los Angeles Directory Company Publishers	-	-	-	-
1930	Los Angeles Directory Co.	-	-	-	-
1929	Los Angeles Directory Co.	-	X	X	-
	Los Angeles Directory Co.	X	X	X	-
1928	Los Angeles Directory Co.	-	-	-	-
1927	Los Angeles Directory Co.	-	-	-	-
1926	Los Angeles Directory Co.	-	-	-	-
1925	Los Angeles Directory Co.	-	-	-	-
1924	Los Angeles Directory Co.	-	X	X	-
	Los Angeles Directory Co.	X	X	X	-
1923	Los Angeles Directory Co.	-	-	-	-
1921	Los Angeles Directory Co.	-	-	-	-
1920	Los Angeles Directory Co.	-	-	-	-

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

514 Shatto Place
Los Angeles, CA 90020

FINDINGS DETAIL

Target Property research detail.

S SHATTO PL

514 S SHATTO PL

Year	Uses	Source
1981	GRAPHIC DESIGNERS INC	Pacific Telephone
1967	Jasich Antone P	Pacific Telephone
	Kinsel Wm K & Co CP As	Pacific Telephone

Shatto Pl

514 Shatto Pl

Year	Uses	Source
2014	ALL CITY EMP ASSOC LOC 3090	EDR Digital Archive
	AMERICAN FED OF ST CTY 2626 CA	EDR Digital Archive
	AMERICAN FEDERATION OF STATE	EDR Digital Archive
	AMERICN FDRTN OF STATE CNTY	EDR Digital Archive
	AMERICN FEDERATION OF STATE	EDR Digital Archive
	COUNCIL 36 STAFF UNION	EDR Digital Archive
	LABORERS INTERNATIONAL UNION	EDR Digital Archive
	LACATH	EDR Digital Archive
	LIUNA LOCAL 777	EDR Digital Archive
	LOCAL 36	EDR Digital Archive
	LOS ANGELES CENTER FOR ECONOMI	EDR Digital Archive
2010	A F S C M E	EDR Digital Archive
	AFFCME LOCAL 143	EDR Digital Archive
	AFSCME DISTRICT COUNCIL 57	EDR Digital Archive
	AFSCME LOCAL 575	EDR Digital Archive
	AMERICAN FED OF ST CTY 2626 CA	EDR Digital Archive
	AMERICAN FEDERATION OF STATE	EDR Digital Archive
	AMERICAN FEDERATION OF STATE C	EDR Digital Archive
	AMERICAN FEDERATION OF THE STA	EDR Digital Archive

FINDINGS

Year	Uses	Source
2010	AMERICN FDRTN OF STATE CNTY	EDR Digital Archive
	COUNCIL 36 STAFF UNION	EDR Digital Archive
	LACATH	EDR Digital Archive
	LOCAL 36	EDR Digital Archive
	LOS ANGELES CENTER FOR ECONOMI	EDR Digital Archive
	STATE COUNTY & MUNICIPAL EMPLO	EDR Digital Archive
	UNITED TITLE COMPANY	EDR Digital Archive

SHATTO PL

514 SHATTO PL

Year	Uses	Source
2006	AFSCMELOCAL	Haines Company, Inc.
	AMERFDRTNOF ST	Haines Company, Inc.
	CO MUNI	Haines Company, Inc.
	COALITION FOR	Haines Company, Inc.
	ECNMC SURVIVAL	Haines Company, Inc.
	ELEVEN	Haines Company, Inc.
	LOCAL	Haines Company, Inc.
2000	SHATTO EXCHANGE SVS	Haines & Company
	UNITD TITLE CO	Haines & Company
1995	United Title Company	Pacific Bell
1991	From Canoga Park Telephones Cat	Pacific Bell
	From Van Hpys Telephones Cat	Pacific Bell
	United Title Co	Pacific Bell
	Uniteditie Company	Pacific Bell
1990	SHATTO EXCHANGE SERVICES	Pacific Bell
	SPECIFIC PROPERTY INSPECTION	Pacific Bell
	SPI	Pacific Bell
	UNITED TITLE	Pacific Bell
	UNITED TITLE CO	Pacific Bell
	UNITED TITLE COMPANY	Pacific Bell
1986	ADVERTISING CENTER	Pacific Bell
	ADVERTISING CLUB OF L A	Pacific Bell
	ADWEEK WESTERN ADVERTISING NEWS	Pacific Bell
	ADWEEK-WESTERN ADVERTISING NEWS	Pacific Bell
	BARRON S	Pacific Bell
	DON JONES NEWS SERVICE	Pacific Bell
	DOW JONES NEWS RETRIEVAL SERVICE	Pacific Bell

FINDINGS

Year	Uses	Source
1986	DOW JONES NEWS SERVICE	Pacific Bell
	NATIONAL OBSERVER THE	Pacific Bell
	NIHON KIEZAI SHIMBUN	Pacific Bell
	NIHON KLEZAI SHIMBUN AMERICA	Pacific Bell
	WALL STREET JOURNAL THE	Pacific Bell
1981	ADWEEK WESTERN ADVERTISING NEWS	Pacific Telephone
	ADWEEK-WESTERN ADVERTISING NEWS	Pacific Telephone
	ASM COMMUNICATIONS INC	Pacific Telephone
	BARRON S	Pacific Telephone
	CUISINE MAGAZINE	Pacific Telephone
	DON JONES NEWS SERVICE	Pacific Telephone
	DOW JONES NEWS SERVICE	Pacific Telephone
	FISHER MARSHALL S ACCTS	Pacific Telephone
	NATIONAL OBSERVER THE	Pacific Telephone
	PROMOTION MARKETING	Pacific Telephone
1976	Barrons	Pacific Telephone
	Dow Jones News Service	Pacific Telephone
	FORRESTER & DILTS INC	Pacific Telephone
	Maintenance	Pacific Telephone
	National Observer The	Pacific Telephone
	Orange Belt Newspapers	Pacific Telephone
	Sales	Pacific Telephone
	Wall Street Journal The	Pacific Telephone
	World Wide Agency advg	Pacific Telephone
1971	Barrons	Pacific Telephone
	Dow Jones News Service	Pacific Telephone
	National Observer The	Pacific Telephone
	Sales	Pacific Telephone
	Wall Street Journal The	Pacific Telephone
1970	PECK C L CONTR	Pacific Telephone
	PECK C L CONTR LOS ANGELES	Pacific Telephone
1967	Grant Will Advertising Agcy	Pacific Telephone
	Group Dept	Pacific Telephone
	Individual Life & Health Dept	Pacific Telephone
	LIVERMORE CORPORATION	Pacific Telephone
	Peck C L contr	Pacific Telephone
	St Paul Fire & Marine Insurance Company	Pacific Telephone
	ST PAUL INSURANCE COMPANIES	Pacific Telephone

FINDINGS

Year	Uses	Source
1967	St Paul Mercury Insurance Company	Pacific Telephone
	WESTERN LIFE INSURANCE COMPANY	Pacific Telephone
	Will Grant Advertising Agcy Grant Will Advertising Agcy	Pacific Telephone
1964	PECK C L CONTR	Pacific Telephone
1962	Phi Theta Pi Internatl Fraternity	Pacific Telephone
1958	Jungquist Frederick A Mrs	Pacific Telephone
1951	Shatto Pl Woodman F T Mrs r	Pacific Telephone & Telegraph Co.
1942	Woodman Fredk F Kath P	Los Angeles Directory Co.
1937	HALL W A	Los Angeles Directory Co.
	LEE D M	Los Angeles Directory Co.
	Putter D Edw	Los Angeles Directory Co.
	Woodman Fredk T Cath	Los Angeles Directory Co.
1933	Woodman Fredk T Kath Woodman Gray Co	Los Angeles Directory Co.
1929	Woodman Fredk T Woodman Gray Co r	Los Angeles Directory Co.
1924	CANNON Lillie dom	Los Angeles Directory Co.
	POTTER Della Mrs r	Los Angeles Directory Co.

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

SHATTO PL

486 SHATTO PL

Year	Uses	Source
1937	JACKSON Minniebelle	Los Angeles Directory Co.

487 SHATTO PL

Year	Uses	Source
1942	JOHNSON Hazel L Clk Co Supt of Schs	Los Angeles Directory Co.

488 SHATTO PL

Year	Uses	Source
1942	JACKSON Julius M Lea emp Valleymaid Creameries	Los Angeles Directory Co.

Shatto Pl

500 Shatto Pl

Year	Uses	Source
2014	IVY DREAM	EDR Digital Archive
	SEAN NS GROUP INC	EDR Digital Archive
	KOREAN AMERICAN COUNSELING CTR	EDR Digital Archive
	WORLD MISSION UNIVERSITY	EDR Digital Archive
	EL NIDO SERVICES	EDR Digital Archive
	21POS INC	EDR Digital Archive
	21 POS INC	EDR Digital Archive
	CONSULTING DEPOT	EDR Digital Archive
	HOLY CITY MOVEMENT	EDR Digital Archive
	OHS DESIGN DEVELOPER	EDR Digital Archive
	ABLE TOURS AND COMPANY	EDR Digital Archive
	SC PROPERTY MANAGEMENT LLC	EDR Digital Archive
	UN P KIM	EDR Digital Archive
	JOOMAUM CHURCH	EDR Digital Archive
	PAEK SUNG MYONG	EDR Digital Archive
	CHAE INC	EDR Digital Archive
	DR PAUL DNG-SUN LIM FOUNDATION	EDR Digital Archive

FINDINGS

Year	Uses	Source
2014	I SNACK CAFE INC	EDR Digital Archive
	KLC GLOBAL SOLUTIONS INC	EDR Digital Archive
	DUTRA FRANK	EDR Digital Archive
	W J COMPANY	EDR Digital Archive
	LOS ANGELES CITY OF	EDR Digital Archive
	IVY DREAM	EDR Digital Archive
	SEAN NS GROUP INC	EDR Digital Archive
	KOREAN AMERICAN COUNSELING CTR	EDR Digital Archive
	WORLD MISSION UNIVERSITY	EDR Digital Archive
	EL NIDO SERVICES	EDR Digital Archive
	PAEK SUNG MYONG	EDR Digital Archive
	CHAE INC	EDR Digital Archive
	UN P KIM	EDR Digital Archive
	SC PROPERTY MANAGEMENT LLC	EDR Digital Archive
	DR PAUL DNG-SUN LIM FOUNDATION	EDR Digital Archive
	I SNACK CAFE INC	EDR Digital Archive
	JOOMAUM CHURCH	EDR Digital Archive
	21POS INC	EDR Digital Archive
	21 POS INC	EDR Digital Archive
	CONSULTING DEPOT	EDR Digital Archive
	HOLY CITY MOVEMENT	EDR Digital Archive
	OHS DESIGN DEVELOPER	EDR Digital Archive
	ABLE TOURS AND COMPANY	EDR Digital Archive
	KLC GLOBAL SOLUTIONS INC	EDR Digital Archive
	DUTRA FRANK	EDR Digital Archive
	W J COMPANY	EDR Digital Archive
	LOS ANGELES CITY OF	EDR Digital Archive
2010	LOS ANGELES CITY OF	EDR Digital Archive
	CORE REALTY & CO	EDR Digital Archive
	W J COMPANY	EDR Digital Archive
	DUTRA FRANK	EDR Digital Archive
	ABLE TOURS AND COMPANY	EDR Digital Archive
	OHS DESIGN DEVELOPER	EDR Digital Archive
	CONSULTING DEPOT	EDR Digital Archive
	21 POS INC	EDR Digital Archive
	DUTRA & CO	EDR Digital Archive
	VERDUGO ACCOUNTING SERVICES	EDR Digital Archive
	DR PAUL DNG-SUN LIM FOUNDATION	EDR Digital Archive

FINDINGS

Year	Uses	Source
2010	SC PROPERTY MANAGEMENT LLC	EDR Digital Archive
	UN P KIM	EDR Digital Archive
	BAEK YOUNG KIL	EDR Digital Archive
	ISMART ONE INSURANCE SERVICES	EDR Digital Archive
	TOBO CONSTRUCTION INC	EDR Digital Archive
	WADES ATTORNEY SERVICE	EDR Digital Archive
	DOTODAY INC	EDR Digital Archive
	LEE & KIM ASSOCIATE	EDR Digital Archive
	UNIVERSAL ENTERPRISE DEV INC	EDR Digital Archive
	LEE LAW FIRM LC	EDR Digital Archive
	M2 PICTURES INC	EDR Digital Archive
	WORLD MISSION UNIVERSITY	EDR Digital Archive
	WORLD EVANGELICAL MISSION	EDR Digital Archive
	IVY DREAM	EDR Digital Archive
	GANTER ZEREN LLC	EDR Digital Archive
	LOS ANGELES CITY OF	EDR Digital Archive
	CORE REALTY & CO	EDR Digital Archive
	W J COMPANY	EDR Digital Archive
	DUTRA FRANK	EDR Digital Archive
	BAEK YOUNG KIL	EDR Digital Archive
	DR PAUL DNG-SUN LIM FOUNDATION	EDR Digital Archive
	ISMART ONE INSURANCE SERVICES	EDR Digital Archive
	VERDUGO ACCOUNTING SERVICES	EDR Digital Archive
	DUTRA & CO	EDR Digital Archive
	UN P KIM	EDR Digital Archive
	SC PROPERTY MANAGEMENT LLC	EDR Digital Archive
	TOBO CONSTRUCTION INC	EDR Digital Archive
	WADES ATTORNEY SERVICE	EDR Digital Archive
	DOTODAY INC	EDR Digital Archive
	LEE & KIM ASSOCIATE	EDR Digital Archive
	ABLE TOURS AND COMPANY	EDR Digital Archive
	OHS DESIGN DEVELOPER	EDR Digital Archive
	CONSULTING DEPOT	EDR Digital Archive
	21 POS INC	EDR Digital Archive
	UNIVERSAL ENTERPRISE DEV INC	EDR Digital Archive
	LEE LAW FIRM LC	EDR Digital Archive
	M2 PICTURES INC	EDR Digital Archive
	WORLD MISSION UNIVERSITY	EDR Digital Archive

FINDINGS

Year	Uses	Source
2010	WORLD EVANGELICAL MISSION	EDR Digital Archive
	GANTER ZEREN LLC	EDR Digital Archive
	IVY DREAM	EDR Digital Archive

SHATTO PL

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Year	Uses	Source
2006	BUILDING	Haines Company, Inc.
	ABLETOURSS	Haines Company, Inc.
	COMPANY INC	Haines Company, Inc.
	FAMILY CHAPEL	Haines Company, Inc.
	FIDELITY LENDING	Haines Company, Inc.
	GROUP	Haines Company, Inc.
	LA RECORDING	Haines Company, Inc.
	NOVA MEDICAL	Haines Company, Inc.
	MANAGEMENT	Haines Company, Inc.
	OHS DESIGN&	Haines Company, Inc.
	DEVELOPMENT	Haines Company, Inc.
	SUNG YOUNG CORP	Haines Company, Inc.
	CONSTRUCTION INC	Haines Company, Inc.
	CONSTRUCTION INC	Haines Company, Inc.
	UN P KIM	Haines Company, Inc.
	WADESATTORNEY	Haines Company, Inc.
	SERVICE	Haines Company, Inc.
	WADES ATTORNEY	Haines Company, Inc.
	SERVICE	Haines Company, Inc.
	WORLD MISSION	Haines Company, Inc.
	UNIVERSITY	Haines Company, Inc.
2000	BUILDING A B M SCRTY SRV INC	Haines & Company
	ABLE TOURS & COMPANY INC	Haines & Company
	AZTEC INTL AGCY	Haines & Company
	DUTRA & CO	Haines & Company
	EL NIDO FAMILY CENTERS	Haines & Company
	GALAXY LOAN CO INC	Haines & Company
	GREEN GERALDINE D ATTY	Haines & Company
	JAMISON PROPERTIES INC	Haines & Company
	LAIDLEY PIERPONT M ATTY	Haines & Company
	LAIDLEY & LAWSON ATTY	Haines & Company

FINDINGS

Year	Uses	Source
2000	LAWSON BEATRICE ATTY	Haines & Company
	UNIVRSL ALARM SYSTEM	Haines & Company
	VERDUGO ACCOUNTING SERVICES	Haines & Company
	WADES ATTORNEY SERVICE	Haines & Company
	WADES LEGAL ASSITANCE	Haines & Company
	SHATTO PLACE LLC	Haines & Company
1995	American District Telegraph Company	Pacific Bell
	Central Station	Pacific Bell
	American District Telegraph Company	Pacific Bell
	Sales Dept	Pacific Bell
	Universal Alarm Systems	Pacific Bell
	ADT SECURITY SYSTEMS	Pacific Bell
	ADT SECURITY SYSTEMS	Pacific Bell
	Customer Monitoring Center	Pacific Bell
	Sales Department	Pacific Bell
	Central Station	Pacific Bell
	Sales Dept	Pacific Bell
	American Divorce Center	Pacific Bell
1991	ADT SECURITY SYSTEMS	Pacific Bell
	ADT SECURITY SYSTEMS	Pacific Bell
	AMERICAN DISTRICT TELEGRAPH COMPANY	Pacific Bell
	AMERICAN DISTRICT TELEGRAPH COMPANY	Pacific Bell
	KLSTNERWRLGHT&WRIGHTARCHTS	Pacific Bell
	Central Station	Pacific Bell
	Sales Department	Pacific Bell
	Central Station	Pacific Bell
	Sales Dept	Pacific Bell
	American Divorce Center 5598089	Pacific Bell
	Klstner Wrlght&Wrightarchts	Pacific Bell
	United Title Company	Pacific Bell
1990	ADT SECURITY SYSTEMS	Pacific Bell
	ADT SECURITY SYSTEMS	Pacific Bell
	ADT SOUND SERVICES DIVISION OF AMERICAN DISTRICT TELEGRAPH CO	Pacific Bell
	ABLE TRAVEL & TOURS	Pacific Bell
	AMERICAN BENEFIT PLAN ADMINISTRATORS INC	Pacific Bell

FINDINGS

Year	Uses	Source
1990	AMERICAN DISTRICT TELEGRAPH COMPANY	Pacific Bell
	BROUSSARD & ASSOCIATES	Pacific Bell
	DUTRA FRANK CO	Pacific Bell
	FEDERAL HOME LIFE INSURANCE CO	Pacific Bell
	KELTER GUMP & CO INC	Pacific Bell
	KISTNER WRIGHT & WRIGHT	Pacific Bell
	LABORERS CONSTRUCTION TRUST FUNDS	Pacific Bell
	LANDS LI	Pacific Bell
	SHEET METAL WORKERS TRUST FUNDS	Pacific Bell
	SHUR CORP	Pacific Bell
	UNITED SAVINGS CORP	Pacific Bell
	UNITED TITLE COMPANY	Pacific Bell
	UNITED TITLE COMPANY	Pacific Bell
1986	ADT SECURITY SYSTEMS CENTRAL STATIONS VAN NUYS	Pacific Bell
	ADT SECURITY SYSTEMS REGIONAL OFFICE	Pacific Bell
	ADT SECURITY SYSTEMS	Pacific Bell
	ADT SOUND SERVICES DIVISION OF AMERICAN DISTRICT TELEGRAPH CO	Pacific Bell
	AMERICAN BENEFIT PLAN ADMINISTRATORS INC	Pacific Bell
	AMERICAN DISTRICT TELEGRAPH COMPANY	Pacific Bell
	AMERICAN DISTRICT TELEGRAPH COMPANY	Pacific Bell
	CARDINAL MANAGEMENT ASSOCIATES INC	Pacific Bell
	DEANS HOMER	Pacific Bell
	DUTRA FRANK CO	Pacific Bell
	FEDERAL HOME INSURANCE CO	Pacific Bell
	KELTER GUMP & CO INC	Pacific Bell
	KISTNER WRIGHT & WRIGHT	Pacific Bell
	LABORERS CONSTRUCTION TRUST FUNDS-	Pacific Bell
	NORTON KEN CO	Pacific Bell
	OSGOOD ROBT S INC LUMBR	Pacific Bell
	PENNEY PAT PUBLIC RELATIONS	Pacific Bell
	SHEET METAL WORKERS TRUST FUNDS	Pacific Bell

FINDINGS

Year	Uses	Source
1986	UNITED TITLE COMPANY	Pacific Bell
	WEST COAST METAL IMPORTERS ASSOCIATION	Pacific Bell
1985	Kistner Wright & Wright archts	Pacific Bell
	United Title Company	Pacific Bell
	From Van Nuys Telephones Call	Pacific Bell
	United Tool & Abrasive Co	Pacific Bell
1981	ADT SECURITY SYSTEMS CENTRAL STATIONS VAN NUYS	Pacific Telephone
	ADT SECURITY SYSTEMS REGIONAL OFFICE	Pacific Telephone
	ADT SOUND SERVICES DIVISION OF AMERICAN DISTRICT TELEGRAPH CO	Pacific Telephone
	ADAIR RICHARD L CPA	Pacific Telephone
	AMERICAN BENEFIT PLAN ADMINISTRATORS INC	Pacific Telephone
	AMERICAN DISTRICT TELEGRAPH COMPANY CENTRAL STATIONS	Pacific Telephone
	AMERICAN DISTRICT TELEGRAPH COMPANY	Pacific Telephone
	AMERICAN DISTRICT TELEGRAPH COMPANY	Pacific Telephone
	ARENA FRUIT CO	Pacific Telephone
	CHAN EMNANUEL	Pacific Telephone
	DEANS & HOMER INS	Pacific Telephone
	DUTRA FRANK CO	Pacific Telephone
	EQUITABLE AMERICAN LIFE INSURANCE COMPANY	Pacific Telephone
	EQUITALE LIFE INS CO OF LOWA	Pacific Telephone
	EQUITABLE OF LOWA	Pacific Telephone
	FORGIE JAS H OSGOOD ROBT S INC LUMBR	Pacific Telephone
	CORPORATION	Pacific Telephone
	INSURANCE SURETY CO	Pacific Telephone
	INSURANCE SURETY SERVICES INC	Pacific Telephone
	KISTNER WRIGHT & WRIGHT ARCHTS	Pacific Telephone
	OSGOOD JOHN R OSGOOD ROBT S INC LUMBR	Pacific Telephone
	PENNEY PAT PUBLIC RELATIONS	Pacific Telephone
	REILLY NEAL T GENL AGT	Pacific Telephone
	STEWART OXYGEN SERVICE INC	Pacific Telephone
	SURETY DISBURSEMENTS INC	Pacific Telephone
	SURETY INS SERVICES CO	Pacific Telephone

FINDINGS

Year	Uses	Source
1981	UNITED TITLE COMPANY	Pacific Telephone
	WRIGHT HENRY L KISTNER WRIGHT & WRIGHT ARCHTS	Pacific Telephone
1980	ADT SECURITY SYSTEMS	Pacific Telephone
	AMERICAN DISTRICT TELEGRAPH COMPANY CENTRAL STATIONS	Pacific Telephone
	EQUITABLE AMERICAN LIFE INSURANCE COMPANY LOS ANGELES	Pacific Telephone
	EQUITABLE LIFE INS CO OF IOWA LOS ANGELES	Pacific Telephone
	UNITED TITLE COMPANY LOS ANGELES	Pacific Telephone
	EQUITABLE AMERICAN LIFE INSURANCE COMPANY	Pacific Telephone
	EQUITABLE LIFE INS CO OF IOWA	Pacific Telephone
	KISTNER WRIGHT & WRIGHT ARCHTS	Pacific Telephone
1976	AGRICULTURE INSURANCE COMPAMY	Pacific Telephone
	Alsop & Moore attys	Pacific Telephone
	American Empire Ins Co	Pacific Telephone
	Arena Fruit Co	Pacific Telephone
	ASSOCIATED TABULATING SERVICES INC	Pacific Telephone
	ATLANTIC COMPANIES THE	Pacific Telephone
	ATLANTIC MUTUAL INS CO	Pacific Telephone
	Blanchard Donald H atty	Pacific Telephone
	CENTENNIAL INS CO	Pacific Telephone
	Chapkis James R atty	Pacific Telephone
	CLEARY R W CO Ins	Pacific Telephone
	Cpowdus Kenneth W Alsop & Mcore attys	Pacific Telephone
	Deans & Homer ins	Pacific Telephone
	Dutra Frank Co	Pacific Telephone
	Equitable Life Ins Co Of Iowa	Pacific Telephone
	Equitable Of Iowa	Pacific Telephone
	FREEMAN JOHN P ins	Pacific Telephone
	GREAT AMERICAN INSURANCE CO	Pacific Telephone
	Grogan Stephen J atty	Pacific Telephone
	GURASH JOHN N CO	Pacific Telephone
	Inreco Corporation	Pacific Telephone
	Insco Insurance Services Inc	Pacific Telephone
	Long Robert E atty	Pacific Telephone

FINDINGS

Year	Uses	Source
1976	Morris Rosemary B Alsop & Moore attys	Pacific Telephone
	Olson Joe D Alsop & Moore attys	Pacific Telephone
	Stewart Oxygen Service Inc	Pacific Telephone
	Thriftco Insurance Company	Pacific Telephone
	VAN COURT ALBERT E JR ins	Pacific Telephone
	WEAVER JACK Cleary R W Co	Pacific Telephone
	Zimmerman Insurance Associates	Pacific Telephone
1975	Regional Office	Pacific Telephone
1971	Allen John W Equitable Life Ins Co Of Iowa	Pacific Telephone
	American Eagle Life Insurance Company	Pacific Telephone
	AMERICAN NATL FIRE INS CO See Great American Insurance Companies	Pacific Telephone
	ASSOCIATED TABULATING SERVICES INC	Pacific Telephone
	Atlantic Companies The	Pacific Telephone
	Atlantic Mutual Ins Co	Pacific Telephone
	Centennial Ins Co	Pacific Telephone
	CLEARY R W CO ins	Pacific Telephone
	CRUM & FORSTER INSURANCE COMPANIES	Pacific Telephone
	Dutra Frank Co	Pacific Telephone
	Equitable Life Ins Co Of Iowa	Pacific Telephone
	Federated Department Stores Inc	Pacific Telephone
	FREEMAN JOHN P ins	Pacific Telephone
	Great American Life Ins Co Home Office	Pacific Telephone
	Regional Office	Pacific Telephone
	Great American Life Ins Co	Pacific Telephone
	Hoghe Russell L spcl rep Equitable Life Ins Co Of Iowa	Pacific Telephone
	International Insurance Company	Pacific Telephone
	Kendis Harold J atty	Pacific Telephone
	Mc Evily Vincent J	Pacific Telephone
	Group Sales	Pacific Telephone
	NEW ENGLAND MUTUAL LIFE INSURANCE COMPANY Group Offices	Pacific Telephone
	Group Pensions	Pacific Telephone
	NEW ENGLAND MUTUAL LIFE INSURANCE COMPANY Group Offices	Pacific Telephone
	Group Claims	Pacific Telephone

FINDINGS

Year	Uses	Source
1971	NEW ENGLAND MUTUAL LIFE INSURANCE COMPANY Group Offices	Pacific Telephone
	North River Insurance Company	Pacific Telephone
	Reilly Neal T genl agt Equitable Life Ins Co Of Iowa	Pacific Telephone
	VAN COURT ALBERT E JR ins	Pacific Telephone
	Westchester Fire Insurance Company	Pacific Telephone
1970	GUARDIAN LIFE INSURANCE CO OF AMERICA	Pacific Telephone
	CRUM & FORSTER INSURANCE COMPANIES	Pacific Telephone
	GREAT AMERICAN INS COMPANIES	Pacific Telephone
	GREAT AMERICAN INS COMPANIES	Pacific Telephone
	GUARDIAN LIFE INSURANCE CO OF AMEREICA	Pacific Telephone
	STEBBINS ROBT P ATTY	Pacific Telephone
	CRUM & FORSTER INSURANCE COMPANIES	Pacific Telephone
	GREAT AMERICAN INS COMPANIES	Pacific Telephone
	CRUM & FORSTER INSURANCE COMPANIES	Pacific Telephone
1967	American Eagle Life Ins Co	Pacific Telephone
	Atlantic Mutual Ins Co	Pacific Telephone
	Bullocks Realty Corporation	Pacific Telephone
	Centennial Ins Co	Pacific Telephone
	CLEARY R W CO ins	Pacific Telephone
	Crum & Forster Group of Ins Companies	Pacific Telephone
	Crum & Forster Group of Ins Companies	Pacific Telephone
	Crum & Forster Group of Ins Companies	Pacific Telephone
	Cummins Engine Co engns	Pacific Telephone
	Dutra Frank Co	Pacific Telephone
	Equitable Life Ins Co of Iowa	Pacific Telephone
	FREEMAN JOHN P Ins	Pacific Telephone
	GREAT AMERICAN INS COMPANIES	Pacific Telephone
	Great American Life Ins Co Great American Ins Companies	Pacific Telephone
	GUARDIAN LIFE INSURANCE CO OF AMERICA Group Sales Ofc	Pacific Telephone
	Hoghe Russell L spcl rep Equitable Life Ins Co of Iowa	Pacific Telephone
	International Ins Co	Pacific Telephone
	Genl Ofc	Pacific Telephone

Year	Uses	Source
1967	New England Mutual Life Ins Co	Pacific Telephone
	New England Mutual Life Ins Co	Pacific Telephone
	Clams Ofc	Pacific Telephone
	North River Ins Co	Pacific Telephone
	Reilly Neal T genl agt Equitable Life Insurance Co of Iowa	Pacific Telephone
	Title Records Inc	Pacific Telephone
	United States Fire Insurance Co	Pacific Telephone
	Van Court Albert E Jr ins	Pacific Telephone
	Westchester Fire Ins Co	Pacific Telephone
	Allen John W Equitable Life Ins Co of Iowa	Pacific Telephone

Shatto Pl

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Year	Uses	Source
2014	BELLE PUBLISHING CO	EDR Digital Archive
	PIPING IND PROGRESS AND EDUCAT	EDR Digital Archive
	WALTER JAY M D INSTITUTE	EDR Digital Archive
	HAMILTON STATE COLLEGE LLC	EDR Digital Archive
	AIR CONDITION & REFRIG CONTRT	EDR Digital Archive
	ABACUS TRAVEL	EDR Digital Archive
	SOUTHERN CALIFORNIA PIPE TRDES	EDR Digital Archive
	SCPT	EDR Digital Archive
	SAMUEL CHO AIA ASSOCIATES	EDR Digital Archive
	PEACE ACTION WEST	EDR Digital Archive
	DEFINED CONTRIBUTION TRUST FUN	EDR Digital Archive
	SOUTHERN CAL PIPE TRADES ADM	EDR Digital Archive
	NITC	EDR Digital Archive
	NATIONAL INSPTN TSTG CRTFCTION	EDR Digital Archive
	COUNTY OF LOS ANGELES	EDR Digital Archive
	KHEDOURI AZAIR	EDR Digital Archive
	UNITED ASSN JOURNEYMEN &	EDR Digital Archive
	ARC KOREATOWN-WILSHIRE DST OFF	EDR Digital Archive
	AMERICAN RED CROSS OF GTR L A	EDR Digital Archive
	CONTRACTORS & WKRS INSUR AGCY	EDR Digital Archive
	K-TECH COMPUTER SERVICES	EDR Digital Archive
	TECHNOCLARITY INC	EDR Digital Archive
	VACATION AND HOLIDAY BENEFIT F	EDR Digital Archive

FINDINGS

Year	Uses	Source
2014	CHRISTMAS BONUS FUND OF THE PL	EDR Digital Archive
	BELLE PUBLISHING CO	EDR Digital Archive
	PIPING IND PROGRESS AND EDUCAT	EDR Digital Archive
	HAMILTON STATE COLLEGE LLC	EDR Digital Archive
	WALTER JAY M D INSTITUTE	EDR Digital Archive
	AIR CONDITION & REFRIG CONTRT	EDR Digital Archive
	ABACUS TRAVEL	EDR Digital Archive
	SOUTHERN CALIFORNIA PIPE TRDES	EDR Digital Archive
	SCPT	EDR Digital Archive
	SAMUEL CHO AIA ASSOCIATES	EDR Digital Archive
	PEACE ACTION WEST	EDR Digital Archive
	SOUTHERN CAL PIPE TRADES ADM	EDR Digital Archive
	DEFINED CONTRIBUTION TRUST FUN	EDR Digital Archive
	NATIONAL INSPTN TSTG CRTFCTION	EDR Digital Archive
	NITC	EDR Digital Archive
	COUNTY OF LOS ANGELES	EDR Digital Archive
	KHEDOURI AZAIR	EDR Digital Archive
	UNITED ASSN JOURNEYMEN &	EDR Digital Archive
	AMERICAN RED CROSS OF GTR L A	EDR Digital Archive
	ARC KOREATOWN-WILSHIRE DST OFF	EDR Digital Archive
	CONTRACTORS & WKRS INSUR AGCY	EDR Digital Archive
	TECHNOCLARITY INC	EDR Digital Archive
	K-TECH COMPUTER SERVICES	EDR Digital Archive
	VACATION AND HOLIDAY BENEFIT F	EDR Digital Archive
	CHRISTMAS BONUS FUND OF THE PL	EDR Digital Archive
2010	VACATION AND HOLIDAY BENEFIT F	EDR Digital Archive
	CHRISTMAS BONUS FUND OF THE PL	EDR Digital Archive
	RETIREMENT FUND TRUST OF THE P	EDR Digital Archive
	RITE CARE INC	EDR Digital Archive
	K-TECH COMPUTER SERVICES	EDR Digital Archive
	TECHNOCLARITY INC	EDR Digital Archive
	CONTRACTORS & WKRS INSUR AGCY	EDR Digital Archive
	AMERICAN RED CROSS OF GTR L A	EDR Digital Archive
	SONIC TRAVEL AND TOURS	EDR Digital Archive
	BUILDING TRADES FEDERAL CR UN	EDR Digital Archive
	P I P E LABOR-MANAGEMENT COOP	EDR Digital Archive
	LOS ANGELES COUNTY OF	EDR Digital Archive
	UNITED ASSN JOURNEYMEN &	EDR Digital Archive

FINDINGS

Year	Uses	Source
2010	KHEDOURI AZAIR	EDR Digital Archive
	INLAND REFRIGERTION & AIR COND	EDR Digital Archive
	PLUMBING PIPING INDUST COUNCIL	EDR Digital Archive
	LOS ANGELES COUNTY OF	EDR Digital Archive
	NATIONAL INSPTN TSTG CRTFCTION	EDR Digital Archive
	SOUTHERN CAL PIPE TRADES ADM	EDR Digital Archive
	DEFINED CONTRIBUTION TRUST FUN	EDR Digital Archive
	SCPT	EDR Digital Archive
	SOUTHERN CALIFORNIA PIPE TRDES	EDR Digital Archive
	ABACUS TRAVEL	EDR Digital Archive
	AIR CONDITION & REFRIG CONTRT	EDR Digital Archive
	WALTER JAY M D INSTITUTE	EDR Digital Archive
	PIPING IND PRGRSS AND ED TR FN	EDR Digital Archive
	RETIREMENT FUND TRUST OF THE P	EDR Digital Archive
	VACATION AND HOLIDAY BENEFIT F	EDR Digital Archive
	CHRISTMAS BONUS FUND OF THE PL	EDR Digital Archive
	RITE CARE INC	EDR Digital Archive
	TECHNOCLARITY INC	EDR Digital Archive
	K-TECH COMPUTER SERVICES	EDR Digital Archive
	CONTRACTORS & WKRS INSUR AGCY	EDR Digital Archive
	AMERICAN RED CROSS OF GTR L A	EDR Digital Archive
	SONIC TRAVEL AND TOURS	EDR Digital Archive
	P I P E LABOR-MANAGEMENT COOP	EDR Digital Archive
	BUILDING TRADES FEDERAL CR UN	EDR Digital Archive
	LOS ANGELES COUNTY OF	EDR Digital Archive
	INLAND REFRIGERTION & AIR COND	EDR Digital Archive
	KHEDOURI AZAIR	EDR Digital Archive
	UNITED ASSN JOURNEYMEN &	EDR Digital Archive
	PLUMBING PIPING INDUST COUNCIL	EDR Digital Archive
	LOS ANGELES COUNTY OF	EDR Digital Archive
	NATIONAL INSPTN TSTG CRTFCTION	EDR Digital Archive
	SOUTHERN CAL PIPE TRADES ADM	EDR Digital Archive
	DEFINED CONTRIBUTION TRUST FUN	EDR Digital Archive
	SCPT	EDR Digital Archive
	SOUTHERN CALIFORNIA PIPE TRDES	EDR Digital Archive
	ABACUS TRAVEL	EDR Digital Archive
	AIR CONDITION & REFRIG CONTRT	EDR Digital Archive
	WALTER JAY M D INSTITUTE	EDR Digital Archive

FINDINGS

Year	Uses	Source
2010	PIPING IND PRGRSS AND ED TR FN	EDR Digital Archive

SHATTO PL

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Year	Uses	Source
2006	BUILDING	Haines Company, Inc.
	ABACUS TRAVEL	Haines Company, Inc.
	DISTRICT CNCL NO 16	Haines Company, Inc.
	NATLITC CORP	Haines Company, Inc.
	P I P E LABOR MNG	Haines Company, Inc.
	COOP COMTE	Haines Company, Inc.
	P I P E LBR	Haines Company, Inc.
	MNGMNT CPRTN	Haines Company, Inc.
	COMTE	Haines Company, Inc.
	SOUTHRN CA PIPE	Haines Company, Inc.
	TRADES ADMIN	Haines Company, Inc.
	SOUTHRN	Haines Company, Inc.
	CALIFORNIA PIPE	Haines Company, Inc.
	TRADES	Haines Company, Inc.
	TECHNOCLARITY	Haines Company, Inc.
	UNION EMPLOYEES	Haines Company, Inc.
	FEDERAL CR UN	Haines Company, Inc.
	UNION LABOR	Haines Company, Inc.
	VIDEO	Haines Company, Inc.
	PRODUCTIONS	Haines Company, Inc.
	WOOJUNG	Haines Company, Inc.
	FABRICS	Haines Company, Inc.
2000	BUILDING ADELL HIRSCH ATTY	Haines & Company
	CROST PAUL ATTY	Haines & Company
	CVITAN A B ATTY	Haines & Company
	DEASON EDWARD ATTY	Haines & Company
	DEMOCRATIC PARTY OF LA COUNTY	Haines & Company
	DISTRICT CNCL NO	Haines & Company
	LA COUNTY DEMOCRATIC PARTY	Haines & Company
	NATL ITC CORP	Haines & Company
	P I P E LABOR MNG COOP COMTE	Haines & Company
	P I P E LABORMANAGEMENT COOP	Haines & Company
	POPKOFF BURTON ATTY	Haines & Company

FINDINGS

Year	*Uses*	*Source*
2000	POPKOFF & STERN LAW	Haines & Company
	REICH ADELL CROST & CVITAN ATTYS	Haines & Company
	REICH JULIUS M ATTY	Haines & Company
	REICHARD H ATTY	Haines & Company
	REMEDY	Haines & Company
	SO CA PIPE TRADES ADMIN CORP 213 38 H	Haines & Company
	STERN GARY N ATTORNEY 213 313 M	Haines & Company
	STRATEGIC FNCL PLNG	Haines & Company
	THOMAS PARK INSURANCE AGCY	Haines & Company
	UNION EMPLOYEES FEDERAL CR UN	Haines & Company
	UNION LABOR VIDEO PRODUCTIONS	Haines & Company
1990	ADELL HIRSCH ATTY	Pacific Bell
	BENCHMARK	Pacific Bell
	C C C PARKING SERVICES	Pacific Bell
	CHINA PEOPLE S REPUBLIC OF CONSULATE GENERAL	Pacific Bell
	CONSULATE GENERALS & CONSULATES	Pacific Bell
	CONSULATE GENERALS & CONSULATES	Pacific Bell
	CROST PAUL ATTY	Pacific Bell
	CVITAN ALEXANDER B ATTY	Pacific Bell
	DEASON EDWARD J ATTY	Pacific Bell
	DICKERSON EMPLOYEE BENEFITS ADMINISTRATION	Pacific Bell
	DICKERSON INS SERVICES	Pacific Bell
	DISTRICT COUNCIL NO 16 OF THE UNITED ASSN OF THE PLUMBING & PIPE FITTING IN	Pacific Bell
	HARRISON JEFFREY B ATTY	Pacific Bell
	HARRISON JEFFREY B LAW CORP	Pacific Bell
	J W COLLINS AND ASSOCIATES	Pacific Bell
	KIM CHONG H & ASSOCIATES ARCHT	Pacific Bell
	MARTIN & DEASON ATTYS	Pacific Bell
	MARTIN EDWIN C JR ATTY	Pacific Bell
	MARTZ ERNEST A ATTY	Pacific Bell
	P I P E LABOR MANAGEMENT COOPERATION COMMITTEE	Pacific Bell
	PEOPLES REPUBLIC OF CHINA CONSULATE GENERAL	Pacific Bell

FINDINGS

Year	*Uses*	*Source*
1990	PLUMBING & PIPING INDUSTRY COUNCIL INC	Pacific Bell
	RADINSKY ADAM ATTY	Pacific Bell
	REICH ADELL & CROST ATTYS	Pacific Bell
	REICH JULIUS MEL ATTY	Pacific Bell
	REICHARD HARVEY ATTY	Pacific Bell
	REICHARD & TRAMMELL ATTYS	Pacific Bell
	ROTHNER GLENN ATTY	Pacific Bell
	RUBIN JOHN ATTY	Pacific Bell
	ST CLAIR RICHARD P ATTY	Pacific Bell
	SEGALL ANTHONY R ATTY	Pacific Bell
	SKLAR LEONARD M ATTY	Pacific Bell
	SO CALIF PIPE TRADES TRUST FUND	Pacific Bell
	TRAMMELL DAN F ATTY	Pacific Bell
1986	ADELL HIRSCH ATTY	Pacific Bell
	ALLIED AUTO PARKS	Pacific Bell
	CROST PAUL	Pacific Bell
	CVITAN ALEXANDER B	Pacific Bell
	DAVIS JOSEPH DANIEL LAW OFFICES OF	Pacific Bell
	DEASON EDWARD J ATTY	Pacific Bell
	DISTRICT COUNCIL NO 16 OF THE UNITED ASSN OF THE PLUMBING & PIPE FITTING IN	Pacific Bell
	HARRISON JEFFREY B LAW CORP	Pacific Bell
	KERR GLASS MFG CORP	Pacific Bell
	LEWIS GUY J ATTY	Pacific Bell
	MARTIN DAVIS & LEWIS ATTYS	Pacific Bell
	MARTIN DAVIS & LEWIS ATTYS	Pacific Bell
	MARTIN EDWIN C JR LAW CORP	Pacific Bell
	MARTIN HARRISON DAVIS DEGARMO LEWIS	Pacific Bell
	P I P E LABOR-MANAGEMENT COOPERATION COMMITTEE	Pacific Bell
	PARIS PARALEGAL SERVICES	Pacific Bell
	PLUMBING & PIPING INDUSTRY COUNCIL INC	Pacific Bell
	REICH ADELL CROST & PERRY ATTYS	Pacific Bell
	REICH JULIUS MEL	Pacific Bell
	REICHARD HARVEY ATTY	Pacific Bell
	ROTHNER GLENN	Pacific Bell

FINDINGS

Year	Uses	Source
1986	ST CLAIR RICHARD P ATTY	Pacific Bell
	SCHOLNICK ERIC ATTY	Pacific Bell
	SEGALL ANTHONEY	Pacific Bell
	SO CALIF PIPE TRADES TRUST FUND	Pacific Bell
	STEIKER ANDREW R ATTY	Pacific Bell
	TRAMMELL DAN FATTY	Pacific Bell
1981	ADELL HIRSCH ATTY	Pacific Telephone
	ALLIED AUTO PARKS	Pacific Telephone
	AMERICAN TITLE COMPANY	Pacific Telephone
	AMUNDSON R GREGORY ATTY	Pacific Telephone
	BASS ARTHUR F ATTY	Pacific Telephone
	BASS RED	Pacific Telephone
	FLETCHER F ATTY	Pacific Telephone
	BURROWS PETER & ASSOCIATES	Pacific Telephone
	CITY INSURANCE COMPANY	Pacific Telephone
	DISTRICT COUNCIL NO 16 OF THE UNITED ASSN	Pacific Telephone
	EVANS JAMES L ATTY	Pacific Telephone
	FEASTER R EDWARD ATTY	Pacific Telephone
	FEDERAL HOME LIFE INSURANCE COMPANY	Pacific Telephone
	FIESTER R EDWARD ATTY	Pacific Telephone
	HIRSCHI M YANCE ATNY	Pacific Telephone
	HOME INDEMNITY CO THE	Pacific Telephone
	HUSKINSON ROBERT R LAW OFFICES A P C	Pacific Telephone
	JESS JAMES ATTY	Pacific Telephone
	KERR GLASS MFG CORP	Pacific Telephone
	LAW OFFICES OF ST CLAIR RICHARD P ATTY	Pacific Telephone
	LUCKHAM RICHARD C ATTY	Pacific Telephone
	MARTIN EDWIN C JR LAW CORP	Pacific Telephone
	MARTIN HARRISON & ST CLAIR	Pacific Telephone
	PFEISTER R EDWARD ATTY	Pacific Telephone
	PFIESTER R EDWARD ATTY	Pacific Telephone
	PLUMBING HEATING & PIPING INDUSTRY CONTRACT ADMINISTRATION FUND	Pacific Telephone
	PLUMBING & PIPING INDUSTRY COUNCIL INC	Pacific Telephone
	REICH ADELL CROST & PERRY ATTYS	Pacific Telephone

FINDINGS

Year	Uses	Source
1981	ST CLAIR RICHARD P ATTY	Pacific Telephone
	SO CALIF PIPE TRADES TRUST FUND	Pacific Telephone
	THE HOME INDEMNITY CO	Pacific Telephone
	THE HOMES INS CO	Pacific Telephone
	THICO INS FINANCING	Pacific Telephone
	WASSERMAN TERRY K ATTY	Pacific Telephone
	WELTIN PHILIP R ATTY	Pacific Telephone
	WOOD RAY STRATTON ATTORNEY AT LAW	Pacific Telephone
1976	Allied Auto Parks	Pacific Telephone
	Berger George atty	Pacific Telephone
	Burton Smith Friedland Associates rl est	Pacific Telephone
	California Business Forms & Supplies	Pacific Telephone
	City Insurance Company	Pacific Telephone
	Federal Life And Casualty Company	Pacific Telephone
	Friedland Richard Smith Burton Friedland Associates rl est	Pacific Telephone
	Heritage Group The	Pacific Telephone
	Hermosillo Luis Realtor	Pacific Telephone
	Home Indemnity Co The	Pacific Telephone
	Home Insurance Company	Pacific Telephone
	Joseph Mark atty	Pacific Telephone
	Kerr Glass Wfg Corp	Pacific Telephone
	PIPE	Pacific Telephone
	Peoples Home Life Insurance Company Of Indiana	Pacific Telephone
	Plumbing Heating & Piping Industry Contract Administration Fund	Pacific Telephone
	Plumbing Industry Progress & Education	Pacific Telephone
	PLUMBING & PIPING INDUSTRY COUNCIL INC	Pacific Telephone
	Plummer Edgar E atty	Pacific Telephone
	R R B Associates	Pacific Telephone
	Reit Marketing & Management	Pacific Telephone
	Smith Burton Friedland Associates rl est	Pacific Telephone
	Dist Council	Pacific Telephone
	So Calif Pipe Trades	Pacific Telephone
	Trust Fund	Pacific Telephone
	So Calif Pipe Trades	Pacific Telephone
	THICO ins financng	Pacific Telephone

Year	Uses	Source
1976	The Home Ins Co	Pacific Telephone
	THICO Ins financng	Pacific Telephone

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Year	Uses	Source
1962	Maramby Joseph F	Pacific Telephone
1958	Maramby Joseph F	Pacific Telephone
1951	Shatto Pl Maramby Joseph F r	Pacific Telephone & Telegraph Co.
1942	Maramby Jos F	Los Angeles Directory Co.
1937	BELL Arabella W	Los Angeles Directory Co.
	Maramby Jos F	Los Angeles Directory Co.
	Trush Belle	Los Angeles Directory Co.

Shatto Pl

505 Shatto Pl

Year	Uses	Source
2014	WINI TEXTILE INC	EDR Digital Archive
	NOBEL UNIVERSITY	EDR Digital Archive
	CAS ACCOUNTANCY CORPORATION	EDR Digital Archive
	KOREAN PASS TRNSP ASSN INC	EDR Digital Archive
	PRIMA PAIN THERAPY GROUP INC	EDR Digital Archive
	CALIFORNIA WILSHIRE MEDICAL	EDR Digital Archive
	PATIMA MEDICAL GROUP INC	EDR Digital Archive
	SHAWN LEE CHIROPRACTIC INC	EDR Digital Archive
	DISCOVERY FINANCIAL INSUR SVCS	EDR Digital Archive
	DISCOVERY INSURANCE SVCS INC	EDR Digital Archive
	WINI TEXTILE INC	EDR Digital Archive
	PRIMA PAIN THERAPY GROUP INC	EDR Digital Archive
	CALIFORNIA WILSHIRE MEDICAL	EDR Digital Archive
	PATIMA MEDICAL GROUP INC	EDR Digital Archive
	SHAWN LEE CHIROPRACTIC INC	EDR Digital Archive
	DISCOVERY FINANCIAL INSUR SVCS	EDR Digital Archive
	DISCOVERY INSURANCE SVCS INC	EDR Digital Archive
	NOBEL UNIVERSITY	EDR Digital Archive
	CAS ACCOUNTANCY CORPORATION	EDR Digital Archive
	KOREAN PASS TRNSP ASSN INC	EDR Digital Archive
2010	DAE KWON CHO	EDR Digital Archive
	505 SHATTO LLC	EDR Digital Archive

Year	Uses	Source
2010	PATIMA MEDICAL GROUP INC	EDR Digital Archive
	NOBEL EDUCATIONAL GROUP INC	EDR Digital Archive
	CAS ACCOUNTANCY CORPORATION	EDR Digital Archive
	DISCOVERY FINANCIAL INSUR SVCS	EDR Digital Archive
	PRIMA PAIN THERAPY GROUP INC	EDR Digital Archive
	DAVALIN ENTERPRISES LLC	EDR Digital Archive
	WINI TEXTILE INC	EDR Digital Archive
	QUEST MECATRONICS USA INC	EDR Digital Archive
	SAMS CAP TRADING INC	EDR Digital Archive
	DISCOVERY FINANCIAL INSUR SVCS	EDR Digital Archive
	PRIMA PAIN THERAPY GROUP INC	EDR Digital Archive
	DAE KWON CHO	EDR Digital Archive
	505 SHATTO LLC	EDR Digital Archive
	PATIMA MEDICAL GROUP INC	EDR Digital Archive
	CAS ACCOUNTANCY CORPORATION	EDR Digital Archive
	NOBEL EDUCATIONAL GROUP INC	EDR Digital Archive
	WINI TEXTILE INC	EDR Digital Archive
	DAVALIN ENTERPRISES LLC	EDR Digital Archive
	QUEST MECATRONICS USA INC	EDR Digital Archive
	SAMS CAP TRADING INC	EDR Digital Archive

SHATTO PL

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Year	Uses	Source
2006	APARTMENTS	Haines Company, Inc.
	CHO Sung Chul 213 3 B	Haines Company, Inc.
	HANSang JIn	Haines Company, Inc.
	KIL Hyeon	Haines Company, Inc.
	KIMDal Sun	Haines Company, Inc.
	KIM Hong Woo 213 380 3795n B	Haines Company, Inc.
	LEE Ho	Haines Company, Inc.
	PARK Soon	Haines Company, Inc.
	RYUKyungwan	Haines Company, Inc.
	SEANGAKSA	Haines Company, Inc.
2000	APARTMENTS HUR Kweon	Haines & Company
	KO Jung	Haines & Company
	KWAN Sang Hoon	Haines & Company
	PARK Soon	Haines & Company

FINDINGS

Year	*Uses*	*Source*
2000	PARK Soon	Haines & Company
	PARK Soon	Haines & Company
	SEAN GAK SA	Haines & Company
	YU Jung Chin	Haines & Company
1990	GATES PETER J HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION A	Pacific Bell
	GENSON EUGENE M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	HAWKINS MARC W HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION ATTYS	Pacific Bell
	HILL JOHN W HILL GENSON EVEN CRANDALL& WADE A PROFESSIONAL CORPORATION ATTY	Pacific Bell
	KOEP RICHARD M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	LOWE WILLIAM R HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	O DOHERTY F X SEAN HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORAT	Pacific Bell
	OLDFIELD JANET M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL	Pacific Bell
	SHAVER THOMAS W ATTY	Pacific Bell
	WADE EDMOND D HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION A	Pacific Bell
	ZULCH WILLIAM F HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	BROWN EDWIN B HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION A	Pacific Bell
	BUSH BRADLEY M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	CASTRONOVO TOD M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATIO	Pacific Bell
	CRANDALL JAMES L HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATIO	Pacific Bell

FINDINGS

Year	Uses	Source
1990	ERICKSON PAUL C HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	EVEN RANDOLPH M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	FUCHS JOHN P HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION AT	Pacific Bell
1986	BLYTHE RENNELS INVESTIGATORS	Pacific Bell
	BROWN EDWIN B HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION A	Pacific Bell
	CASTRONOVO TOD M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATIO	Pacific Bell
	CRANDALL JAMES L HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATIO	Pacific Bell
	ERICKSON PAUL C HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	EVEN RANDOLPH M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	FUCHS JOHN P HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION AT	Pacific Bell
	GATES PETER J HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION A	Pacific Bell
	GENSON EUGENE M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	HAWKINS MARC W HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION ATTYS	Pacific Bell
	HILL JOHN W HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION ATT	Pacific Bell
	KOEP RICHARD M HILL GENSON EVEN CRANDALF & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	LOWE WILLIAM R HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell

FINDINGS

Year	Uses	Source
1986	O DOHERTY F X SEAN HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORAT	Pacific Bell
	OLDFIELD JANET M HILL GENSON EVEN CRANDAL & WADE A PROFESSIONAL	Pacific Bell
	SHAVER THOMAS W ATTY	Pacific Bell
	WADE EDMOND D HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION A	Pacific Bell
	ZULCH WILLIAM F HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
1981	CALIFORNIA ASSN OF REALTORS	Pacific Telephone
	CALIFORNIA REAL ESTATE ASSN	Pacific Telephone
1976	AMFAC MORTGAGE CORP	Pacific Telephone
	CALIFORNIA ASSN OF REALTORS	Pacific Telephone
	Institute Of Real Estate Management	Pacific Telephone
	Metropolitan Mortgage Corp See Amfac Mortgage Corp	Pacific Telephone
	Ralston Allen W attys	Pacific Telephone
	Ralston Smith & Sullivan attys	Pacific Telephone
	Smith Austin Taggart attys	Pacific Telephone
	Smith Paul F atty	Pacific Telephone
	Sullivan Peter J atty	Pacific Telephone
1975	AMFAC MORTGAGE CORP	Pacific Telephone
	AMFAC THRIFT & LOAN	Pacific Telephone
	AMFAC MORTGAGE CORP	Pacific Telephone
1971	Agricultural Ins Co	Pacific Telephone
	Alshuler Robt E Metropolitan Mortgage Corp	Pacific Telephone
	American Empire Ins Co	Pacific Telephone
	Bernard R L	Pacific Telephone
	METROPOLITAN ASSOCIATES INC	Pacific Telephone
	METROPOLITAN ASSURANCE AGCY INC	Pacific Telephone
	Metropolitan Assurance Agcy Inc	Pacific Telephone
	METROPOLITAN MORTGAGE CORP	Pacific Telephone
	Ralston Allen W attys	Pacific Telephone
	Ralston & Smith attys	Pacific Telephone
	Ringer Lee rl est	Pacific Telephone
	Smith Austin Taggart attys	Pacific Telephone
	Thobe Jas A ins brkr	Pacific Telephone

Year	Uses	Source
1970	METROPOLITAN MORTGAGE CORP	Pacific Telephone
	METROPOLITAN MORTGAGE CORP	Pacific Telephone
	METROPOLITAN MORTGAGE CORP	Pacific Telephone
	METROPOLITAN MORTGAG CORP	Pacific Telephone
1967	AGRICULTURAL INS CO	Pacific Telephone
	Alshuler Robt E Metropolitan Mortgage Corp	Pacific Telephone
	AMERICAN EMPIRE INS CO	Pacific Telephone
	Bernard R L	Pacific Telephone
	Metropolitan Associates Inc	Pacific Telephone
	Metropolitan Assurance Agcy Inc	Pacific Telephone
	Metropolitan Assurance Agcy Inc	Pacific Telephone
	METROPOLITAN MORTGAGE CORP	Pacific Telephone
	Parex Inc advg	Pacific Telephone
	Ringer Lee rl est	Pacific Telephone
	WEST COAST UNIVERSITY	Pacific Telephone
	Graduate Center	Pacific Telephone
1964	METROPOLITAN MORTGAGE CORP	Pacific Telephone

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Year	Uses	Source
2000	SOON Park	Haines & Company
1958	Hill Bertha M Mrs	Pacific Telephone
	Treanor John Mrs	Pacific Telephone
1951	Shatto Pl Early A R Jr	Pacific Telephone & Telegraph Co.
	Shatto Pl Treanor John Mrs r	Pacific Telephone & Telegraph Co.
1942	John	Los Angeles Directory Co.
1937	GRAY Eliz M	Los Angeles Directory Co.
	Irwin Anne	Los Angeles Directory Co.
	Jeffers Mary nurse	Los Angeles Directory Co.
	MONTGOMERY Richd D Mabel with Richfield Oil Co	Los Angeles Directory Co.
1929	CLARK J Harvey Kath sec treas Hy Way Display Corp	Los Angeles Directory Co.

508 SHATTO PL

Year	Uses	Source
1990	AMERICAN DISTRICT TELEGRAPH COMPANY	Pacific Bell

FINDINGS

510 SHATTO PL

Year	Uses	Source
1986	CORTEZ CHARLES & ASSOCIATES	Pacific Bell

Shatto Pl

515 Shatto Pl

Year	Uses	Source
2010	LABORERS INTL UN N AMER	EDR Digital Archive
	LABORERS LOCAL 300 SCHOLARSHIP	EDR Digital Archive
	NEW BRIDGE UNIVERSITY	EDR Digital Archive
	LABORERS LOCAL 300 SCHOLARSHIP	EDR Digital Archive
	LABORERS INTL UN N AMER	EDR Digital Archive
	NEW BRIDGE UNIVERSITY	EDR Digital Archive

SHATTO PL

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Year	Uses	Source
2006	LABORERS INTLUN	Haines Company, Inc.
	OF NORTH AMER	Haines Company, Inc.
	New BRIDGE	Haines Company, Inc.
	UNIVERSITY	Haines Company, Inc.
2000	LABORERS INTL	Haines & Company
	NEW BRIDGE UNIVERSITY	Haines & Company
1990	AFL-CIO LABOR IMMIGRANT ASSISTANCE PROJECT	Pacific Bell
	BASS ALLAN G LAW OFFICES	Pacific Bell
	CALIF IMMIGRATION WORKERS ASSN	Pacific Bell
	IMMIGRATION ASSISTANCE PROJECT	Pacific Bell
	LABOR IMMIGRANT ASSISTANCE PROJECT	Pacific Bell
	LABORERS INTERNATIONAL UNION OF NORTH AMERICA LOCAL 300 AFL-CIO	Pacific Bell
	LABORS LOCAL 300	Pacific Bell
	LIFELINE EMERGENCY SYSTEMS	Pacific Bell
	L A COUNTY FEDERATION OF LABOR AFL-CIO LABOR IMMIGRANT ASSISTANCE PROJECT	Pacific Bell
	SO CALIF LABORERS WORK PRESERVATION PROGRAM	Pacific Bell
1986	ASSOCIATION INSURANCE & PENSION SERVICES INC	Pacific Bell

FINDINGS

Year	Uses	Source
1986	LABORERS INTERNATIONAL UNION OF NORTH AMERICA LOCAL 300 AFL-CIO	Pacific Bell
	LABORS LOCAL 300	Pacific Bell
	LIFELINE EMERGENCY SYSTEMS	Pacific Bell
	NEVONEN H E GENL AGT WASHINGTON NATL INS CO	Pacific Bell
	NEVONEN LARRY E	Pacific Bell
	NEVONEN LARRY E	Pacific Bell
	WASHINGTON NATIONAL INSURANCE CO	Pacific Bell
1981	ASSOCIATION INSURANCE & PENSION SERVICE INC	Pacific Telephone
	WASHINGTON NATL INS CO	Pacific Telephone
1976	ASSOCIATION ADMINISTRATORS OF CALIFORNIA INC	Pacific Telephone
	BURTON ROSS INC	Pacific Telephone
	Matlin Ralph V ins	Pacific Telephone
	NEVONEN H E genl agt Washington ington ington Natl Ins Co	Pacific Telephone
	Stahl Bette ins	Pacific Telephone
	WASHINGTON NATL INS CO	Pacific Telephone
	Nevonen H E Genl Agent	Pacific Telephone
1971	ASSOCIATION ADMINISTRATORS OF CALIFORNIA INC	Pacific Telephone
	Bull Robt F General American Life Ins Co	Pacific Telephone
	BURTON ROSS INC	Pacific Telephone
	Eardley Jared L General American Life Insurance Company	Pacific Telephone
	Group Claims	Pacific Telephone
	Group Sales Div	Pacific Telephone
	Independent Pension Planners	Pacific Telephone
	Matlin Ralph V ins	Pacific Telephone
	Mattingley Richard C General American Life Insurance Company	Pacific Telephone
	NEVONEN H E genl agt Washigton Natl Ins Co	Pacific Telephone
	Stahl Bette ins	Pacific Telephone
	WASHINGTON NATL INS CO	Pacific Telephone
	Nevonen H E Genl Agent	Pacific Telephone
1967	Eardley Jared L General American Life Ins Co	Pacific Telephone
	Group Claims	Pacific Telephone
	Group Sales Div	Pacific Telephone

FINDINGS

Year	Uses	Source
1967	Matlin Ralph V Ins	Pacific Telephone
	Mattingley Richard C Genl American Life Ins Co	Pacific Telephone
	NEVONEN H E genl agt Washington Natl Ins Co	Pacific Telephone
	Washington Natl Ins Co	Pacific Telephone
	Nevonen H E Genl Agt	Pacific Telephone
	Bull Robt F Genl American Life Ins Co	Pacific Telephone
	California TEACHER SERV BUREAU	Pacific Telephone
1962	Matlin Ralph V ins	Pacific Telephone
	Washington Nath Ins Co	Pacific Telephone
	Nevonen H E Genl Ags	Pacific Telephone
1958	Iverson Vernon L	Pacific Telephone
1942	CLARK Isabel L tel opr	Los Angeles Directory Co.
	KAISER Chas A Mae asst sec & Personnel mmgr Assoc Piping & Engineering Co	Los Angeles Directory Co.
	Mason Abbott clk	Los Angeles Directory Co.
	Mc BRIDE Marguerite Mrs bkpr Cal Chain Store Assn	Los Angeles Directory Co.
	Tuttie Darwin J Martha clk B of A	Los Angeles Directory Co.
1937	Byren Robt clk	Los Angeles Directory Co.
	BYRNE Robt M advmn Union Oil Co	Los Angeles Directory Co.
	DAVIDSON Wm C acct J A Simmers	Los Angeles Directory Co.
	Hollis John H bkpr Bank of Am	Los Angeles Directory Co.
	Mill Dorothy	Los Angeles Directory Co.
	Mill John S clk	Los Angeles Directory Co.
	Moss Cath C wid T B	Los Angeles Directory Co.
	Perryman Herbt A traffic supt LA Ry Corp	Los Angeles Directory Co.
	SCHMIDT Wilfred custodian Bd of Educ	Los Angeles Directory Co.
	Venables Josephine smstrs	Los Angeles Directory Co.
1933	Barney Helen sten	Los Angeles Directory Co.
	Fitzgibbon Angela M sten	Los Angeles Directory Co.
	Heeg Clara M bkpr Arth Yanow	Los Angeles Directory Co.
	Ransler Leonard clk	Los Angeles Directory Co.
	WAGNER Helen A dental asst P A Dewhirst	Los Angeles Directory Co.
1929	Monteith Lettie M sten	Los Angeles Directory Co.
	NELSON Cholmondeley M clk	Los Angeles Directory Co.
1924	CLARK Florence W r	Los Angeles Directory Co.
	Gross Morison Erenest musician r	Los Angeles Directory Co.

Year	Uses	Source
1924	Jaureguy Marie dom	Los Angeles Directory Co.
	Larkins Julia nurse r	Los Angeles Directory Co.
	RICHARDSON Saml r	Los Angeles Directory Co.
	WOOD C Modina pres Central Properties Co h	Los Angeles Directory Co.
	WOODS Mona r	Los Angeles Directory Co.
	WOODS Pery r	Los Angeles Directory Co.

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Year	Uses	Source
1962	Mc Intyre A	Pacific Telephone
1958	Wardell Gloria J	Pacific Telephone
1937	Lewis Frank B jr teller S FNBank	Los Angeles Directory Co.
	Lewis Frank E	Los Angeles Directory Co.
1933	LEWIS F Earl Edith slsmn Maddux Inc	Los Angeles Directory Co.
1929	JAMES Eliz A wid W S	Los Angeles Directory Co.
	Hurlbut Dorothy asst Co Probation Officer	Los Angeles Directory Co.
1924	JAMES W S Mrs h	Los Angeles Directory Co.
	Hurlbut Dorothy r	Los Angeles Directory Co.
	CLARKE Spencer H real est r	Los Angeles Directory Co.

522 SHATTO PL

Year	Uses	Source
1962	Kulp Dan B	Pacific Telephone
	Iverson Vernon L	Pacific Telephone
1958	Cook Marvin G	Pacific Telephone
1942	SCHUMACHER John Caroline lawyer	Los Angeles Directory Co.
1937	SCHUMACHER John lawyer	Los Angeles Directory Co.
	SCHUMACHER Carrie Mrs	Los Angeles Directory Co.
	RIES Mary A	Los Angeles Directory Co.
	RIES Bertha T	Los Angeles Directory Co.
1929	Schumacher John Botsford Hurtt & Schumacher r	Los Angeles Directory Co.
	r	Los Angeles Directory Co.
	Schumacher Frank G inv	Los Angeles Directory Co.
1924	SCHUMACHER John H r	Los Angeles Directory Co.
	h	Los Angeles Directory Co.
	SCHUMACHER John r	Los Angeles Directory Co.

FINDINGS

530 SHATTO PL

Year	Uses	Source
2000	XXXX	Haines & Company
1962	Tambert Carl V Rev Evangelical Lutheran Synod of Pacific So West	Pacific Telephone
	Romeis H Paul Rev Evangelical Lutheran Synod of Pacific So West	Pacific Telephone
	Lutheran Evangelical Synod of Pacific So West U L C A	Pacific Telephone
	Evangelical Lutheran Synod of Pacific So West	Pacific Telephone
	Lutheran Information Bureau	Pacific Telephone
	Heckt Mabel Mrs	Pacific Telephone
	Gillespie Hazel	Pacific Telephone
	Evangelical Lutheran Synod of Pacific So West	Pacific Telephone
1958	Tambert Carl V Rev Evangelical Lutheran Synod of Pacific So West	Pacific Telephone
	Romeis H Paul Rev Evangelical Lutheran Synod of Pacific So West	Pacific Telephone
	Lutheran Evangelical Synod of Pacific So West ULCA	Pacific Telephone
	Heckt Mabel Mrs	Pacific Telephone
	Evangelical Lutheran Synod of Pacific So West	Pacific Telephone
	Gillespie Hazel	Pacific Telephone
1951	Shatto Pl Beasom Jas P Rev Evangelical Lutheran Synod of Calif	Pacific Telephone & Telegraph Co.
	Shatto Pl Evangelical Lutheran Synod of Calif	Pacific Telephone & Telegraph Co.
	Shatto Pl Lutheran Evangelical Synod of Calif ULCA	Pacific Telephone & Telegraph Co.
	Shatto Pl Schwertz Albert B Dr r	Pacific Telephone & Telegraph Co.
1942	Mc Murtrey Otis M Ruth M Chiropractor	Los Angeles Directory Co.
1937	Looney Christina Mrs	Los Angeles Directory Co.
	Cryer Edw G	Los Angeles Directory Co.
	Cryer Geo E Isabelle Cryer & Jones	Los Angeles Directory Co.
	Cryer Kath	Los Angeles Directory Co.
1933	Cryer Geo E Isabel lawyer	Los Angeles Directory Co.
1929	CRYER GEORGE E Isabel G Mayor City of Los Angeles	Los Angeles Directory Co.
1924	Gaskin Della maid	Los Angeles Directory Co.
	h	Los Angeles Directory Co.

FINDINGS

531 SHATTO PL

Year	Uses	Source
1958	Manlove C Grant Dr	Pacific Telephone
	Badcon Sidney	Pacific Telephone
	Atwater Catherine Somers	Pacific Telephone
1951	Shatto Pl Baker Milo A r	Pacific Telephone & Telegraph Co.
1942	BAKER Milo A Jean	Los Angeles Directory Co.
1937	BAKER Milo A pres Baker Iron Works	Los Angeles Directory Co.
1933	BAKER Milo A pres Baker Iorn Wks	Los Angeles Directory Co.
1929	BAKER MILO A Jean Pres Baker Iron Works	Los Angeles Directory Co.
1924	BAKER MILO A V Pres and Gen Mgr Baker Iron Works h	Los Angeles Directory Co.
	Edstrom Alvin Reliable Auto Elec Co h	Los Angeles Directory Co.

534 SHATTO PL

Year	Uses	Source
1981	EXTEL INC	Pacific Telephone
	WALL STREET JOURNAL THE	Pacific Telephone

543 SHATTO PL

Year	Uses	Source
1958	Keller Will E Mrs	Pacific Telephone
1951	Shatto Pl Keller Will E r	Pacific Telephone & Telegraph Co.
1942	KELLER Wm E Helen M	Los Angeles Directory Co.
1937	BUSH L Eliz	Los Angeles Directory Co.
	KELLER Helen M wid W E	Los Angeles Directory Co.
	MOODY Nellie J	Los Angeles Directory Co.
1933	KELLER Will E Helen office	Los Angeles Directory Co.
1929	BUSH Laura E	Los Angeles Directory Co.
	KELLER WILL E Helen M Member Board of Water & Power Comnrs Gen Contr	Los Angeles Directory Co.
1924	KELLER Will E pres Globe Cotton Oil Mills r	Los Angeles Directory Co.
	KELLER Wm E h	Los Angeles Directory Co.
	MOODY Nellie darn	Los Angeles Directory Co.
	OKEEFE Rose dom	Los Angeles Directory Co.
	KELLER WILL E Pres Globe Grain & Milling Co h	Los Angeles Directory Co.
	BUSH Elizabeth E r	Los Angeles Directory Co.

FINDINGS

550 SHATTO PL

Year	Uses	Source
2000	XXXX	Haines & Company
1976	Moore Jas T Alsop & Moore attys	Pacific Telephone
	Chapkis Jim Alsop & Moore attys	Pacific Telephone
	Fitzer Joel Alsop & Moore attys	Pacific Telephone
	Alsop John D Alsop & Moore attys	Pacific Telephone

551 SHATTO PL

Year	Uses	Source
1981	NEVONEN H E GENL AGT WASHINGTON NAEL INS CO	Pacific Telephone

561 SHATTO PL

Year	Uses	Source
1924	HARRISON Wm L h	Los Angeles Directory Co.

570 SHATTO PL

Year	Uses	Source
1933	NEEL Anna z nurse	Los Angeles Directory Co.

573 SHATTO PL

Year	Uses	Source
1929	Bugnon Marguerite clk	Los Angeles Directory Co.

581 SHATTO PL

Year	Uses	Source
1990	STREMEL WILLIAM R ATTY	Pacific Bell
	DICKERSON INS SERVICE	Pacific Bell
1924	Stielow Gretta dem	Los Angeles Directory Co.

593 SHATTO PL

Year	Uses	Source
1929	Mc Cann Bessie P clk City Board of Educ	Los Angeles Directory Co.

Shatto Place

500 Shatto Place

Year	Uses	Source
2006	BUILDING	Haines Company, Inc.
	ABLETOURSS	Haines Company, Inc.
	COMPANY INC	Haines Company, Inc.

FINDINGS

Year	Uses	Source
2006	FAMILY CHAPEL	Haines Company, Inc.
	FIDELITY LENDING	Haines Company, Inc.
	GROUP	Haines Company, Inc.
	LA RECORDING	Haines Company, Inc.
	NOVA MEDICAL	Haines Company, Inc.
	MANAGEMENT	Haines Company, Inc.
	OHS DESIGN&	Haines Company, Inc.
	DEVELOPMENT	Haines Company, Inc.
	SUNG YOUNG CORP	Haines Company, Inc.
	CONSTRUCTION INC	Haines Company, Inc.
	CONSTRUCTION INC	Haines Company, Inc.
	UN P KIM	Haines Company, Inc.
	WADESATTORNEY	Haines Company, Inc.
	SERVICE	Haines Company, Inc.
	WADES ATTORNEY	Haines Company, Inc.
	SERVICE	Haines Company, Inc.
	WORLD MISSION	Haines Company, Inc.
	UNIVERSITY	Haines Company, Inc.
2000	BUILDING A B M SCRTY SRV INC	Haines & Company
	ABLE TOURS & COMPANY INC	Haines & Company
	AZTEC INTL AGCY	Haines & Company
	DUTRA & CO	Haines & Company
	EL NIDO FAMILY CENTERS	Haines & Company
	GALAXY LOAN CO INC	Haines & Company
	GREEN GERALDINE D ATTY	Haines & Company
	JAMISON PROPERTIES INC	Haines & Company
	LAIDLEY PIERPONT M ATTY	Haines & Company
	LAIDLEY & LAWSON ATTY	Haines & Company
	LAWSON BEATRICE ATTY	Haines & Company
	UNIVRSL ALARM SYSTEM	Haines & Company
	VERDUGO ACCOUNTING SERVICES	Haines & Company
	WADES ATTORNEY SERVICE	Haines & Company
	WADES LEGAL ASSITANCE	Haines & Company
	SHATTO PLACE LLC	Haines & Company
1995	American District Telegraph Company	Pacific Bell
	Central Station	Pacific Bell
	American District Telegraph Company	Pacific Bell
	Sales Dept	Pacific Bell

FINDINGS

Year	Uses	Source
1995	Customer Monitoring Center	Pacific Bell
	Sales Department	Pacific Bell
	Central Station	Pacific Bell
	Sales Dept	Pacific Bell
	American Divorce Center	Pacific Bell
	Universal Alarm Systems	Pacific Bell
	ADT SECURITY SYSTEMS	Pacific Bell
	ADT SECURITY SYSTEMS	Pacific Bell
1991	Central Station	Pacific Bell
	Sales Department	Pacific Bell
	Central Station	Pacific Bell
	Sales Dept	Pacific Bell
	American Divorce Center 5598089	Pacific Bell
	Klstner Wrlght&Wrightarchts	Pacific Bell
	United Title Company	Pacific Bell
	ADT SECURITY SYSTEMS	Pacific Bell
	ADT SECURITY SYSTEMS	Pacific Bell
	AMERICAN DISTRICT TELEGRAPH COMPANY	Pacific Bell
	AMERICAN DISTRICT TELEGRAPH COMPANY	Pacific Bell
	KLSTNERWRLGHT&WRIGHTARCHTS	Pacific Bell
1990	ADT SECURITY SYSTEMS	Pacific Bell
	ADT SECURITY SYSTEMS	Pacific Bell
	ADT SOUND SERVICES DIVISION OF AMERICAN DISTRICT TELEGRAPH CO	Pacific Bell
	ABLE TRAVEL & TOURS	Pacific Bell
	AMERICAN BENEFIT PLAN ADMINISTRATORS INC	Pacific Bell
	AMERICAN DISTRICT TELEGRAPH COMPANY	Pacific Bell
	BROUSSARD & ASSOCIATES	Pacific Bell
	DUTRA FRANK CO	Pacific Bell
	FEDERAL HOME LIFE INSURANCE CO	Pacific Bell
	KELTER GUMP & CO INC	Pacific Bell
	KISTNER WRIGHT & WRIGHT	Pacific Bell
	LABORERS CONSTRUCTION TRUST FUNDS	Pacific Bell
	LANDS LI	Pacific Bell
	SHEET METAL WORKERS TRUST FUNDS	Pacific Bell

FINDINGS

Year	Uses	Source
1990	SHUR CORP	Pacific Bell
	UNITED SAVINGS CORP	Pacific Bell
	UNITED TITLE COMPANY	Pacific Bell
	UNITED TITLE COMPANY	Pacific Bell
1986	ADT SECURITY SYSTEMS CENTRAL STATIONS VAN NUYS	Pacific Bell
	ADT SECURITY SYSTEMS REGIONAL OFFICE	Pacific Bell
	ADT SECURITY SYSTEMS	Pacific Bell
	ADT SOUND SERVICES DIVISION OF AMERICAN DISTRICT TELEGRAPH CO	Pacific Bell
	AMERICAN BENEFIT PLAN ADMINISTRATORS INC	Pacific Bell
	AMERICAN DISTRICT TELEGRAPH COMPANY	Pacific Bell
	AMERICAN DISTRICT TELEGRAPH COMPANY	Pacific Bell
	CARDINAL MANAGEMENT ASSOCIATES INC	Pacific Bell
	DEANS HOMER	Pacific Bell
	DUTRA FRANK CO	Pacific Bell
	FEDERAL HOME INSURANCE CO	Pacific Bell
	KELTER GUMP & CO INC	Pacific Bell
	KISTNER WRIGHT & WRIGHT	Pacific Bell
	LABORERS CONSTRUCTION TRUST FUNDS-	Pacific Bell
	NORTON KEN CO	Pacific Bell
	OSGOOD ROBT S INC LUMBR	Pacific Bell
	PENNEY PAT PUBLIC RELATIONS	Pacific Bell
	SHEET METAL WORKERS TRUST FUNDS	Pacific Bell
	UNITED TITLE COMPANY	Pacific Bell
	WEST COAST METAL IMPORTERS ASSOCIATION	Pacific Bell
1985	Kistner Wright & Wright archts	Pacific Bell
	United Title Company	Pacific Bell
	From Van Nuys Telephones Call	Pacific Bell
	United Tool & Abrasive Co	Pacific Bell
1981	ADT SECURITY SYSTEMS CENTRAL STATIONS VAN NUYS	Pacific Telephone
	ADT SECURITY SYSTEMS REGIONAL OFFICE	Pacific Telephone

FINDINGS

Year	Uses	Source
1981	ADT SOUND SERVICES DIVISION OF AMERICAN DISTRICT TELEGRAPH CO	Pacific Telephone
	ADAIR RICHARD L CPA	Pacific Telephone
	AMERICAN BENEFIT PLAN ADMINISTRATORS INC	Pacific Telephone
	AMERICAN DISTRICT TELEGRAPH COMPANY CENTRAL STATIONS	Pacific Telephone
	AMERICAN DISTRICT TELEGRAPH COMPANY	Pacific Telephone
	AMERICAN DISTRICT TELEGRAPH COMPANY	Pacific Telephone
	ARENA FRUIT CO	Pacific Telephone
	CHAN EMNANUEL	Pacific Telephone
	DEANS & HOMER INS	Pacific Telephone
	DUTRA FRANK CO	Pacific Telephone
	EQUITABLE AMERICAN LIFE INSURANCE COMPANY	Pacific Telephone
	EQUITALE LIFE INS CO OF LOWA	Pacific Telephone
	EQUITABLE OF LOWA	Pacific Telephone
	FORGIE JAS H OSGOOD ROBT S INC LUMBR	Pacific Telephone
	CORPORATION	Pacific Telephone
	INSURANCE SURETY CO	Pacific Telephone
	INSURANCE SURETY SERVICES INC	Pacific Telephone
	KISTNER WRIGHT & WRIGHT ARCHTS	Pacific Telephone
	OSGOOD JOHN R OSGOOD ROBT S INC LUMBR	Pacific Telephone
	PENNEY PAT PUBLIC RELATIONS	Pacific Telephone
	REILLY NEAL T GENL AGT	Pacific Telephone
	STEWART OXYGEN SERVICE INC	Pacific Telephone
	SURETY DISBURSEMENTS INC	Pacific Telephone
	SURETY INS SERVICES CO	Pacific Telephone
	UNITED TITLE COMPANY	Pacific Telephone
	WRIGHT HENRY L KISTNER WRIGHT & WRIGHT ARCHTS	Pacific Telephone
1980	UNITED TITLE COMPANY LOS ANGELES	Pacific Telephone
	EQUITABLE AMERICAN LIFE INSURANCE COMPANY	Pacific Telephone
	EQUITABLE LIFE INS CO OF IOWA	Pacific Telephone
	KISTNER WRIGHT & WRIGHT ARCHTS	Pacific Telephone
	ADT SECURITY SYSTEMS	Pacific Telephone

FINDINGS

Year	Uses	Source
1980	AMERICAN DISTRICT TELEGRAPH COMPANY CENTRAL STATIONS	Pacific Telephone
	EQUITABLE AMERICAN LIFE INSURANCE COMPANY LOS ANGELES	Pacific Telephone
	EQUITABLE LIFE INS CO OF IOWA LOS ANGELES	Pacific Telephone
1976	AGRICULTURE INSURANCE COMPAMY	Pacific Telephone
	Alsop & Moore attys	Pacific Telephone
	American Empire Ins Co	Pacific Telephone
	Arena Fruit Co	Pacific Telephone
	ASSOCIATED TABULATING SERVICES INC	Pacific Telephone
	ATLANTIC COMPANIES THE	Pacific Telephone
	ATLANTIC MUTUAL INS CO	Pacific Telephone
	Blanchard Donald H atty	Pacific Telephone
	CENTENNIAL INS CO	Pacific Telephone
	Chapkis James R atty	Pacific Telephone
	CLEARY R W CO Ins	Pacific Telephone
	Cpowdus Kenneth W Alsop & Mcore attys	Pacific Telephone
	Deans & Homer ins	Pacific Telephone
	Dutra Frank Co	Pacific Telephone
	Equitable Life Ins Co Of Iowa	Pacific Telephone
	Equitable Of Iowa	Pacific Telephone
	FREEMAN JOHN P ins	Pacific Telephone
	GREAT AMERICAN INSURANCE CO	Pacific Telephone
	Grogan Stephen J atty	Pacific Telephone
	GURASH JOHN N CO	Pacific Telephone
	Inreco Corporation	Pacific Telephone
	Insco Insurance Services Inc	Pacific Telephone
	Long Robert E atty	Pacific Telephone
	Morris Rosemary B Alsop & Moore attys	Pacific Telephone
	Olson Joe D Alsop & Moore attys	Pacific Telephone
	Stewart Oxygen Service Inc	Pacific Telephone
	Thriftco Insurance Company	Pacific Telephone
	VAN COURT ALBERT E JR ins	Pacific Telephone
	WEAVER JACK Cleary R W Co	Pacific Telephone
	Zimmerman Insurance Associates	Pacific Telephone
1975	Regional Office	Pacific Telephone
1971	Allen John W Equitable Life Ins Co Of Iowa	Pacific Telephone

FINDINGS

Year	Uses	Source
1971	American Eagle Life Insurance Company	Pacific Telephone
	AMERICAN NATL FIRE INS CO See Great American Insurance Companies	Pacific Telephone
	ASSOCIATED TABULATING SERVICES INC	Pacific Telephone
	Atlantic Companies The	Pacific Telephone
	Atlantic Mutual Ins Co	Pacific Telephone
	Centennial Ins Co	Pacific Telephone
	CLEARY R W CO ins	Pacific Telephone
	CRUM & FORSTER INSURANCE COMPANIES	Pacific Telephone
	Dutra Frank Co	Pacific Telephone
	Equitable Life Ins Co Of Iowa	Pacific Telephone
	Federated Department Stores Inc	Pacific Telephone
	FREEMAN JOHN P ins	Pacific Telephone
	Great American Life Ins Co Home Office	Pacific Telephone
	Regional Office	Pacific Telephone
	Great American Life Ins Co	Pacific Telephone
	Hoghe Russell L spcl rep Equitable Life Ins Co Of Iowa	Pacific Telephone
	International Insurance Company	Pacific Telephone
	Kendis Harold J atty	Pacific Telephone
	Mc Evily Vincent J	Pacific Telephone
	Group Sales	Pacific Telephone
	NEW ENGLAND MUTUAL LIFE INSURANCE COMPANY Group Offices	Pacific Telephone
	NEW ENGLAND MUTUAL LIFE INSURANCE COMPANY Group Offices	Pacific Telephone
	Group Pensions	Pacific Telephone
	NEW ENGLAND MUTUAL LIFE INSURANCE COMPANY Group Offices	Pacific Telephone
	Group Claims	Pacific Telephone
	North River Insurance Company	Pacific Telephone
	Reilly Neal T genl agt Equitable Life Ins Co Of Iowa	Pacific Telephone
	VAN COURT ALBERT E JR ins	Pacific Telephone
	Westchester Fire Insurance Company	Pacific Telephone
1970	GREAT AMERICAN INS COMPANIES	Pacific Telephone
	GUARDIAN LIFE INSURANCE CO OF AMEREICA	Pacific Telephone
	STEBBINS ROBT P ATTY	Pacific Telephone

FINDINGS

Year	Uses	Source
1970	CRUM & FORSTER INSURANCE COMPANIES	Pacific Telephone
	GREAT AMERICAN INS COMPANIES	Pacific Telephone
	GUARDIAN LIFE INSURANCE CO OF AMERICA	Pacific Telephone
	CRUM & FORSTER INSURANCE COMPANIES	Pacific Telephone
	GREAT AMERICAN INS COMPANIES	Pacific Telephone
	CRUM & FORSTER INSURANCE COMPANIES	Pacific Telephone
1967	Allen John W Equitable Life Ins Co of Iowa	Pacific Telephone
	American Eagle Life Ins Co	Pacific Telephone
	Atlantic Mutual Ins Co	Pacific Telephone
	Bullocks Realty Corporation	Pacific Telephone
	Centennial Ins Co	Pacific Telephone
	CLEARY R W CO ins	Pacific Telephone
	Crum & Forster Group of Ins Companies	Pacific Telephone
	Crum & Forster Group of Ins Companies	Pacific Telephone
	Crum & Forster Group of Ins Companies	Pacific Telephone
	Cummins Engine Co engns	Pacific Telephone
	Dutra Frank Co	Pacific Telephone
	Equitable Life Ins Co of Iowa	Pacific Telephone
	FREEMAN JOHN P Ins	Pacific Telephone
	GREAT AMERICAN INS COMPANIES	Pacific Telephone
	Great American Life Ins Co Great American Ins Companies	Pacific Telephone
	GUARDIAN LIFE INSURANCE CO OF AMERICA Group Sales Ofc	Pacific Telephone
	Hoghe Russell L spcl rep Equitable Life Ins Co of Iowa	Pacific Telephone
	International Ins Co	Pacific Telephone
	New England Mutual Life Ins Co	Pacific Telephone
	Genl Ofc	Pacific Telephone
	New England Mutual Life Ins Co	Pacific Telephone
	Clams Ofc	Pacific Telephone
	North River Ins Co	Pacific Telephone
	Reilly Neal T genl agt Equitable Life Insurance Co of Iowa	Pacific Telephone
	Title Records Inc	Pacific Telephone
	United States Fire Insurance Co	Pacific Telephone
	Van Court Albert E Jr ins	Pacific Telephone

FINDINGS

Year	Uses	Source
1967	Westchester Fire Ins Co	Pacific Telephone

505 Shatto Place

Year	Uses	Source
2006	APARTMENTS	Haines Company, Inc.
	CHO Sung Chul 213 3 B	Haines Company, Inc.
	HANSang JIn	Haines Company, Inc.
	KIL Hyeon	Haines Company, Inc.
	KIMDal Sun	Haines Company, Inc.
	KIM Hong Woo 213 380 3795n B	Haines Company, Inc.
	LEE Ho	Haines Company, Inc.
	PARK Soon	Haines Company, Inc.
	RYUKyungwan	Haines Company, Inc.
	SEANGAKSA	Haines Company, Inc.
2000	APARTMENTS HUR Kweon	Haines & Company
	KO Jung	Haines & Company
	KWAN Sang Hoon	Haines & Company
	PARK Soon	Haines & Company
	PARK Soon	Haines & Company
	PARK Soon	Haines & Company
	SEAN GAK SA	Haines & Company
	YU Jung Chin	Haines & Company
1990	BROWN EDWIN B HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION A	Pacific Bell
	BUSH BRADLEY M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	CASTRONOVO TOD M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATIO	Pacific Bell
	CRANDALL JAMES L HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATIO	Pacific Bell
	ERICKSON PAUL C HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	EVEN RANDOLPH M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	FUCHS JOHN P HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION AT	Pacific Bell

FINDINGS

Year	Uses	Source
1990	GATES PETER J HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION A	Pacific Bell
	GENSON EUGENE M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	HAWKINS MARC W HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION ATTYS	Pacific Bell
	HILL JOHN W HILL GENSON EVEN CRANDALL& WADE A PROFESSIONAL CORPORATION ATTY	Pacific Bell
	KOEP RICHARD M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	LOWE WILLIAM R HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	O DOHERTY F X SEAN HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORAT	Pacific Bell
	OLDFIELD JANET M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL	Pacific Bell
	SHAVER THOMAS W ATTY	Pacific Bell
	WADE EDMOND D HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION A	Pacific Bell
	ZULCH WILLIAM F HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
1986	BLYTHE RENNELS INVESTIGATORS	Pacific Bell
	BROWN EDWIN B HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION A	Pacific Bell
	CASTRONOVO TOD M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATIO	Pacific Bell
	CRANDALL JAMES L HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATIO	Pacific Bell
	ERICKSON PAUL C HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	EVEN RANDOLPH M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell

FINDINGS

Year	*Uses*	*Source*
1986	FUCHS JOHN P HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION AT	Pacific Bell
	GATES PETER J HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION A	Pacific Bell
	GENSON EUGENE M HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	HAWKINS MARC W HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION ATTYS	Pacific Bell
	HILL JOHN W HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION ATT	Pacific Bell
	KOEP RICHARD M HILL GENSON EVEN CRANDALF & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	LOWE WILLIAM R HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
	O DOHERTY F X SEAN HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORAT	Pacific Bell
	OLDFIELD JANET M HILL GENSON EVEN CRANDAL & WADE A PROFESSIONAL	Pacific Bell
	SHAVER THOMAS W ATTY	Pacific Bell
	WADE EDMOND D HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION A	Pacific Bell
	ZULCH WILLIAM F HILL GENSON EVEN CRANDALL & WADE A PROFESSIONAL CORPORATION	Pacific Bell
1981	CALIFORNIA ASSN OF REALTORS	Pacific Telephone
	CALIFORNIA REAL ESTATE ASSN	Pacific Telephone
1976	AMFAC MORTGAGE CORP	Pacific Telephone
	CALIFORNIA ASSN OF REALTORS	Pacific Telephone
	Institute Of Real Estate Management	Pacific Telephone
	Metropolitan Mortgage Corp See Amfac Mortgage Corp	Pacific Telephone
	Ralston Allen W attys	Pacific Telephone
	Ralston Smith & Sullivan attys	Pacific Telephone
	Smith Austin Taggart attys	Pacific Telephone
	Smith Paul F atty	Pacific Telephone

FINDINGS

Year	Uses	Source
1976	Sullivan Peter J atty	Pacific Telephone
1975	AMFAC MORTGAGE CORP	Pacific Telephone
	AMFAC THRIFT & LOAN	Pacific Telephone
	AMFAC MORTGAGE CORP	Pacific Telephone
1971	Agricultural Ins Co	Pacific Telephone
	Alshuler Robt E Metropolitan Mortgage Corp	Pacific Telephone
	American Empire Ins Co	Pacific Telephone
	Bernard R L	Pacific Telephone
	METROPOLITAN ASSOCIATES INC	Pacific Telephone
	METROPOLITAN ASSURANCE AGCY INC	Pacific Telephone
	Metropolitan Assurance Agcy Inc	Pacific Telephone
	METROPOLITAN MORTGAGE CORP	Pacific Telephone
	Ralston Allen W attys	Pacific Telephone
	Ralston & Smith attys	Pacific Telephone
	Ringer Lee rl est	Pacific Telephone
	Smith Austin Taggart attys	Pacific Telephone
	Thobe Jas A ins brkr	Pacific Telephone
1970	METROPOLITAN MORTGAGE CORP	Pacific Telephone
	METROPOLITAN MORTGAGE CORP	Pacific Telephone
	METROPOLITAN MORTGAGE CORP	Pacific Telephone
	METROPOLITAN MORTGAG CORP	Pacific Telephone
1967	AGRICULTURAL INS CO	Pacific Telephone
	Alshuler Robt E Metropolitan Mortgage Corp	Pacific Telephone
	AMERICAN EMPIRE INS CO	Pacific Telephone
	Bernard R L	Pacific Telephone
	Metropolitan Associates Inc	Pacific Telephone
	Metropolitan Assurance Agcy Inc	Pacific Telephone
	Metropolitan Assurance Agcy Inc	Pacific Telephone
	METROPOLITAN MORTGAGE CORP	Pacific Telephone
	Parex Inc advg	Pacific Telephone
	Ringer Lee rl est	Pacific Telephone
	WEST COAST UNIVERSITY	Pacific Telephone
	Graduate Center	Pacific Telephone
1964	METROPOLITAN MORTGAGE CORP	Pacific Telephone

515 Shatto Place

Year	*Uses*	*Source*
2006	LABORERS INTLUN	Haines Company, Inc.
	OF NORTH AMER	Haines Company, Inc.
	New BRIDGE	Haines Company, Inc.
	UNIVERSITY	Haines Company, Inc.
2000	LABORERS INTL	Haines & Company
	NEW BRIDGE UNIVERSITY	Haines & Company
1990	AFL-CIO LABOR IMMIGRANT ASSISTANCE PROJECT	Pacific Bell
	BASS ALLAN G LAW OFFICES	Pacific Bell
	CALIF IMMIGRATION WORKERS ASSN	Pacific Bell
	IMMIGRATION ASSISTANCE PROJECT	Pacific Bell
	LABOR IMMIGRANT ASSISTANCE PROJECT	Pacific Bell
	LABORERS INTERNATIONAL UNION OF NORTH AMERICA LOCAL 300 AFL-CIO	Pacific Bell
	LABORS LOCAL 300	Pacific Bell
	LIFELINE EMERGENCY SYSTEMS	Pacific Bell
	L A COUNTY FEDERATION OF LABOR AFL-CIO LABOR IMMIGRANT ASSISTANCE PROJECT	Pacific Bell
	SO CALIF LABORERS WORK PRESERVATION PROGRAM	Pacific Bell
1986	ASSOCIATION INSURANCE & PENSION SERVICES INC	Pacific Bell
	LABORERS INTERNATIONAL UNION OF NORTH AMERICA LOCAL 300 AFL-CIO	Pacific Bell
	LABORS LOCAL 300	Pacific Bell
	LIFELINE EMERGENCY SYSTEMS	Pacific Bell
	NEVONEN H E GENL AGT WASHINGTON NATL INS CO	Pacific Bell
	NEVONEN LARRY E	Pacific Bell
	NEVONEN LARRY E	Pacific Bell
	WASHINGTON NATIONAL INSURANCE CO	Pacific Bell
1981	ASSOCIATION INSURANCE & PENSION SERVICE INC	Pacific Telephone
	WASHINGTON NATL INS CO	Pacific Telephone
1976	ASSOCIATION ADMINISTRATORS OF CALIFORNIA INC	Pacific Telephone
	BURTON ROSS INC	Pacific Telephone
	Matlin Ralph V ins	Pacific Telephone

FINDINGS

Year	Uses	Source
1976	NEVONEN H E genl agt Washington ington ington Natl Ins Co	Pacific Telephone
	Stahl Bette ins	Pacific Telephone
	Nevonen H E Genl Agent	Pacific Telephone
	WASHINGTON NATL INS CO	Pacific Telephone
1971	ASSOCIATION ADMINISTRATORS OF CALIFORNIA INC	Pacific Telephone
	Bull Robt F General American Life Ins Co	Pacific Telephone
	BURTON ROSS INC	Pacific Telephone
	Eardley Jared L General American Life Insurance Company	Pacific Telephone
	Group Claims	Pacific Telephone
	Group Sales Div	Pacific Telephone
	Independent Pension Planners	Pacific Telephone
	Matlin Ralph V ins	Pacific Telephone
	Mattingley Richard C General American Life Insurance Company	Pacific Telephone
	NEVONEN H E genl agt Washigton Natl Ins Co	Pacific Telephone
	Stahl Bette ins	Pacific Telephone
	Nevonen H E Genl Agent	Pacific Telephone
	WASHINGTON NATL INS CO	Pacific Telephone
1967	Bull Robt F Genl American Life Ins Co	Pacific Telephone
	California TEACHER SERV BUREAU	Pacific Telephone
	Eardley Jared L General American Life Ins Co	Pacific Telephone
	Group Claims	Pacific Telephone
	Group Sales Div	Pacific Telephone
	Matlin Ralph V Ins	Pacific Telephone
	Mattingley Richard C Genl American Life Ins Co	Pacific Telephone
	NEVONEN H E genl agt Washington Natl Ins Co	Pacific Telephone
	Nevonen H E Genl Agt	Pacific Telephone
	Washington Natl Ins Co	Pacific Telephone
1962	Matlin Ralph V ins	Pacific Telephone
	Washington Nath Ins Co	Pacific Telephone
	Nevonen H E Genl Ags	Pacific Telephone
1958	Iverson Vernon L	Pacific Telephone
1942	CLARK Isabel L tel opr	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1942	KAISER Chas A Mae asst sec & Personnel mmgr Assoc Piping & Engineering Co	Los Angeles Directory Co.
	Mason Abbott clk	Los Angeles Directory Co.
	Mc BRIDE Marguerite Mrs bkpr Cal Chain Store Assn	Los Angeles Directory Co.
	Tuttie Darwin J Martha clk B of A	Los Angeles Directory Co.
1937	Byren Robt clk	Los Angeles Directory Co.
	BYRNE Robt M advmn Union Oil Co	Los Angeles Directory Co.
	DAVIDSON Wm C acct J A Simmers	Los Angeles Directory Co.
	Hollis John H bkpr Bank of Am	Los Angeles Directory Co.
	Mill Dorothy	Los Angeles Directory Co.
	Mill John S clk	Los Angeles Directory Co.
	Moss Cath C wid T B	Los Angeles Directory Co.
	Perryman Herbt A traffic supt LA Ry Corp	Los Angeles Directory Co.
	SCHMIDT Wilfred custodian Bd of Educ	Los Angeles Directory Co.
	Venables Josephine smstrs	Los Angeles Directory Co.
1933	Barney Helen sten	Los Angeles Directory Co.
	Fitzgibbon Angela M sten	Los Angeles Directory Co.
	Heeg Clara M bkpr Arth Yanow	Los Angeles Directory Co.
	Ransler Leonard clk	Los Angeles Directory Co.
	WAGNER Helen A dental asst P A Dewhirst	Los Angeles Directory Co.
1929	Monteith Lettie M sten	Los Angeles Directory Co.
	NELSON Cholmondeley M clk	Los Angeles Directory Co.
1924	CLARK Florence W r	Los Angeles Directory Co.
	Gross Morison Erenest musician r	Los Angeles Directory Co.
	Jaureguy Marie dom	Los Angeles Directory Co.
	Larkins Julia nurse r	Los Angeles Directory Co.
	RICHARDSON Saml r	Los Angeles Directory Co.
	WOOD C Modina pres Central Properties Co h	Los Angeles Directory Co.
	WOODS Mona r	Los Angeles Directory Co.
	WOODS Pery r	Los Angeles Directory Co.

W 5TH ST

3160 W 5TH ST

Year	Uses	Source
2006	APARTMENTS	Haines Company, Inc.
	AN Jennifer	Haines Company, Inc.

Year	Uses	Source
2006	CHANG Hye Soo	Haines Company, Inc.
	CHAROENPUTANAC	Haines Company, Inc.
	CHEN Chrisina	Haines Company, Inc.
	CHU Michelle	Haines Company, Inc.
	JOOKil	Haines Company, Inc.
	JU Frank	Haines Company, Inc.
	KIMKi Wan	Haines Company, Inc.
	KIMRyeo	Haines Company, Inc.
	KIM Tae Young	Haines Company, Inc.
	KIM Yongnam	Haines Company, Inc.
	KIM Yooli	Haines Company, Inc.
	KOChan Ho	Haines Company, Inc.
	KONG R	Haines Company, Inc.
	LEEDug Gum	Haines Company, Inc.
	LEE Hong Kyun	Haines Company, Inc.
	LEEJee	Haines Company, Inc.
	LEEJong Kun	Haines Company, Inc.
	LEESeung Chun	Haines Company, Inc.
	LIMSang	Haines Company, Inc.
	OH Jong G	Haines Company, Inc.
	PARKMyung Ha	Haines Company, Inc.
	RAAndrea	Haines Company, Inc.
	SOH James	Haines Company, Inc.
2000	OUH Young J	Haines & Company

3177 W 5TH ST

Year	Uses	Source
1976	Mc Donough Catherine	Pacific Telephone

Westmoreland Avenue

519 Westmoreland Avenue

Year	Uses	Source
2006	APARTMENTS	Haines Company, Inc.
	BARRIOS Jaime	Haines Company, Inc.
	HERNANDEZBeatriz	Haines Company, Inc.
	LUONG Floralma	Haines Company, Inc.
	ORTIZ Dora	Haines Company, Inc.
	SERMENO Margarita	Haines Company, Inc.

FINDINGS

Year	Uses	Source
2006	TUNKL Jerome	Haines Company, Inc.
2000	MABINI Rowena	Haines & Company
	SERMENO Margaita	Haines & Company
	YACOBUCCI L	Haines & Company
1990	COREAS JOSE N	Pacific Bell
	SEARLS PETER	Pacific Bell
	VALLEJO ALFONSO	Pacific Bell
1986	BILLALTA IMELDA	Pacific Bell
	ELISEO REX	Pacific Bell
	HONG ROSEN L	Pacific Bell
	LEE WOO HAE	Pacific Bell
	SEARLS PETER	Pacific Bell
1981	CHURCH OF SCIENTOLOGY	Pacific Telephone
	NARCONON DRUG REHABILITATION ORGANIZATION	Pacific Telephone
1976	Narconon Drug Rehabilitation Organization	Pacific Telephone
1971	DUFFY KING WILSHIRE REST HOME	Pacific Telephone
	King Thelma Duffy	Pacific Telephone
1967	DUFFY KING WILSHIRE REST HOME	Pacific Telephone
	King Thelma Duffy	Pacific Telephone
1962	King Thelma Duffy	Pacific Telephone
1958	Duffy Thelma L	Pacific Telephone
	Duffys Wilshire Rest Home	Pacific Telephone
1951	S Westmrlnd Eckert Chas O r	Pacific Telephone & Telegraph Co.
1942	GARCIA Frank Gertrude tchr	Los Angeles Directory Co.
1937	Benten Carol R Mrs sten Voke Slaudt & Co	Los Angeles Directory Co.
	Perren Jack pntr	Los Angeles Directory Co.
	Pinion Cass pntr	Los Angeles Directory Co.
1933	MORGAN Margt	Los Angeles Directory Co.
	Pedlow Mary L Mrs	Los Angeles Directory Co.
1929	JORDAN Jay prsmn	Los Angeles Directory Co.
	Kucheman Norman A clk	Los Angeles Directory Co.
	MORGAN Margt	Los Angeles Directory Co.
	Orloff Geo slsmn	Los Angeles Directory Co.
	Pedlow Lola L interne L A Genl Hosp P	Los Angeles Directory Co.
	Pedlow Mary L wid Edw	Los Angeles Directory Co.
1924	Halsted Roy B eng City Eng r	Los Angeles Directory Co.
	Jenkinsson Frank agt r	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1924	MORGAN Geo D eng City Eng r	Los Angeles Directory Co.
	MORGAN Margt Mrs h	Los Angeles Directory Co.
	Pedlow Lola L r	Los Angeles Directory Co.
	Pedlow Mary L Mrs r	Los Angeles Directory Co.
	Shaw Chas H r	Los Angeles Directory Co.
	Sheldon Albt ins agt r	Los Angeles Directory Co.
	WALLER Elmer agt r	Los Angeles Directory Co.

FINDINGS

ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

Address Researched	Address Not Identified in Research Source
3160 W 5TH ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
3177 W 5TH ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
486 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
487 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
488 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
500 SHATTO PL	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1992, 1972, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
500 Shatto Pl	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
500 Shatto Pl	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
500 Shatto Place	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1992, 1972, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
501 Shatto Pl	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
501 Shatto Pl	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
501 SHATTO PL	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
502 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
505 SHATTO PL	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1972, 1969, 1966, 1965, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
505 Shatto Pl	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
505 Shatto Pl	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
505 Shatto Place	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1972, 1969, 1966, 1965, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
507 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
508 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
510 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
515 Shatto Pl	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
515 Shatto Pl	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
515 SHATTO PL	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
515 Shatto Place	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
519 Westmoreland Avenue	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
521 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
522 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
523 Shatto Place	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
530 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
531 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
534 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
543 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
550 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
551 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
561 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
568 Shatto Place	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
570 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
573 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
581 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
593 SHATTO PL	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

Address Researched	Address Not Identified in Research Source
514 Shatto Place	2004, 2003, 2001, 1999, 1996, 1992, 1985, 1980, 1975, 1972, 1969, 1966, 1965, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920

411477 - Los Angeles, CA

514 Shatto Place

Los Angeles, CA 90020

Inquiry Number: 5781334.3

September 11, 2019

Certified Sanborn® Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
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Certified Sanborn® Map Report

09/11/19

Site Name:

411477 - Los Angeles, CA
514 Shatto Place
Los Angeles, CA 90020
EDR Inquiry # 5781334.3

Client Name:

AEI Consultants
2500 Camino Diablo
Walnut Creek, CA 94597
Contact: Edna Picciolini

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Project 411477 - Los Angeles, CA

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1968
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1955
1954
1950
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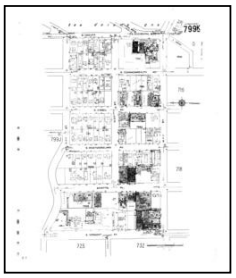
Sanborn Sheet Key

This Certified Sanborn Map Report is based upon the following Sanborn Fire Insurance map sheets.

1970 Source Sheets

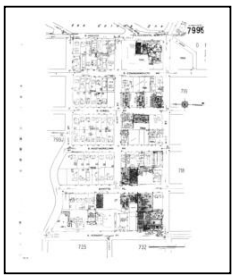
Volume 7, Sheet 718
1970



Volume 7, Sheet 799k
1970

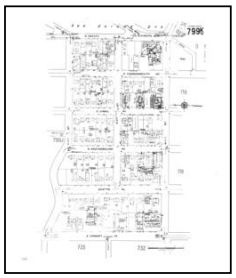
1968 Source Sheets

Volume 7, Sheet 718
1968

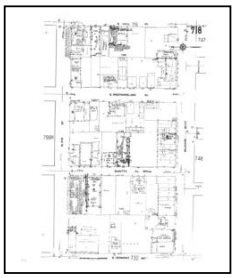


Volume 7, Sheet 799k
1968

1961 Source Sheets



Volume 7, Sheet 799k
1961



Volume 7, Sheet 718
1961

1955 Source Sheets

Volume 7, Sheet 718
1955

Volume 7, Sheet 799k
1955

Sanborn Sheet Key

This Certified Sanborn Map Report is based upon the following Sanborn Fire Insurance map sheets.

1954 Source Sheets

Volume 7, Sheet 718
1954

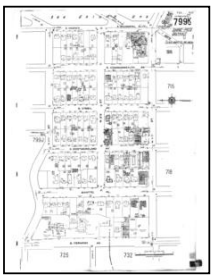
Volume 7, Sheet 799k
1954

Volume 7, Sheet 718
1954

Volume 7, Sheet 799k
1954

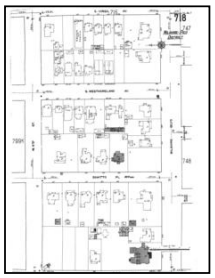
1950 Source Sheets

Volume 7, Sheet 718
1950



Volume 7, Sheet 799k
1950

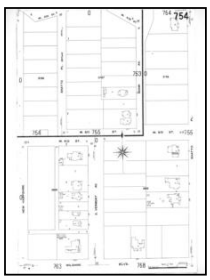
1921 Source Sheets



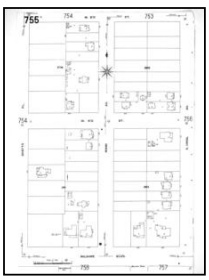
Volume 7, Sheet 718
1921

Volume 7, Sheet 799k
1921

1907 Source Sheets



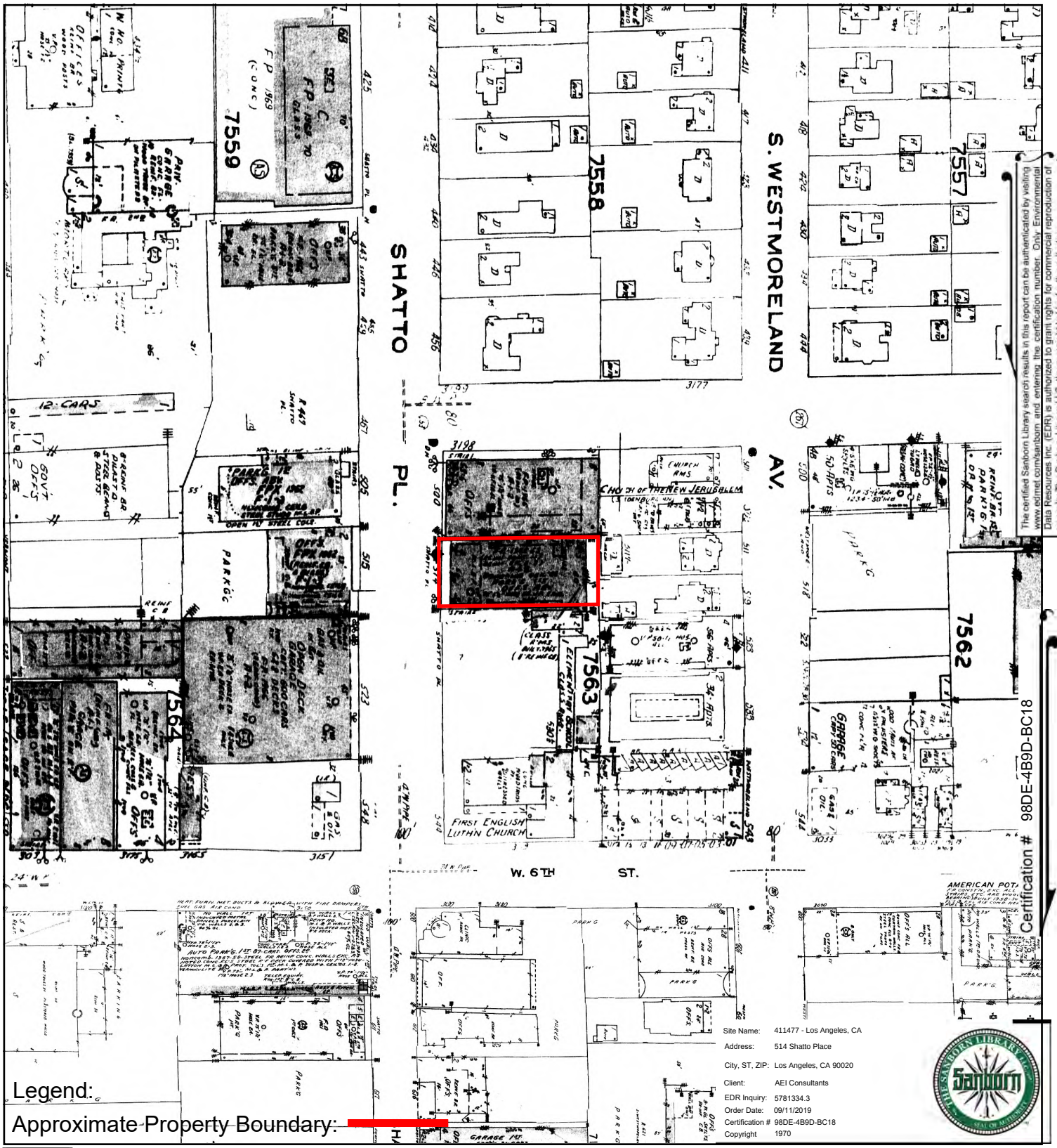
Volume 7, Sheet 754
1907



Volume 7, Sheet 756
1907

Certified Sanborn® Map

1970



Site Name: 411477 - Los Angeles, CA
Address: 514 Shatto Place
City, ST, ZIP: Los Angeles, CA 90020
Client: AEI Consultants
EDR Inquiry: 5781334.3
Order Date: 09/11/2019
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Volume 7, Sheet 799k
Volume 7, Sheet 718

0 Feet 150 300 600

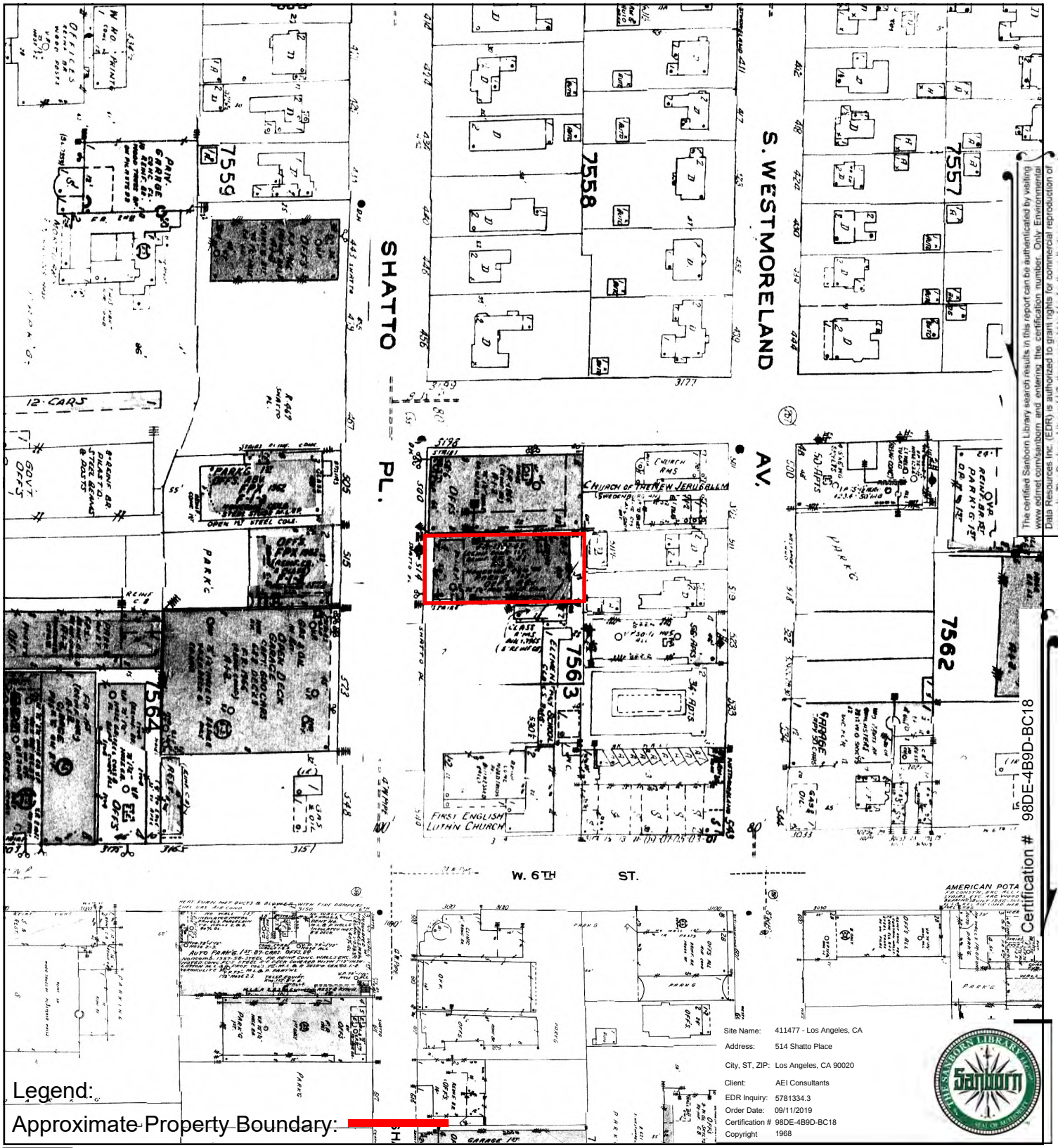
N

SANBORN MAP - 1970

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants



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Certification # 98DE-4B9D-BC18

Volume 7, Sheet 799k
Volume 7, Sheet 718

0 Feet 150 300 600

SANBORN MAP - 1968

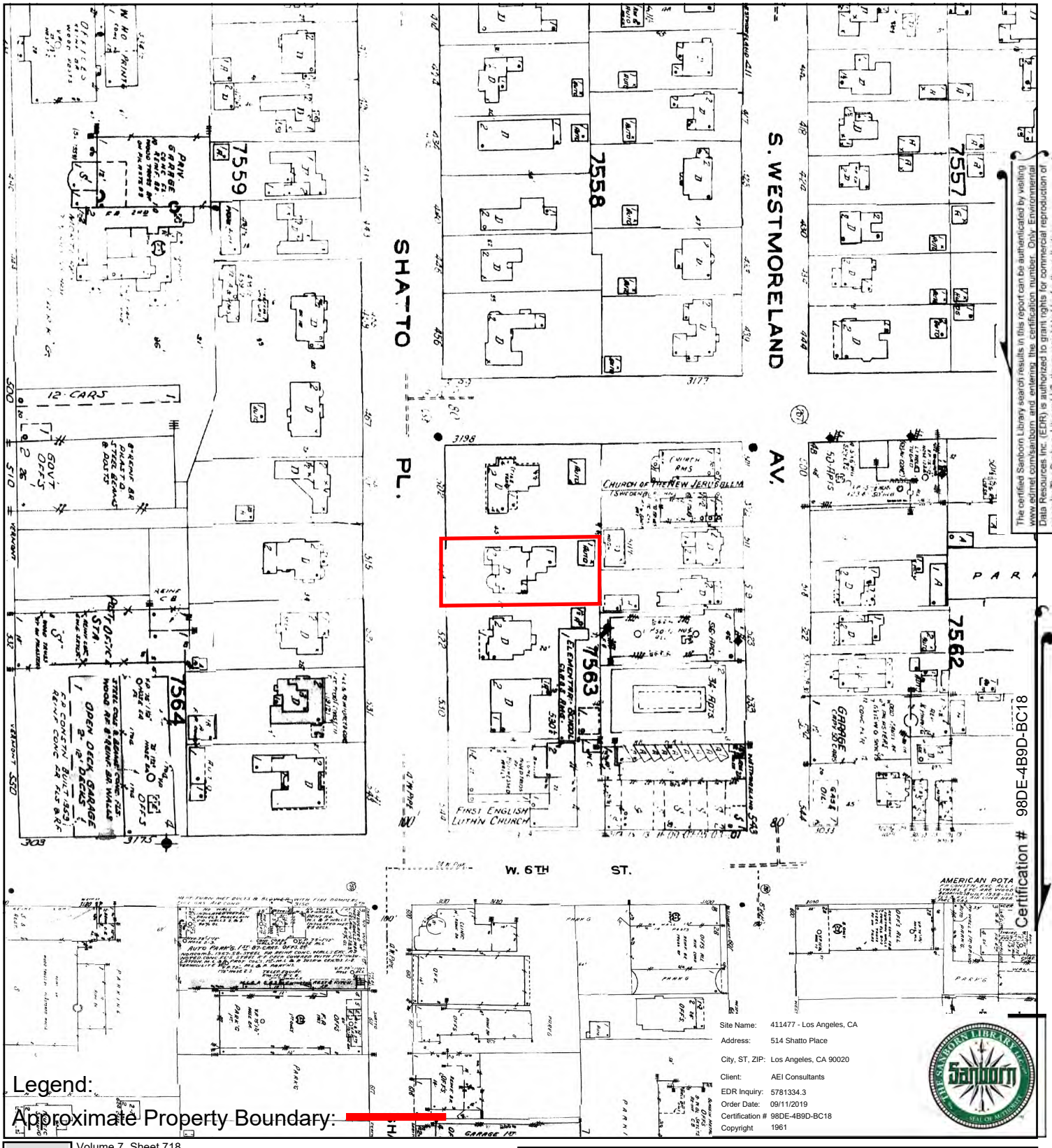
514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants

Certified Sanborn® Map

1961



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Certification # 98DE-4B9D-BC18

Legend:

Approximate Property Boundary:

Volume 7, Sheet 718
Volume 7, Sheet 799k

0 Feet 150 300 600

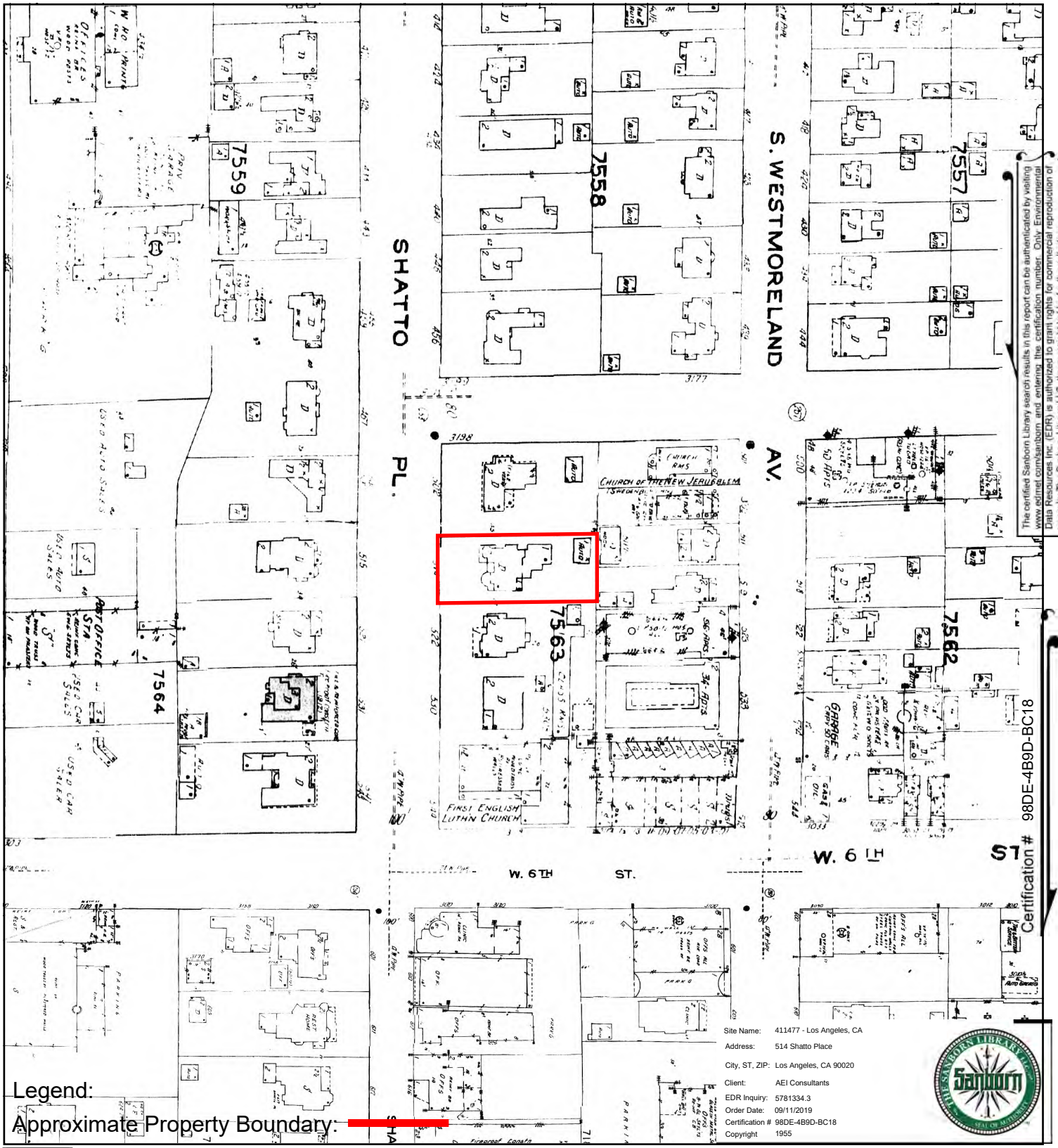
N

SANBORN MAP - 1961

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants



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Certification # 98DE-4B9D-BC18

Site Name: 411477 - Los Angeles, CA
Address: 514 Shatto Place
City, ST, ZIP: Los Angeles, CA 90020
Client: AEI Consultants
EDR Inquiry: 5781334.3
Order Date: 09/11/2019
Certification # 98DE-4B9D-BC18
Copyright 1955

Volume 7, Sheet 799k
Volume 7, Sheet 718

0 Feet 150 300 600

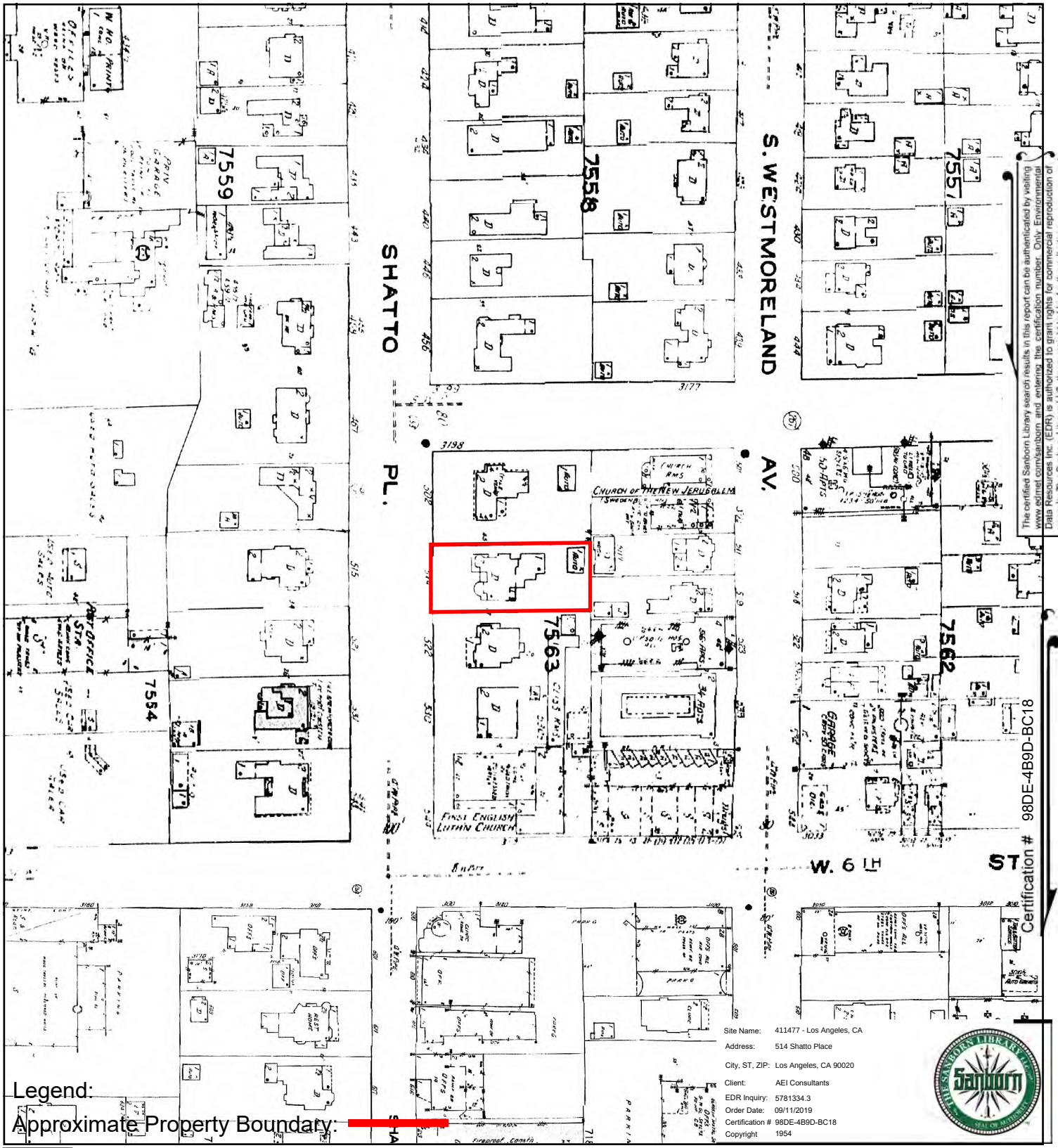
N

SANBORN MAP - 1955

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants



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Client: AEI Consultants
EDR Inquiry: 5781334.3
Order Date: 09/11/2019
Certification # 98DE-4B9D-BC18
Copyright 1954

Legend:

Approximate Property Boundary:

799k
718

Volume 7, Sheet 799k
Volume 7, Sheet 718
Volume 7, Sheet 799k
Volume 7, Sheet 718

0 Feet 150 300 600

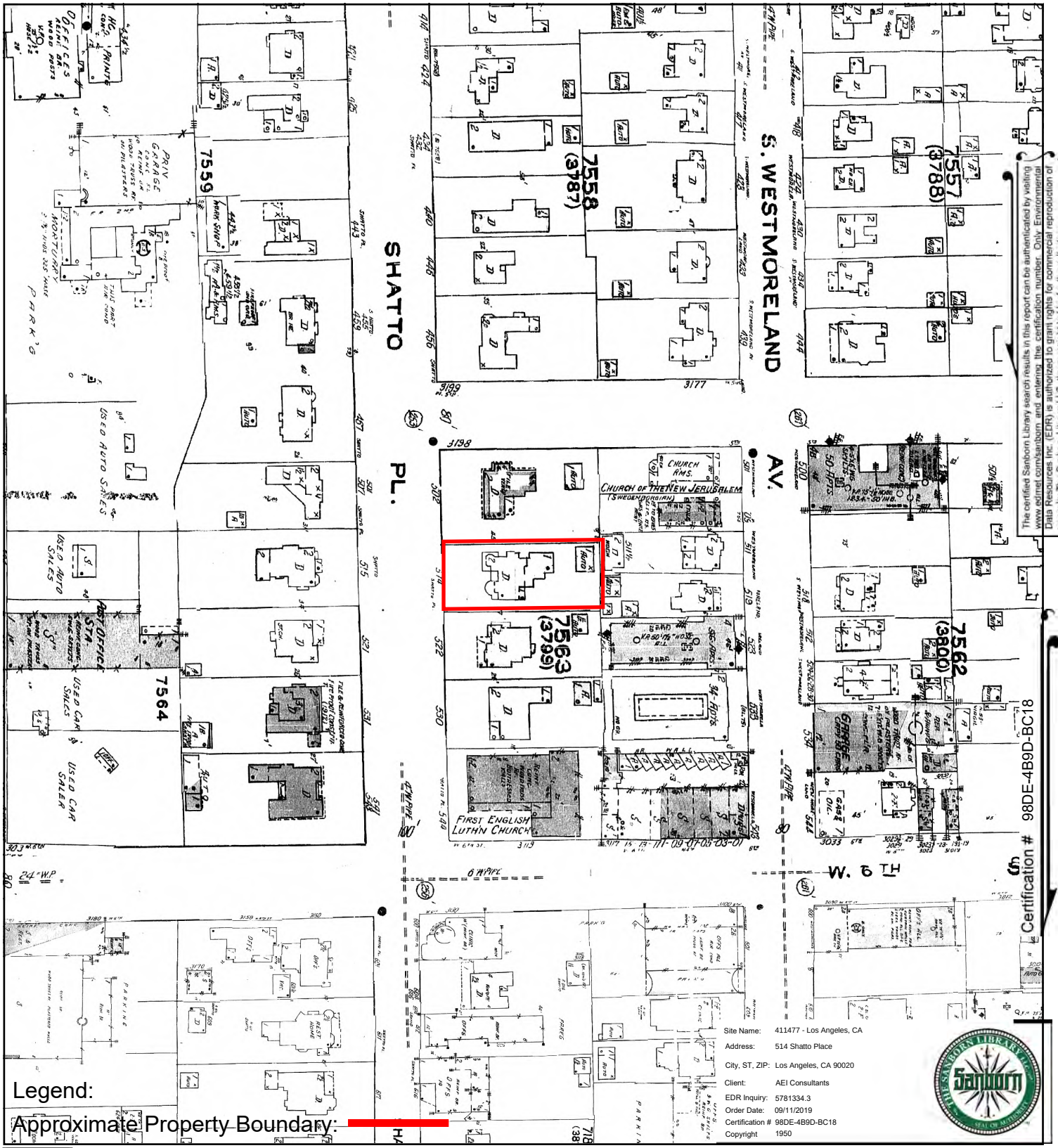
N

SANBORN MAP - 1954

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants



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Certification # 98DE-4B9D-BC18

Legend:

Approximate Property Boundary:

Volume 7, Sheet 799k
Volume 7, Sheet 718

0 Feet 150 300 600

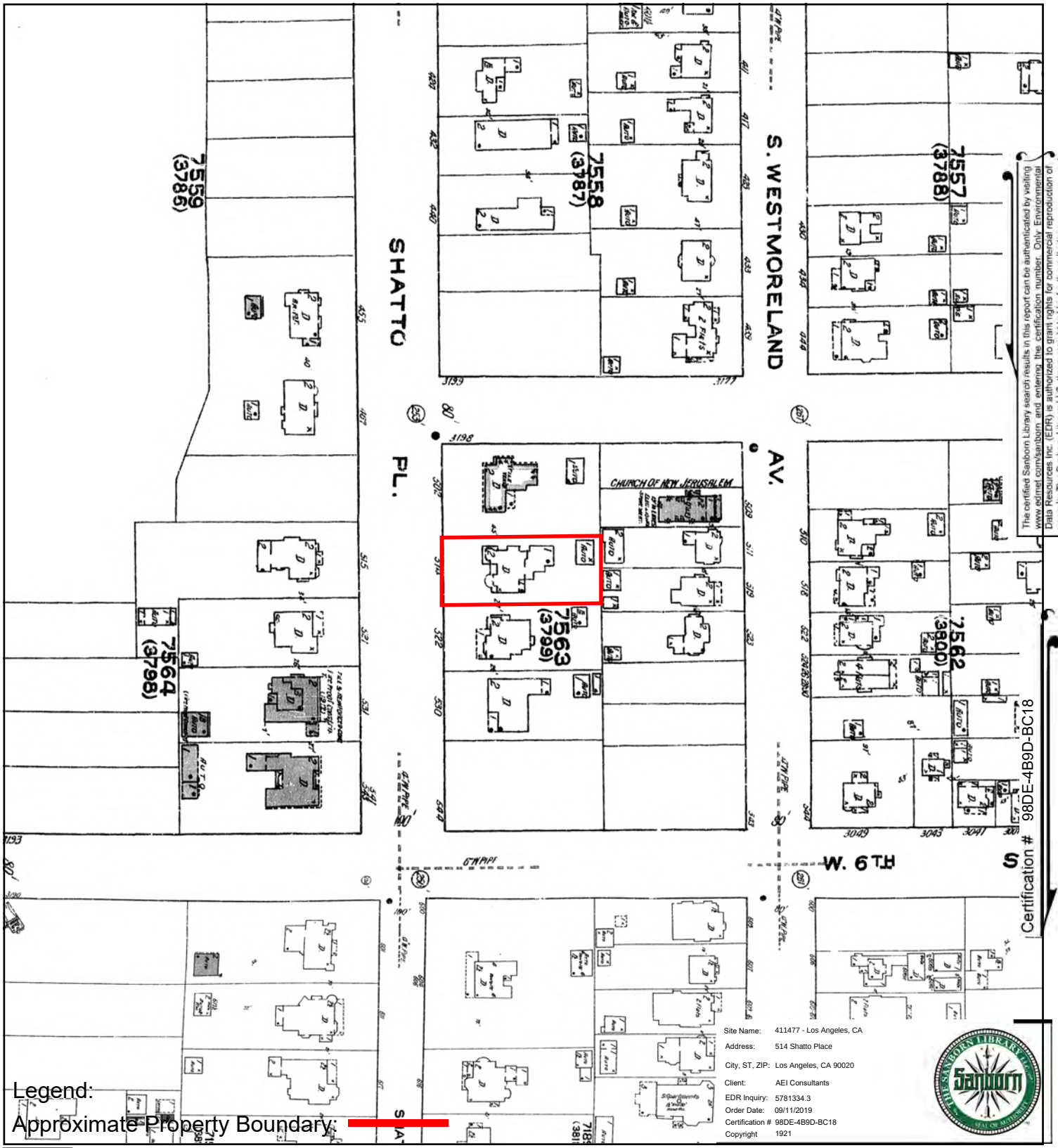
N

SANBORN MAP - 1950

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants



Legend:

Approximate Property Boundary:

799k
718

Volume 7, Sheet 799k
Volume 7, Sheet 718

0 Feet 150 300 600

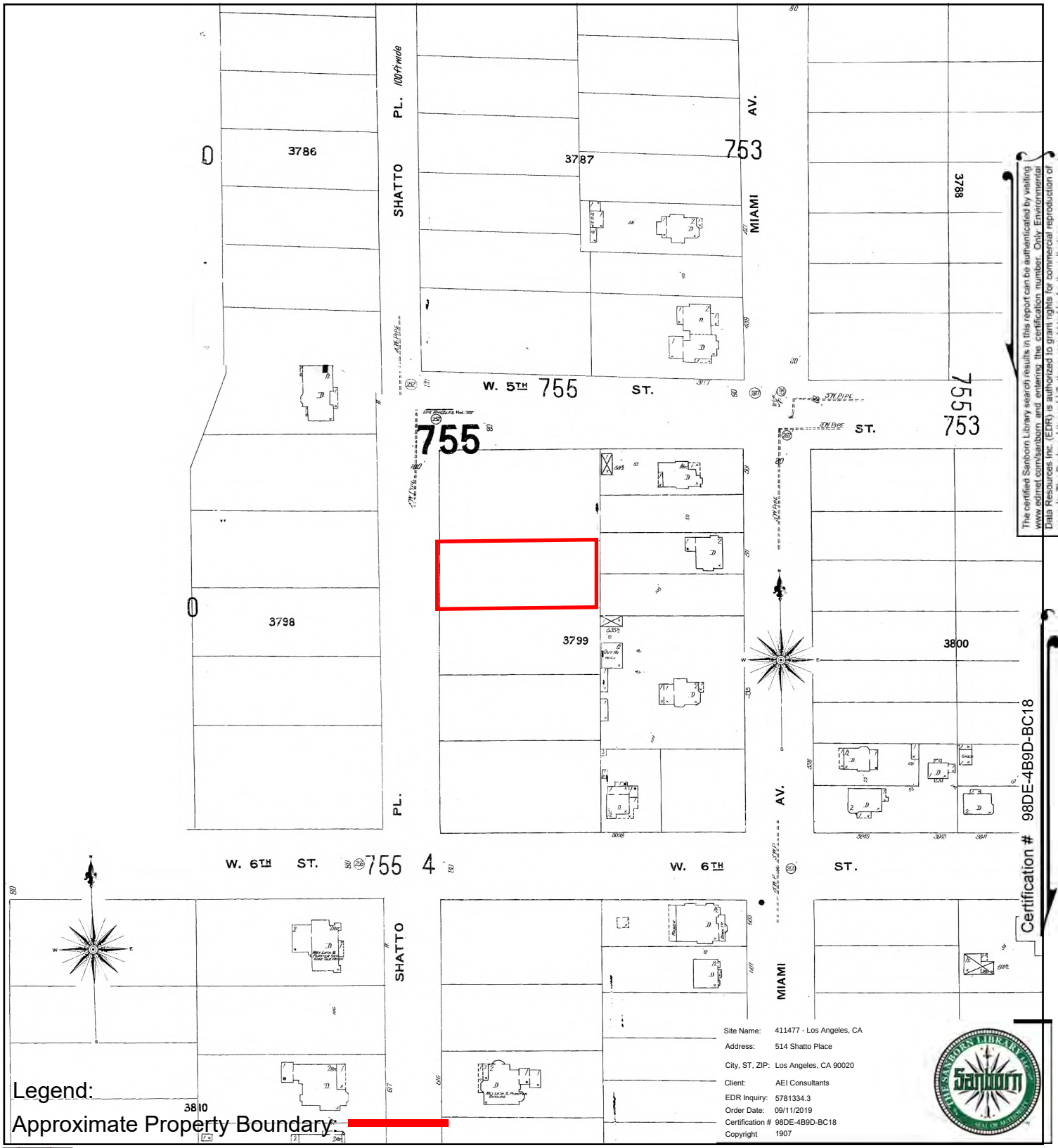
N

SANBORN MAP - 1921

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants



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Volume 7, Sheet 756
Volume 7, Sheet 754

N

SANBORN MAP - 1907

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants

411477 - Los Angeles, CA

514 Shatto Place

Los Angeles, CA 90020

Inquiry Number: 5781334.5

September 09, 2019

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

09/09/19

Site Name:

411477 - Los Angeles, CA
514 Shatto Place
Los Angeles, CA 90020
EDR Inquiry # 5781334.5

Client Name:

AEI Consultants
2500 Camino Diablo
Walnut Creek, CA 94597
Contact: Edna Picciolini

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

Year	Scale	Details	Source
2016	1"=500'	Flight Year: 2016	USDA/NAIP
2012	1"=500'	Flight Year: 2012	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2005	1"=500'	Flight Year: 2005	USDA/NAIP
2002	1"=500'	Flight Date: June 10, 2002	USDA
1994	1"=500'	Acquisition Date: May 31, 1994	USGS/DOQQ
1989	1"=500'	Flight Date: August 22, 1989	USDA
1981	1"=500'	Flight Date: February 17, 1981	EDR Proprietary Brewster Pacific
1977	1"=500'	Flight Date: April 25, 1977	EDR Proprietary Brewster Pacific
1972	1"=500'	Flight Date: November 21, 1972	EDR Proprietary Brewster Pacific
1964	1"=500'	Flight Date: July 28, 1964	USGS
1954	1"=500'	Flight Date: October 27, 1954	USDA
1952	1"=500'	Flight Date: August 01, 1952	USGS
1948	1"=500'	Flight Date: July 10, 1948	USGS
1938	1"=500'	Flight Date: May 22, 1938	USDA
1928	1"=500'	Flight Date: January 01, 1928	FAIR
1923	1"=500'	Flight Date: January 01, 1923	FAIR

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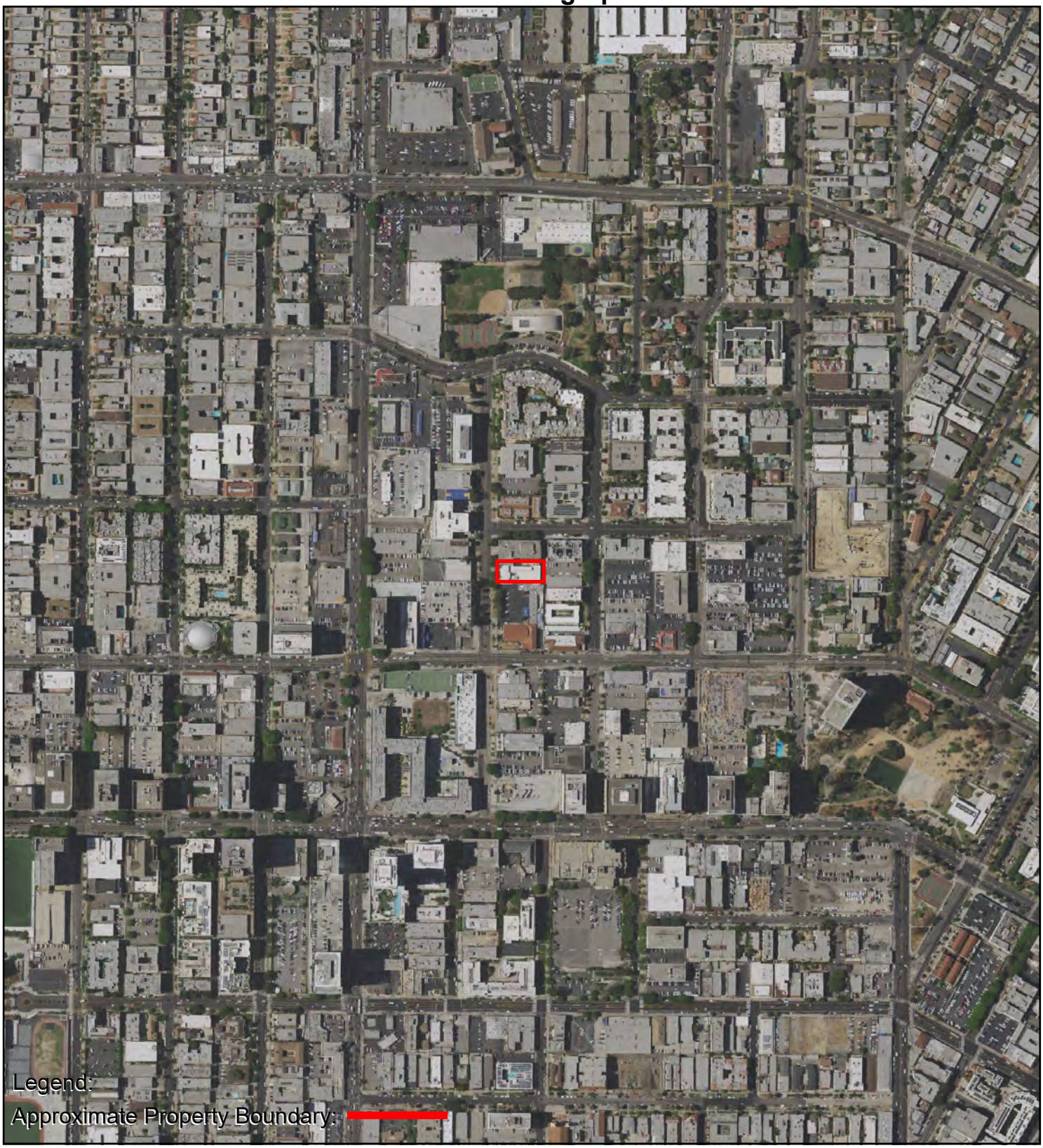

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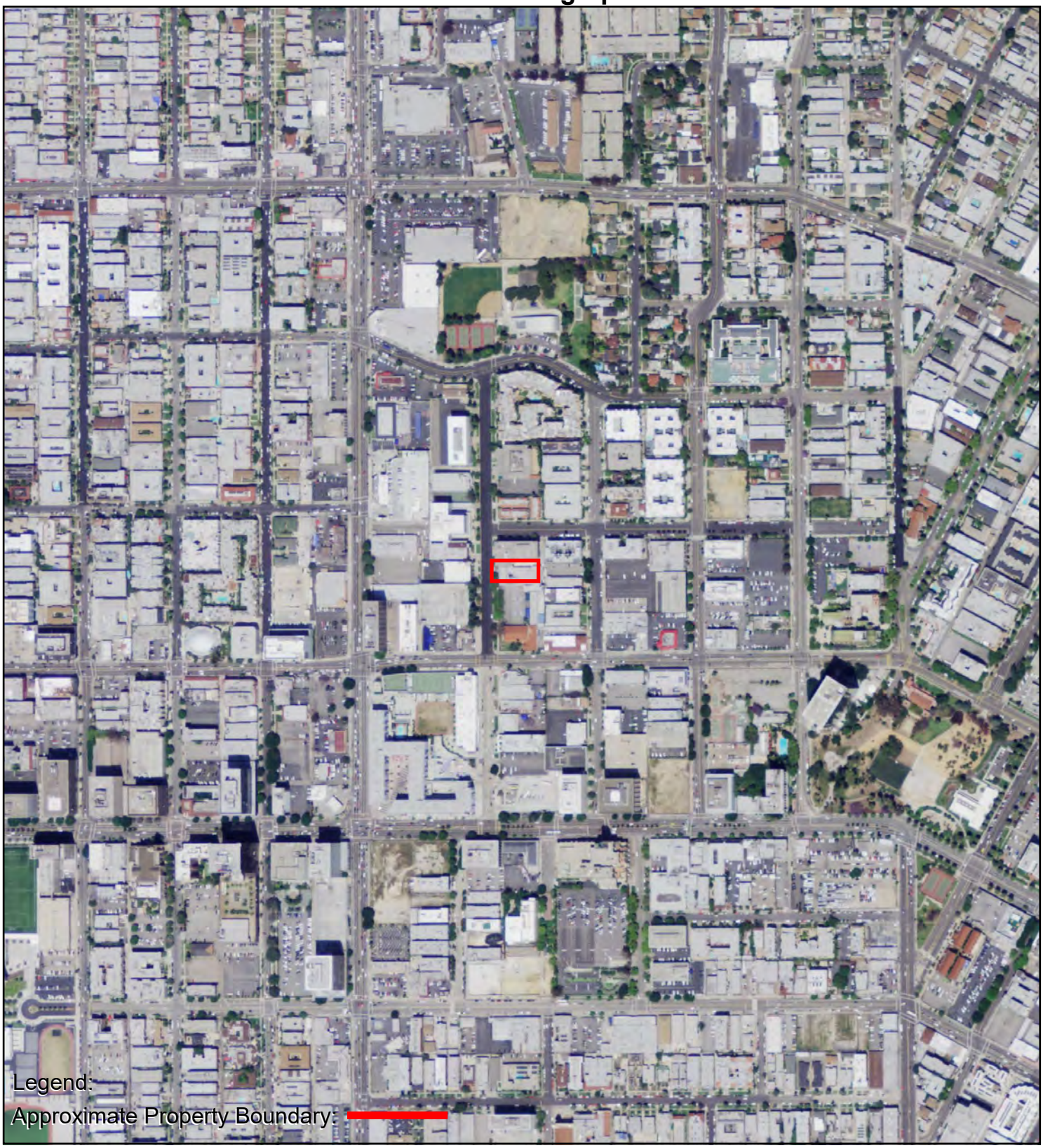
AERIAL PHOTOGRAPH - 2016

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants



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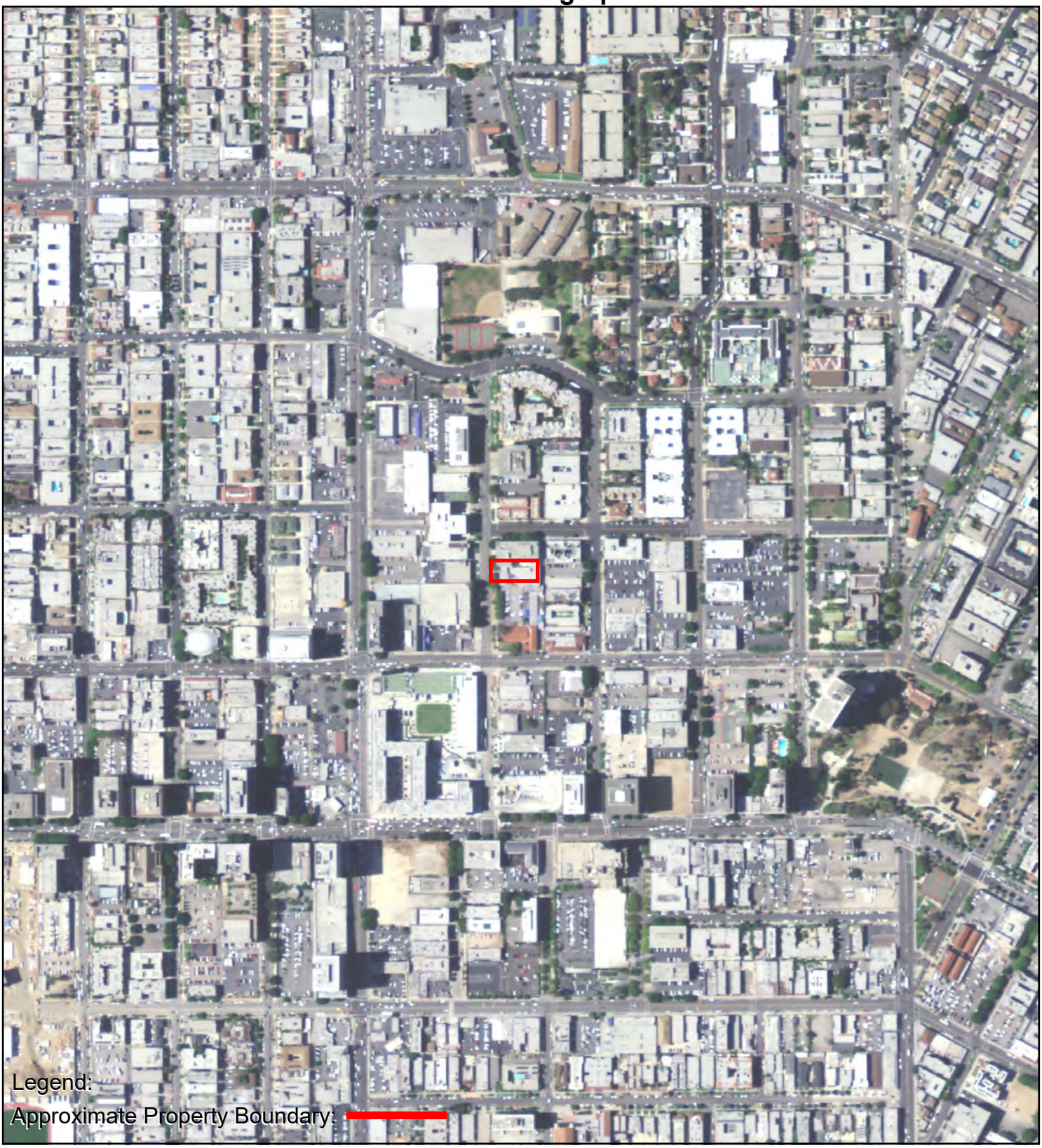
AERIAL PHOTOGRAPH - 2012

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants



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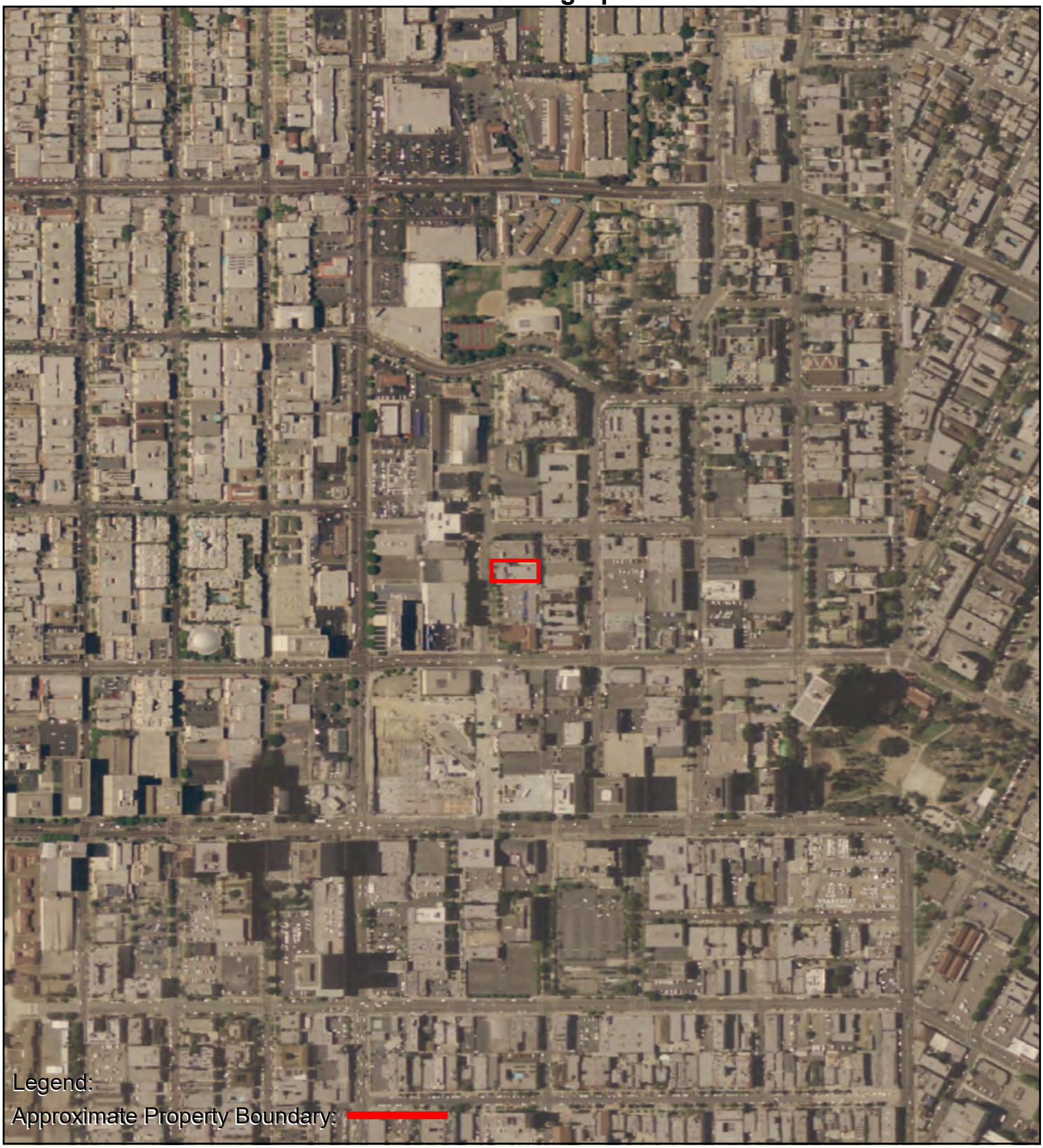
AERIAL PHOTOGRAPH - 2009

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants



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AERIAL PHOTOGRAPH - 2005

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants

0 Feet 500 1000 2000

N

AERIAL PHOTOGRAPH - 2002

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants

0 Feet 500 1000 2000

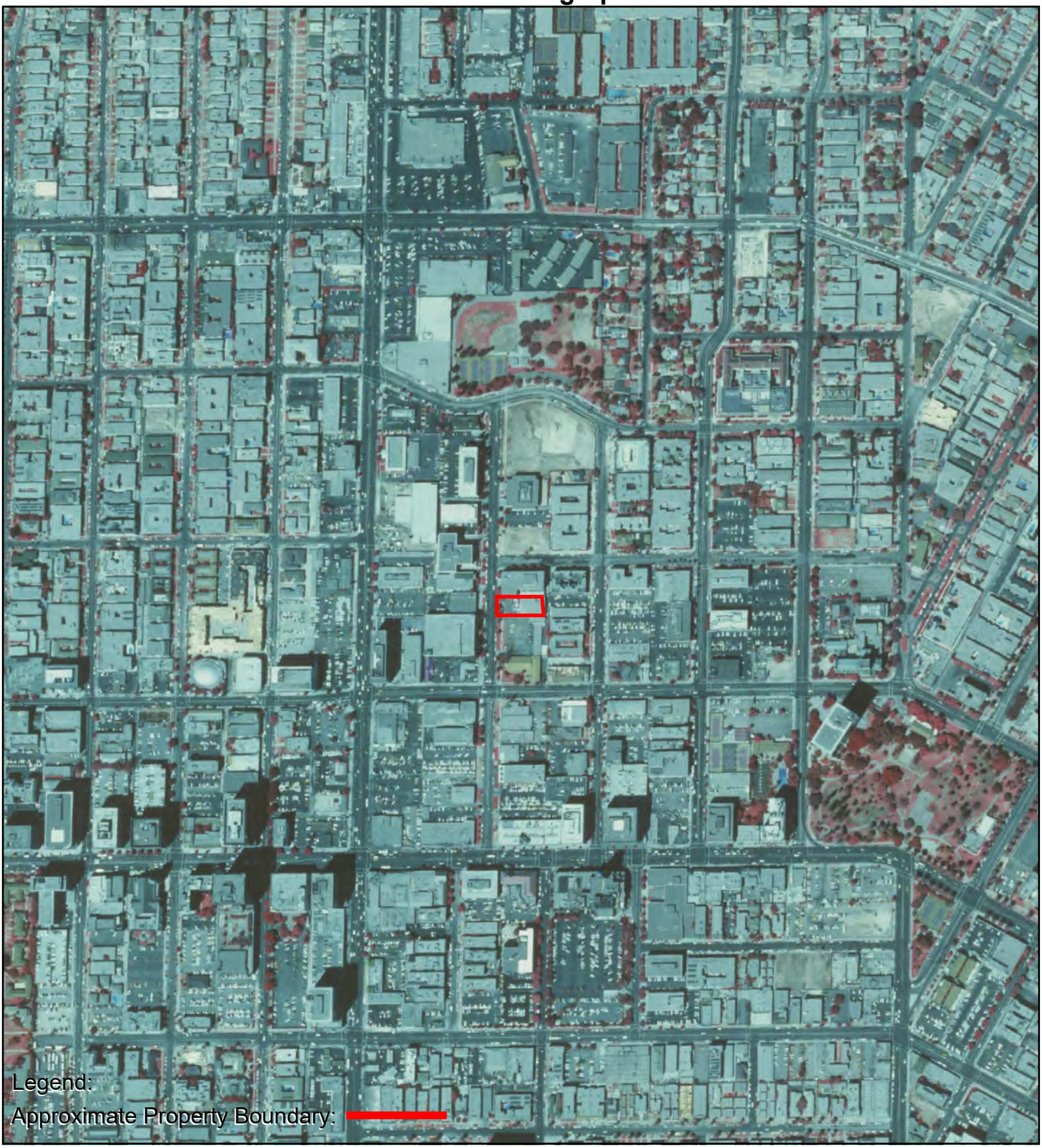
N

AERIAL PHOTOGRAPH - 1994

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants



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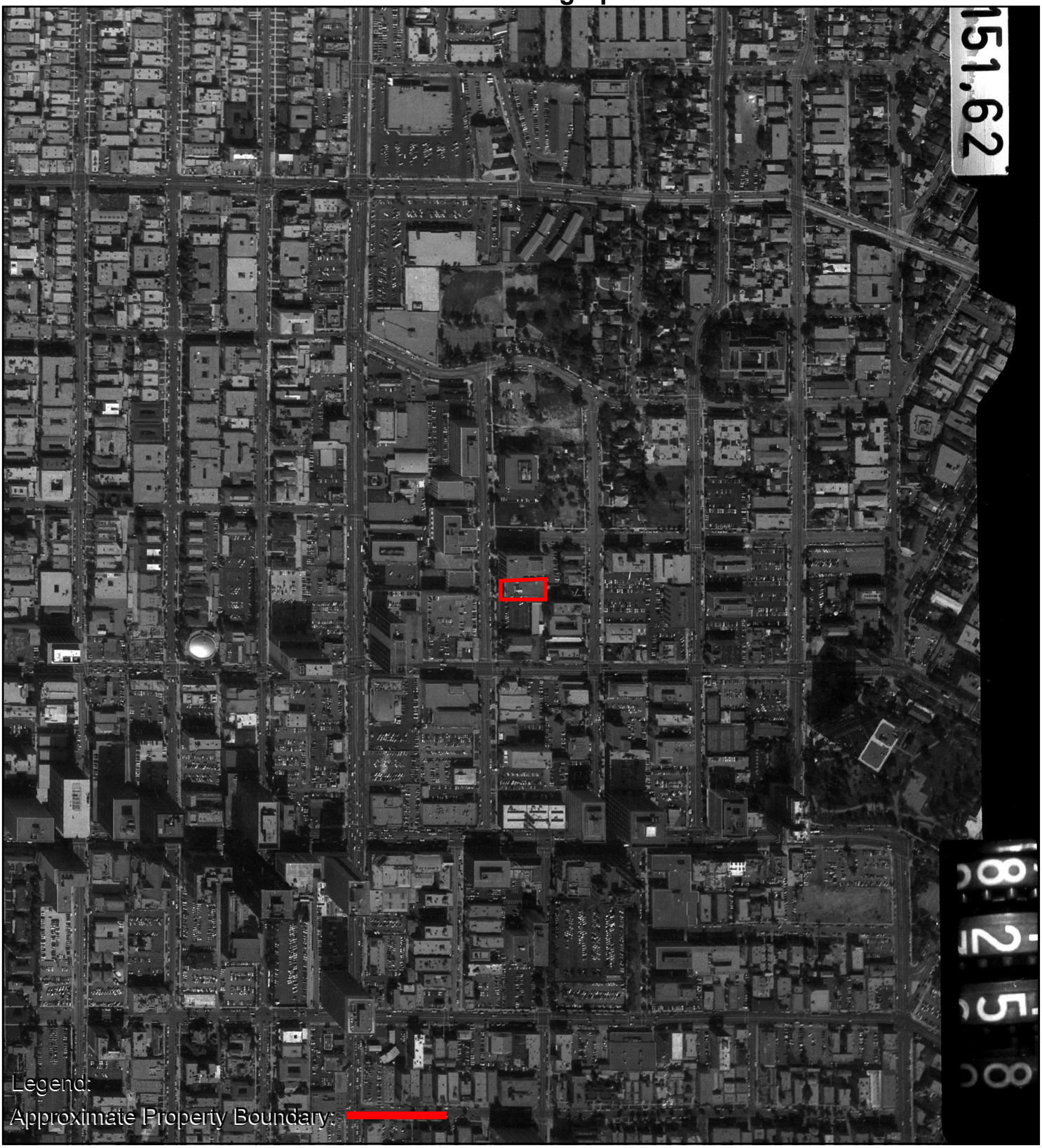
AERIAL PHOTOGRAPH - 1989

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants



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AERIAL PHOTOGRAPH - 1981

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants

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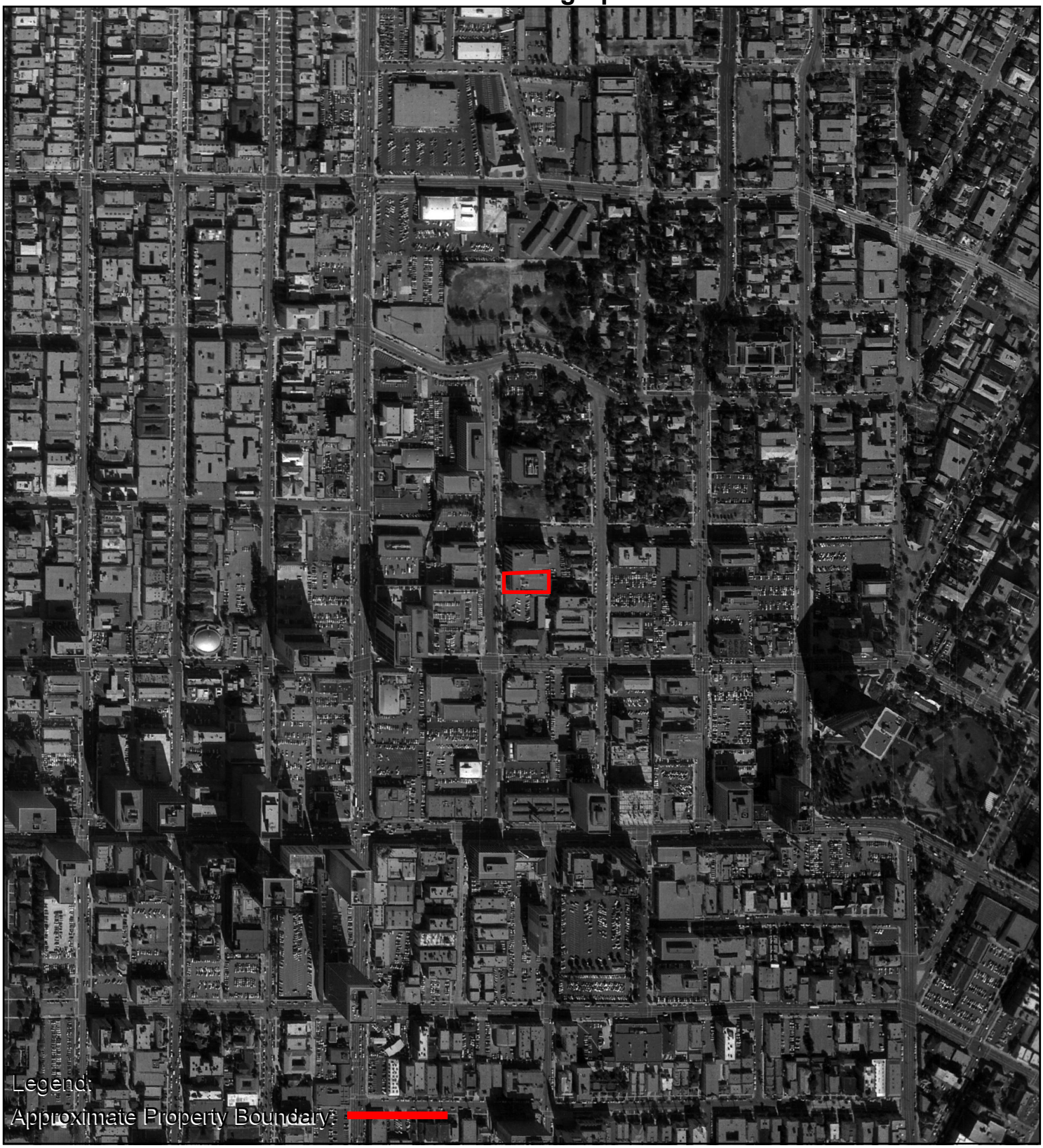
AERIAL PHOTOGRAPH - 1977

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants



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AERIAL PHOTOGRAPH - 1972

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants

0 Feet 500 1000 2000

N

AERIAL PHOTOGRAPH - 1964

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants

0 Feet 500 1000 2000

N

AERIAL PHOTOGRAPH - 1954

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants

0 Feet 500 1000 2000

N

AERIAL PHOTOGRAPH - 1952

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants

0 Feet 500 1000 2000

N

AERIAL PHOTOGRAPH - 1948

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants

0 Feet 500 1000 2000

N

AERIAL PHOTOGRAPH - 1938

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants

0 Feet 500 1000 2000

N

AERIAL PHOTOGRAPH - 1928

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants

0 Feet 500 1000 2000

N

AERIAL PHOTOGRAPH - 1923

514 Shatto Place, Los Angeles, CA 90020

Project Number: 411477 - Los Angeles, CA

AEI Consultants

All applications must be filled out by applicant.

WARD 11

PLANS and SPECIFICATIONS and other data must also be filed.

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

Application for Erection of Frame Buildings

CLASS "D"

Application is hereby made to the Board of Public Works (Chief Inspector of Buildings) of the City of Los Angeles, for the approval of this detailed statement of specifications herewith submitted for the erection of the building herein described. All provisions of the Building Ordinances shall be complied with in the erection of said building, whether specified herein or not.

(SIGN HERE) A J Carlson

SEP 13 1910

TAKE TO ROOM NO. 6 FIRST FLOOR

ASSESSOR PLEASE VERIFY

Lot No. 13 Block 3 Shatto Place

District No. 21 M. B. page 42 F. B. page 44

TAKE TO ROOM NO. 34 THIRD FLOOR

ENGINEER PLEASE VERIFY

No. 514 Shatto Place Street

PLANS CHECKED BY—O. K.

1. PURPOSE OF BUILDING Residence Number of rooms 9
2. OWNER'S NAME W G S Hammond
3. Owner's address 550 Cahuenga Boulevard
4. Architect's name F J Sopel
5. CONTRACTOR'S NAME A J Carlson
6. Contractor's address 4915 Wall St
7. ENTIRE COST OF PROPOSED BUILDING, $ ~~5000.00~~ 8650.00
8. Size of lot 80 x 120 Size of building 49 x 72
9. Will building be erected on front or rear of lot? in front
10. NUMBER OF STORIES IN HEIGHT 2 Height to highest point of roof 32
11. Height of first floor joist above curb level, or surface 2'-6"
12. Character of ground: rock, clay, sand, filled, etc. Sandy Loam
13. Of what material will FOUNDATION and cellar walls be built? Concrete
14. GIVE depth of FOUNDATION below the surface of ground 1'-8"
15. GIVE dimensions of FOUNDATION and cellar wall FOOTINGS 1'-8"
16. GIVE width of FOUNDATION and cellar walls at top 1'-0"
17. NUMBER and KIND of chimneys 2 Brick Number of flues 5
18. Number of inlets to each flue 1 Interior size of flues 8 x 8 and 12 x 12
19. Give sizes of following materials: MUDSILLS 2 x 8 Girders and stringers 4 x 8
    EXTERIOR STUDS 2 x 4 BEARING STUDS 2 x 4 Interior studs 2 x 4
    Ceiling joist 2 x 4 Roof rafters 2 x 4 FIRST FLOOR JOISTS 2 x 10
    SECOND FLOOR JOIST 2 x 14 Third floor joist x Fourth floor joist x
20. Will the roof be peak, flat or mansard? Peak Material of roofing Shingles

Date SEP 13 1910 191

PERMIT NO. 7395

OVER

21. Will cellar or basement ceiling be plastered? Yes Metal or wood lath

22. Of what material will floors be constructed?

23. How many thicknesses?

24. What kind of fireproofing?

25. How will hall and soffits of stairs be plastered?

26. How many fire escapes will be provided? Where placed?

27. Are any buildings to be demolished? How many?

REMARKS.

Application Received [signature]

3

APPLICATION TO ALTER, REPAIR, OR DEMOLISH AND FOR A Certificate of Occupancy

Form B-1 [illegible] 13-40

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Lot No. ____

Tract ____

Location of Building 514 Alvarado Place
(House Number and Street)

Between what cross streets 5th St and 6th St.

Approved by City Engineer

Deputy.

USE INK OR INDELIBLE PENCIL

1. Present use of building Dwelling. Families one Rooms 10
(Store, Dwelling, Apartment House, Hotel or other purpose)
2. State how long building has been used for present occupancy Approximately 30 Years
3. Use of building AFTER alteration or moving Dwelling Families one Rooms 10
4. Owner Mrs. F. T. Woodman (F. T. WOODMAN) Phone Ja 0342
5. Owner's Address 514 Alvarado Place (Post Office) P. O.
6. Certificated Architect None State License No. Phone
7. Licensed Engineer None State License No. Phone
8. Contractor Inclinator Co. of Calif. State License No. 24121 Phone Terrace 23351
9. Contractor's Address 1620 Ac. Myrtle Ave
10. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and similar equipment thereto or thereon.) $ 2900 00
11. State how many buildings NOW on lot and give use of each. Dwelling Garage
(Store, Dwelling, Apartment House, Hotel or other purpose)
12. Size of existing building 40 x 60 Number of stories high 2 Height to highest point 30'
13. Material Exterior Walls Frame & Stucco Exterior framework Wood
(Wood, Steel or Masonry) (Wood or Steel)
14. Describe briefly all proposed construction and work: Install Elevator from 1st to 2nd floor, Enlarge Linen Room on 1st floor to Closet in Room on 2nd floor.

NEW CONSTRUCTION

15. Size of Addition ____ x ____ Size of Lot ____ x ____ Number of Stories when complete ____
16. Footing: Width ____ Depth in Ground ____ Width of Wall ____ Size of Floor Joists ____ x ____
17. Size of Studs ____ x ____ Material of Floor ____ Size of Rafters ____ x ____ Type of Roofing ____

I hereby certify that to the best of my knowledge and belief this above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here Inclinator Co of Calif
(Owner or Authorized Agent)
By E. R. Larsen

DISTRICT OFFICE ____

FOR DEPARTMENT USE ONLY

PLAN CHECKING
Date MAR 25 1949
Receipt No. 1295
Valuation $ 2900
Fee Paid $ 5.00

CHANGE OF OCCUPANCY
Area of Bldg. ____ Sq. Ft.
Date ____
Receipt No. ____
Fee Paid $ ____

FEES
Bldg. Permit
Cert. of Occupancy
Total

TYPE	GROUP	Maximum No. Occupants
V	1	

REINFORCED CONCRETE
Bldg. Cement ____ Tons of Rein. Bar ____

Inside Lot ____ Key Lot ____ Corner Lot ____ Corner Lot Reversed ____

Lot Size ____ Ft. rear alley ____ Ft. side alley ____

Checked

PERMIT No. LA 3077

Plans and Specifications checked

Location Verified

Plans, Specifications and Application returned and approved

FOR PLANS

Sheet ____

For Plans See ____ Filed with ____

Zone R

Fire District No. ____

Bldg. Line ____ Ft.

Street Widening ____ Ft.

Application checked and approved MAR 24 1949 Clerk

Construction Inspection

SPRINKLER Required ____ Included Yes ____ No ____

District Map No. ____

Stamp here when Permit is issued MAR 25 1949

Inspector ____

5TH ST

Alley

Roadway

Parking

60'

6TH ST.

3

APPLICATION TO ALTER - REPAIR - DEMOLISH
AND FOR CERTIFICATE OF OCCUPANCY

Form B-3

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

4583-5

1. LEGAL DESCR.	LOT 13	BLK. 3	TRACT Shatto Place	ADDRESS APPROVED M.K.
2. BUILDING ADDRESS	514 S. Shatto Pl.			DIST. MAP 135-191
3. BETWEEN CROSS STREETS	5th St. AND	6th St.		ZONE R-2
4. PRESENT USE OF BUILDING	Dwelling	NEW USE OF BUILDING Demolish		FIRE DIST. 11-100
5. OWNER'S NAME	Frank Dutra Co.	PHONE		INSIDE KEY
6. OWNER'S ADDRESS	3434 W. 6th St.	P. O.	ZONE	COR. LOT REV. COR.
7. CERT. ARCH.		STATE LICENSE	PHONE	LOT SIZE 80X190.
8. LIC. ENGR.		STATE LICENSE	PHONE	
9. CONTRACTOR	Hallmark Wrecking Co.	STATE LICENSE C-21/171473	PHONE	REAR ALLEY SIDE ALLEY
10. CONTRACTOR'S ADDRESS	7321 Beverly Blvd.	P. O.	ZONE	BLDG. LINE

11. SIZE OF EXISTING BLDG.	STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE	BLDG. AREA
30x60	1½	20'		1800

DISTRICT OFFICE LA.

3

12. MATERIAL				ROOF			ROOFING	SPRINKLERS REQ'D. SPECIFIED
EXT. WALLS:	☐ STUCCO	☐ BRICK	☐ CONCRETE	CONST.	☐ CONC.	☐ OTHER		
☒ WOOD	☐ METAL	☐ CONC. BLOCK		☒ WOOD	☐ STEEL			

13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $30.00			VALUATION APPROVED mlh
14. SIZE OF ADDITION	STORIES	HEIGHT	APPLICATION CHECKED Evelyn
15. NEW WORK: (Describe)	EXT. WALLS	ROOFING	PLANS CHECKED
			CORRECTIONS VERIFIED
			PLANS APPROVED mlh
			APPLICATION APPROVED mlh
			INSPECTOR

AFFIDAVITS

DWELL. UNITS 1

SPACES PARKING 1-F

GUEST ROOMS 0

FILE WITH

CONT. INSP.

SEWER (Available) 7-6-62 Gilbert

CRITICAL SOIL

JEWEL RAP 4226

Demolish

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

Signed Frank Dutra

This Form When Properly Validated is a Permit to Do the Work Described.

TYPE V	GROUP R-1	MAX. OCC. 1-F	P.C.	S.P.C.	G.P.I.	B.P. 50	I.F.	O.S.	C/O

CASHIER'S USE ONLY

JUL--6-62 47537 C — 1 CK 4.50

LA 14749

P.C. No. ..... GRADING ..... CRIT. SOIL ..... CONS. .....

LEGAL DESCRIPTION

INTENT:

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH

1 R.P.D. -

APPLICATION TO CONSTRUCT NEW BUILDING AND FOR CERTIFICATE OF OCCUPANCY

4583-5

Form B-1

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT 13	BLK. 3	TRACT Shatto Pl.	ADDRESS APPROVED 511
2. JOB ADDRESS 514 S. Shatto Pl.				DIST. MAP 135-197
3. BETWEEN CROSS STREETS 5th St. AND 6th St.				ZONE C R-2
4. PURPOSE OF BUILDING ffice Bldg.				FIRE DIST 1 1100
5. OWNER'S NAME ~~[illegible]~~ SANDBLING EQUIP. Co.		PHONE		INSIDE / KEY
6. OWNER'S ADDRESS 816 W. 5th St. LA		P. O. BOX	ZONE	COR. LOT / REV. COR.
7. CERT. ARCH. Millard J. Archuleta		STATE LICENSE NO. C 3427	PHONE DU. 81256	LOT SIZE 80 X 190
8. LIC. ENGR. Carl B. Johnson		STATE LICENSE NO.	PHONE CL 6-2237	
9. CONTRACTOR C. L. Peck		STATE LICENSE NO.	PHONE	REAR ALLEY / SIDE ALLEY
10. CONTRACTOR'S ADDRESS 816 W. 5th St.		P. O. BOX LA	ZONE	BLDG. LINE
11. SIZE OF NEW BLDG. ~~80x125~~ 1514 S. Shatto Pl.	STORIES 4	HEIGHT 50	NO. OF EXISTING BUILDINGS ON LOT AND USE	BLDG. AREA 12,900 sq ft
				DISTRICT OFFICE LA

12. MATERIAL ☐ WOOD ☐ METAL ☐ CONC. BLOCK — EXT. WALLS: ☐ STUCCO ☒ BRICK ☒ CONCRETE — ROOF CONST. ☐ WOOD ☐ STEEL ☒ CONC. — ROOFING ☐ OTHER Comp — SPRINKLES REQ'D. SPECIFIED NO

13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING $ 566,000 P.C. Foundation Only 39070

Approval of driveway location must be obtained from the Department of Public Works before securing Building Permit.

B.P. THIS APP. = 516,000

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

Signed Raymond V. Gamble

This Form When Properly Validated is a Permit to Do the Work Described.

VALUATION APPROVED	AFFIDAVITS
APPLICATION CHECKED Boehm	
PLANS CHECKED	DWELL. UNITS —
CORRECTIONS VERIFIED	SPACES PARKING 51 REQD
PLANS APPROVED	GUEST ROOMS —
APPLICATION APPROVED	FILE WITH LA 17069/62
INSPECTOR	CONT. INSP. BRICK WELD, CONC

CRITICAL SOIL

TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O
II	G-1/F-1	322	$ 383.50	23 10	5 00	778 20			

CASHIER'S USE ONLY

	JUN-26-62	45712	ML —	2 CK	383.50
LA18139	AUG-20-62	55592	ML —	2 CK	23.10
	AUG-20-62	55593	ML —	7 CK	5.00
	AUG-20-62	55594	ML —	1 CK	778.20

R. 3126

P.C. No. ..... GRADING YES CRIT. SOIL X CONS. X

LEGAL DESCRIPTION

ON PLOT PLAN SHOW: ALL BUILDINGS ON LOT AND USE OF EACH

Note: Dept of Traff Approval, DTD 1/30/62 hkd

8" DRIVEWAY APPROVED UNDER PROVISIONS OF ORD. NO. 115,372

NOTE: PERMIT REQUIRED FOR ALL WORK WITHIN STREET DEDICATION

SHUTTO PLACE

STREET

FRONT YARD

PROPOSED TYPE II 4 STY G-1 OCC

PARKING

20' DRIVEWAY

10'

16'

28'

190'

5'-0"

30'-6"

79'-0"

54'-6"

190'-0"

8/17/62

The attachment on the following permit is pasted on and cannot be removed.

3

APPLICATION TO ALTER - REPAIR - DEMOLISH
AND FOR CERTIFICATE OF OCCUPANCY

B&S Form 8-3

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.
2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT 13	BLK. 3	TRACT Shatto Place	ADDRESS APPROVED LD
2. BUILDING ADDRESS 514 S. Shatto Place				DIST. MAP 135-197
3. BETWEEN CROSS STREETS 5th St. AND 6th St.				ZONE C-R-2
4. PRESENT USE OF BUILDING Office Bldg.	NEW USE OF BUILDING same			FIRE DIST. II/100
5. OWNER'S NAME Sanderling Equip. Co.	PHONE			INSIDE XXX KEY
6. OWNER'S ADDRESS 514 S. Shatto Place	P. O.	ZONE		COR. LOT REV. COR.
7. CERT. ARCH. None	STATE LICENSE	PHONE		LOT SIZE 80x190
8. LIC. ENGR. None	STATE LICENSE	PHONE		
9. CONTRACTOR C.L. Peck	STATE LICENSE	PHONE		REAR ALLEY SIDE ALLEY
10. CONTRACTOR'S ADDRESS 514 S. Shatto Place	P. O.	ZONE		BLDG. LINE /
11. SIZE OF EXISTING BLDG. 80x125	STORIES 4	HEIGHT 50	NO. OF EXISTING BUILDINGS ON LOT AND USE 1-Office Bldg.	BLDG. AREA X

SEWER (Available) (Not Available)

3 514 S. Shatto Place

DISTRICT OFFICE L.A.

12. MATERIAL ☐ WOOD ☐ METAL ☐ CONC. BLOCK EXT. WALLS: ☐ STUCCO ☐ BRICK ☐ CONCRETE	ROOF CONST. ☐ WOOD ☐ STEEL ☐ CONC. ☐ OTHER	ROOFING	SPRINKLERS REQ'D. SPECIFIED
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 1,500		VALUATION APPROVED JMcJ	AFFIDAVITS 3
14. SIZE OF ADDITION	STORIES	HEIGHT	APPLICATION CHECKED Boehm*
15. NEW WORK: (Describe) Interior Office Partitions	EXT. WALLS	ROOFING	PLANS CHECKED JMcJ
			CORRECTIONS VERIFIED JMcJ
			PLANS APPROVED JMcJ
			APPLICATION APPROVED JMcJ
			INSPECTOR

DWELL. UNITS

SPACES PARKING

GUEST ROOMS

FILE WITH LA 18139/62

CONT. INSP.

CRITICAL SOIL

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance, and I have read reverse side of Application.

Signed [signature]

This Form When Properly Validated is a Permit to Do the Work Described.

TYPE	GROUP	MAX. OCC.	P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O
II	G-1	NC	4.00			8.00			

CASHIER'S USE ONLY

F-1

JUN-14-63 30528 MA •40608 W — 2 CK 4.00

JUN-14-63 30529 MA •40608 W — 1 CK 8.00

P.C. No. ____ GRADING ____ CRIT. SOIL ____ CONS. ____

LEGAL DESCRIPTION

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH

SCOPE OF PERMIT

This permit is issued on the basis of plans and specifications submitted and approved by the Department of Building and Safety. This permit does not authorize any work to be done in violation of the provisions of the Los Angeles Municipal Code or any other applicable law. Neither the City of Los Angeles, nor any of its boards, officers or employees shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by the permittee under or by virtue of this permit or the granting thereof. (Section 91.0202 LAMC)

3 CITY OF LOS ANGELES

APPLICATION TO ADD-ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

B&S B-3—R12-70 DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: Applicant to Complete Numbered Items Only.

1. LEGAL DESCR. LOT: 13	BLK.: 3	TRACT: Shatto Place		CENSUS TRACT: 2111
2. PRESENT USE OF BUILDING: (13) Office	NEW USE OF BUILDING: (13) Same			DIST. MAP: 135-197
3. JOB ADDRESS: 514 S. Shatto Place				ZONE: CR-2
4. BETWEEN CROSS STREETS: 5th St.	AND: 6th St.			FIRE DIST.: II
5. OWNER'S NAME: Dow JOnes	PHONE			LOT (TYPE): Int.
6. OWNER'S ADDRESS: Same	CITY	ZIP		LOT SIZE: 80x190
7. ARCHITECT OR DESIGNER	STATE LICENSE No	PHONE		
8. ENGINEER	STATE LICENSE No.	PHONE		ALLEY: /
9. CONTRACTOR: Robert W. Stanhope Co.	STATE LICENSE No.: 127649	PHONE: 655-9465		BLDG. LINE: /
10. LENDER	BRANCH	ADDRESS		AFFIDAVITS: CPC 4243 Pkg 2550 C.C.P.D.

11. SIZE OF EXISTING BLDG. LENGTH / WIDTH	STORIES: 3	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE: 1 garage
12. MATERIAL OF CONSTRUCTION OF EXISTING BLDG. →	EXT. WALLS: conc	ROOF: conc	FLOOR: conc

3

13. JOB ADDRESS: 514 S. Shatto Place — DISTRICT OFFICE: LA

14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $ 18,000.00 — GRADING: yes

15. NEW WORK (Describe): Alterations @ 2nd floor office area — CRIT. SOIL: /

HIGHWAY DED.: /

NEW USE OF BUILDING	SIZE OF ADDITION	STORIES	HEIGHT	FLOOD
(13) Office	/	/	/	/

TYPE	GROUP	SPRINKLERS REQ'D / SPECIFIED	INSPECTION ACTIVITY: COMB	GEN	MAJ S.	CONS	CONS.
N/C	N/C	/		(GEN)			/

BLDG. AREA	MAX OCC.	TOTAL	PLANS CHECKED	ZONED BY
N/C	N/C			Lyle

DWELL. UNITS	GUEST ROOMS	PARKING SPACES REQ'D	PROVIDED	PLANS APPROVED	FILE WITH
/	/	N/C			

P.C. No.	CONT. INSP.	APPLICATION APPROVED	INSPECTOR
RR2438	/		

P.C.	S.P.C.	G.P.I.	B.P.	I.H.	O.S.	C/O	TYPIST
62 72	/	/	96 50	/			mn

PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

APR-23-71 23546 •27428 U — 6 CK 62.72

APR-23-71 23547 •27428 U — 1 CK 96.50

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

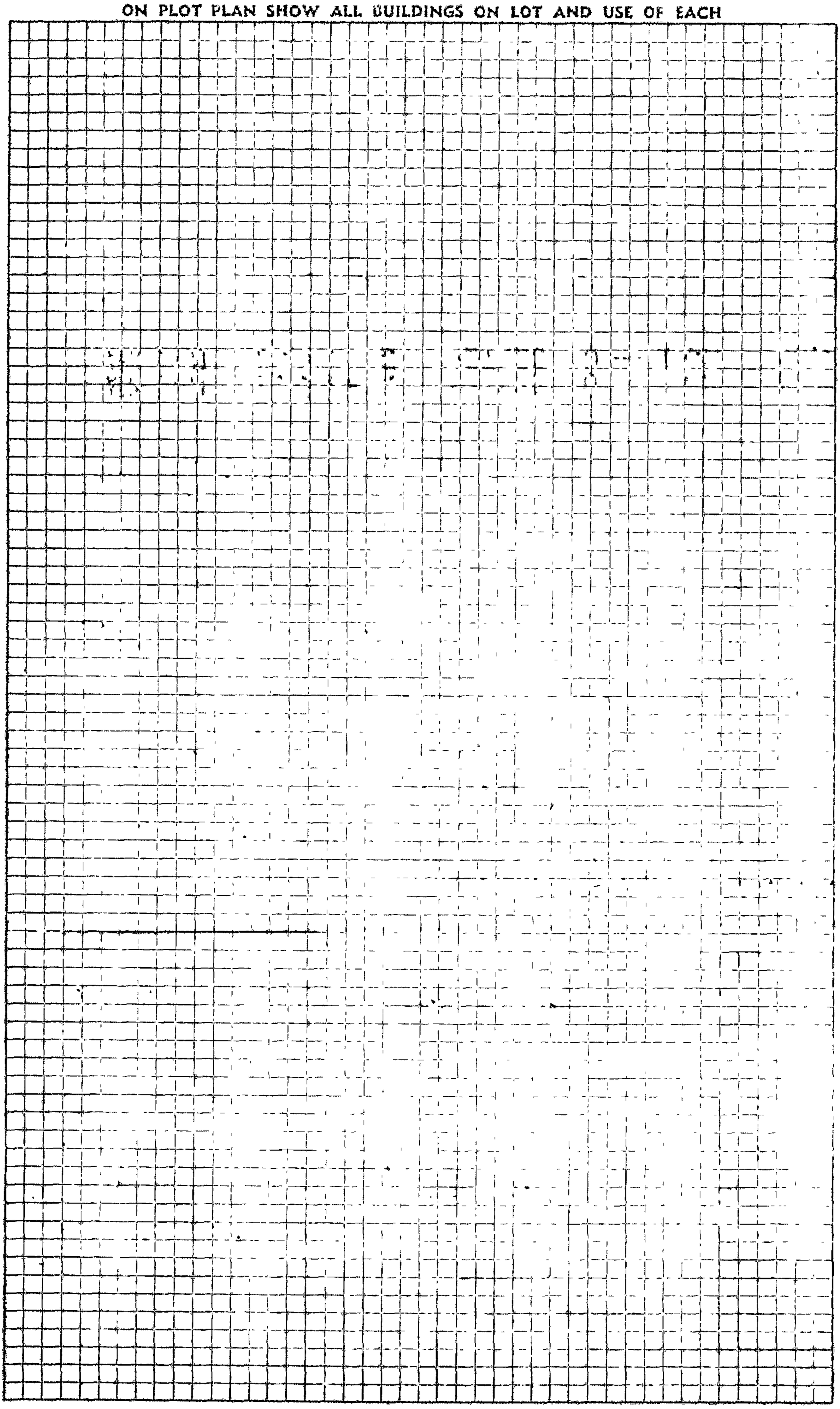
"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed: Robt W. Stanhope (Owner or Agent)

		Name	Date
Bureau of Engineering: SFC does not apply/Gillough 4/8/71	ADDRESS APPROVED	L. Dalton	4/8/71
	SEWERS AVAILABLE / NOT AVAILABLE		
	DRIVEWAY APPROVED		
	HIGHWAY DEDICATION REQUIRED / COMPLETED		
	FLOOD CLEARANCE APPROVED		
Conservation	APPROVED FOR ISSUE FILE #		
Plumbing	PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED		
Planning	APPROVED UNDER CASE #		
Fire	APPROVED (TITLE 19) (L.A.M.C.-S700)		
Traffic	APPROVED FOR		

LEGAL DESCRIPTION

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



3 APPLICATION FOR INSPECTION

CITY OF LOS ANGELES DEPT OF BUILDING AND SAFETY

- 1 2 0 0 5 0 0 4 5 0

TO ADD-ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.

1. LEGAL DESCR.	LOT 13	BLOCK 3	TRACT Shatto Pl.	COUNCIL DISTRICT NO 10	DIST MAP 135B197 / CENSUS TRACT 2111
2. PRESENT USE OF BUILDING Office	NEW USE OF BUILDING ( ) same				ZONE CR-2
3. JOB ADDRESS 514 Shatto Pl.					FIRE DIST.
4. BETWEEEN CROSS STREETS 6th /5th St.	AND (MP 6-86)				LOT TYPE
5. OWNER'S NAME United Title Co.			PHONE		LOT SIZE
6. OWNER'S ADDRESS same	CITY		ZIP		
7. ENGINEER	BUS LIC NO.	ACTIVE STATE LIC NO	PHONE		ALLEY
8. ARCHITECT OR DESIGNER	BUS LIC. NO.	ACTIVE STATE LIC. NO	PHONE		BLDG. LINE
9. ARCHITECT OR ENGINEER'S ADDRESS	CITY		ZIP		AFFIDAVITS
10. CONTRACTOR L & D Industries Inc	BUS. LIC. NO. 671	ACTIVE STATE LIC NO. 9041 478585	PHONE 335-7563		P/C 2550
11. SIZE OF EXISTING. BLDG. WIDTH 80 LENGTH 75	STORIES 4	HEIGHT 42	NO OF EXISTING BUILDINGS ON LOT AND USE 1		P C REQ'D
12. CONST MATERIAL OF EXISTING BLDG. →	EXT. WALLS	ROOF blt-up	FLOOR roof		
13. JOB ADDRESS 514 Shatto Pl. LA			STREET GUIDE		DISTRICT OFFICE
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING	$ 9,500.00				SEISMIC STUDY ZONE
15. NEW WORK (Describe) Re-roof - Class B					GRADING / FLOOD
					HWY DED / CONS.

NEW USE OF BUILDING Office	SIZE OF ADDITION	STORIES	HEIGHT	ZONED BY Fan
TYPE / GROUP OCC. / FLOOR AREA	PLANS CHECKED			FILE WITH
DWELL UNITS / MAX OCC / TOTAL	APPLICATION APPROVED			TYPIST mlb
GUEST ROOMS / PARKING REQ'D / PARKING PROVIDED STD. COMP.	INSPECTION ACTIVITY COMB / GEN / MAJS / CONS / E.Q.			INSPECTOR

FC	GPI	CONT INSP	
SPC	PM		
BP 71	EI 1.40	Claims for refund of fees paid on permits must be filed: 1. Within one year from date of payment of fee, or 2. Within one year from date of expiration of extension for building or grading permits granted by the Dept. of B & S SECTIONS 22.12 & 22.13 LAMC.	
TF	F.H		
SD N/A	OSS 1.45		
DIST OFFICE LA	SOSS	SPRINKLERS REQ'D SPEC	
P.C. NO	C/O	ENERGY	

Unless a shorter period of time has been established by an official action, plan check approval expires one year after the fee is paid and this permit expires two years after the fee is paid or 180 days after the fee is paid if construction is not commenced

73.85

B & S B-3 (R.2/87)

CASHIER'S USE ONLY

71.00 BP-R
1.40 EI-C
1.45 OSS
14871 U001
J6564 4:10/27/88 73.85 CHTQ

14871

DECLARATIONS AND CERTIFICATIONS

LICENSED CONTRACTORS DECLARATION

16. I hereby affirm that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Date 10 27 Lic Class C53 Lic. Number 478585 Contractor _____ (Signature)

OWNER-BUILDER DECLARATION

17. I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars ($500).):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.).

☐ I am exempt under Sec. _____, B. & P. C. for this reason _____

Date _____ Owner's Signature _____

WORKERS' COMPENSATION DECLARATION

18. I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 3800, Lab. C.).

Policy No 675 / 1954-88 Insurance Company ST. FUND

☒ Certified copy is hereby furnished.

☐ Certified copy is filed with the Los Angeles City Dept. of Bldg. & Safety.

Date 10/27/88 Applicant's Signature _____

Applicant's Mailing Address _____

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

19. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Applicant's Signature _____

NOTICE TO APPLICANT: If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

CONSTRUCTION LENDING AGENCY

20. I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C.).

Lender's Name _____ Lender's Address _____

21. I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes

I realize that this permit is an application for inspection, that it does not approve or authorize the work specified herein, that it does not authorize or permit any violation or failure to comply with any applicable law, that neither the city of Los Angeles nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein or the condition of the property or soil upon which such work is performed. (See Sec. 91.0202 LAMC)

Signed _____ (Owner or agent having property owner's consent) Position V.P. Date _____

Bureau of Engineering	2120	ADDRESS APPROVED	25	10-27-88
		DRIVEWAY		
		HIGHWAY DEDICATION	REQUIRED / COMPLETED	
		FLOOD CLEARANCE		
SEWERS		SEWERS AVAILABLE		
		NOT AVAILABLE		
		SFC PAID		
	SFC NOT APPLICABLE	SFC DUE		
Grading	PRIVATE SEWAGE SYSTEM APPROVED			
Conservation	APPROVED FOR ISSUE ☐ NO FILE ☐ FILE CLOSED ☐			
Fire	APPROVED (TITLE 19) (L.A.M.C.-S700)			
Housing	HOUSING AUTHORITY APPROVAL			
Planning	APPROVED UNDER CASE #			
Traffic	APPROVED FOR			
Construction Tax	RECEIPT NO.	DWELLING UNITS		

LEGAL DESCRIPTION

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH

ATTACHED PLOT PLANS SHALL NOT EXTEND ABOVE THIS LINE

514 S Shatto Pl

Permit #:
Plan Check #:
Event Code:

03016 - 90000 - 11550
Printed: 06/17/03 07:40 AM

Bldg-Alter/Repair
Commercial
Express Permit
No Plan Check

City of Los Angeles - Department of Building and Safety

APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

Issued On: 06/17/2003
Last Status: Issued
Status Date: 06/17/2003

1. TRACT	BLOCK	LOT(s)	ARB	MAP REF #	PARCEL ID # (PIN)	2. BOOK/PAGE/PARCEL
SHATTO PLACE	3	13		M B 6-86	135B197 850	5077 - 004 - 025

3. PARCEL INFORMATION

Area Planning Commission - Central
LADBS Branch Office - LA
Council District - 4
Community Plan Area - Wilshire
Census Tract - 2111.200
District Map - 135B197
Energy Zone - 9
Fire District - 2
Hillside Grading Area - YES
Hillside Ordinance - YES
Near Source Zone Distance - 5.4
Thomas Brothers Map Grid - 634-A2

ZONE(S): CR-1 /

4. DOCUMENTS

ZAI - ZAI-2363
PKLY - PKG-2550
CPC - CPC-1986-834-GPC
CPC - CPC-27362
CDBG - BID-Wilshire Center
CDBG - LARZ-Central City

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
California District Council 36 — 514 Loma Dr — LOS ANGELES CA 90026

Tenant:

Applicant: (Relationship: Net Applicant)
Jay Chung - — 847 E. 21st St. — LA, CA 90011 — (213) 746-0233

7.EXISTING USE
(13) Office

PROPOSED USE

8. DESCRIPTION OF WORK
Reroof with 130 sqrs BUILT UP roofing. Existing solid sheathing.

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By:
DAS PC By:
OK for Cashier:
Coord. OK:
Signature:
Date:

For information and/or inspection requests originating within LA County,
Call toll-free (888) LA4BUILD
Outside LA County, call (213)-482-0000. (LA4BUILD = 524-2845)

For Cashier's Use Only W/O #: **31611550**
Project Name:

11. PROJECT VALUATION & FEE INFORMATION **Final** Fee Period

Permit Valuation: $26,000
PC Valuation:

FINAL TOTAL Bldg-Alter/Repair	394.96
Permit Fee Subtotal Bldg-Alter/Repa	326.00
E.Q. Instrumentation	5.46
O.S. Surcharge	7.03
Sys. Surcharge	21.09
Planning Surcharge	10.38
Planning Surcharge Misc Fee	5.00
Permit Issuing Fee	20.00

Sewer Cap ID:
Total Bond(s) Due:

12. ATTACHMENTS

Payment Date: 06/17/03
Receipt No: IN050119618
Amount: $394.96
Method: Credit Card

2003EP01367

13. STRUCTURE INVENTORY

03016 - 90000 - 11550

14. APPLICATION COMMENTS

E-Permit paid by credit card, fax number-> (213)746-0025. Installation of seismic gas shut-off valve required.

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless, the information printed exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS		CLASS	LICENSE#	PHONE #
(C) Ameri Tech Construction Inc	12735 Andy Street,	Cerritos, CA 90703	C39	653239	2137460233

PERMIT EXPIRATION

This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by the Dept. of Building & Safety (Sec. 22.12 & 22.13 LAMC).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. If doing work on a residential property, I certify that I hold a valid certification as a Home Improvement contractor per Business and Professions Code, Section 7150.2c. The following applies to B contractors only: I understand the limitations of Section 7057 of the Business and Professional Code related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: **C39** Lic. No.: **653239** Contractor: **AMERI TECH CONSTRUCTION, INC.**

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

(__) I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

(**X**) I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: **STATE COMPENSATION INSURANCE** Policy Number: **1703749-2002**

(__) I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION

I certify that notification of asbestos removal is either not applicable or was sent to the AQMD or EPA as per section 19827.5 of the Health and Safety Code.

20. CONSTRUCTION LENDING AGENCY DECLARATION

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name (if any):_____ Lender's address:_____

21. FINAL DECLARATION

I certify that I have read this application **INCLUDING THE ABOVE DECLARATIONS** and state that the above information **INCLUDING THE ABOVE DECLARATIONS** is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

(1) I accept all the declarations above namely the Licensed Contractor's Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration, Construction Lending Agency Declaration and Final Declaration; and

(2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: **JAY CHUNG** Sign: **Internet e-Permit System Declaration** Date: **06/17/2003** [X] Contractor [ ] Authorized Agent

EXPRESS PERMIT INSPECTION RECORD

LA DBS
DEPARTMENT OF BUILDING AND SAFETY

For use by cashier only

Payment Date: 06/17/03
Receipt No: IN050119618
Amount: $394.96
Method: Credit Card

PERMIT #: 03016 - 90000 - 11550
ADDRESS: 514 S Shatto Pl
OWNER: California District Council 36
514 Loma Dr
LOS ANGELES CA 90026

Bldg-Alter/Repair
Commercial
Express Permit
No Plan Check

JOB DESCRIPTION: Reroof with 130 sqrs BUILT UP roofing. Existing solid sheathing.

INSPECTION RECORDS MUST BE AVAILABLE WHEN REQUESTED

GROUNDWORK INSPECTIONS		
Electrical		
Plumbing		
Gas Piping		
Heating & Refrigeration		
OK to Place Floor		

DO NOT PLACE FLOOR UNTIL ABOVE IS SIGNED

ROUGH INSPECTIONS		
Electrical		
Plumbing		
Fire Sprinkler		
Heating & Refrigeration		
Roof Sheathing		
Framing		
Insulation		
Elevator		
Suspended Ceiling		
OK to Cover		

FOR INSPECTION REQUESTS, PLEASE CALL
(888) LA-4BUILD (524-2845)
Outside LA County, call (213) 482-0000

DO NOT COVER UNTIL PREVIOUS IS SIGNED		
Exterior Lathing		
Interior Lathing		
Drywall		
OK to Cover Walls		

DO NOT COVER UNTIL ABOVE IS SIGNED

WORK OUTSIDE OF THE BUILDING		
Electrical Underground		
Gas		
Heating & Refrigeration		
Sewer		

FINAL INSPECTIONS		
Electrical		
Plumbing		
Gas		
Gas Test		
Heating & Refrigeration		
Elevator		
Fire Sprinkler		
LAFD (Title 19 only)		
LAFD Fire Life Safety		
PROJECT FINAL		

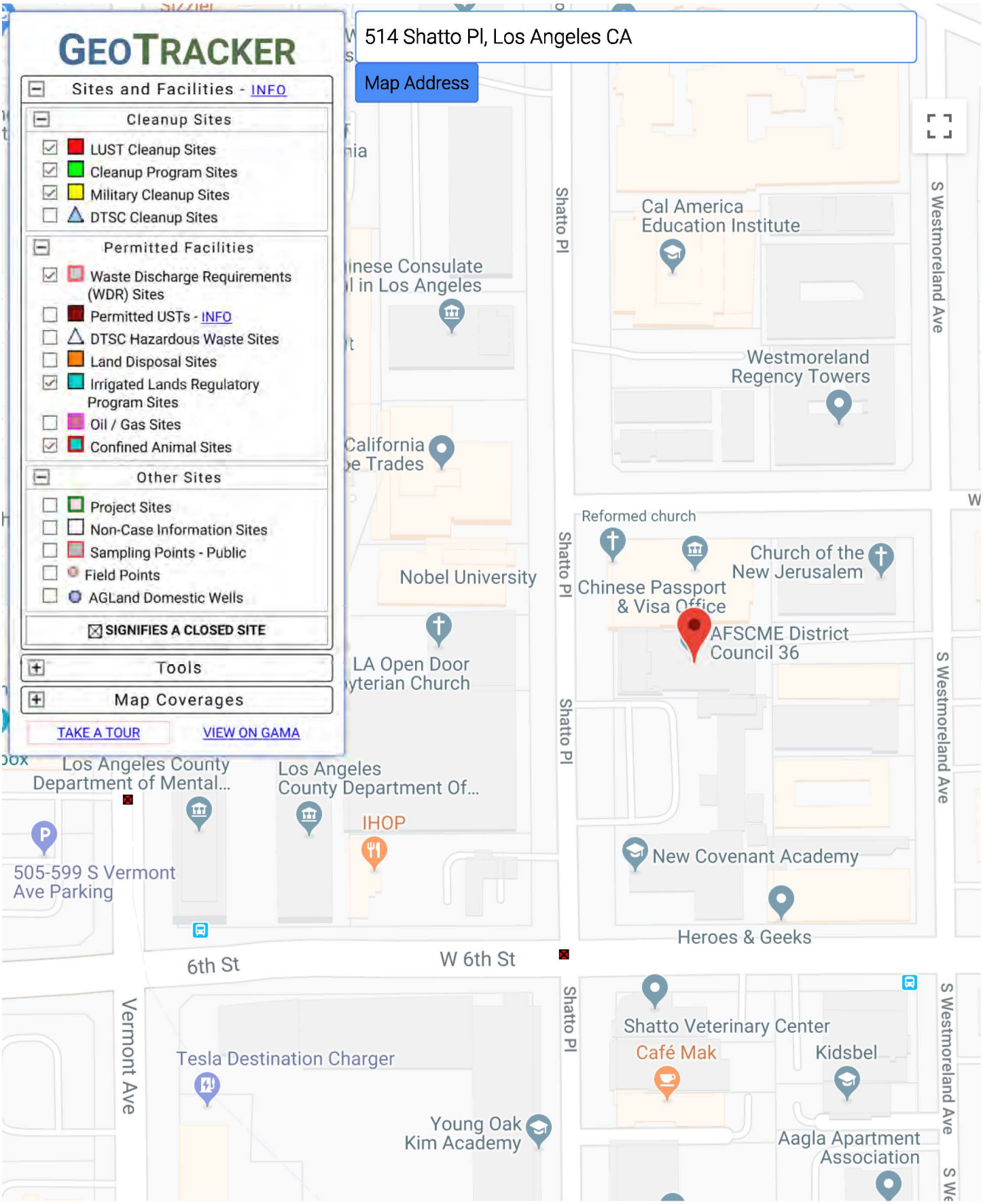
SUPPLEMENTAL NOTES: _____

IMPORTANT NOTICE

* **Prior to the start of any construction work adjacent to any public way, pedestrian protection shall be provided (Sec. 91.3303 L.A.M.C.).**
* Inspection(s) may be requested anytime via the Internet or touch tone phone. To request an inspection via the Internet, go to www.ladbs.org and click the "Inspection" link. To request an inspection via touch tone phone, call toll free (888) LA4BUILD (888-524-2845) and select option 1 for the Automated Inspection Request System. To request an inspection via the Customer Call Center between 7:00 a.m. and 5:00 p.m., select option 2. Outside LA County, call (213) 482-0000.
* When requesting an inspection, the following information may be requested: job address, type of inspection, use of building, 15 digit permit number and a contact phone number of the person who can be reached on the day of the inspection. Inspection request(s) received by the Customer Call Center before 2:00 p.m. or Internet or Automated Inspection Request System before 3:00 p.m. can be requested for the following business day. An automated system will attempt to telephone the contact phone number before 10:00 a.m. on the day of the inspection.
* Permit fees provide for a limited number of inspections. A re-inspection fee may be assessed when the work for which an inspection was requested is not ready, when inspection records are not available, or where no site access is made available.
* **No person shall perform any construction or repair work between the hours of 9:00 p.m. (6:00 p.m. grading) and 7:00 a.m. the following day which results in loud noises to the disturbance of persons occupying sleeping quarters in any dwelling, hotel, motel, apartment, or other place of residence (Sec. 41.40 L.A.M.C.).**
* No person, other than an individual homeowner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind upon any building or structure located on land developed with residential buildings or perform work within 500 feet of land so occupied, before 8:00 a.m. or after 6:00 p.m. on any Saturday or at any time on Sunday (Sec. 41.40 L.A.M.C.).
* Dust control measures to prevent dust from being blown or deposited over or upon any private property in any residential area must be implemented during any excavation or earth-moving phase of construction, sand blasting, or demolition.
* Building permits are valid for two years or expire on the 180th day from the date of issuance if the work permitted has not commenced. The Department reserves the right to expire any permit where work has been suspended for a period of 180 days.
* Inspection services will not be provided when there is an unleashed dog on the premises.

APPENDIX E

REGULATORY AGENCY RECORDS



SITES CURRENTLY VISIBLE ON MAP

State of California
Environmental Protection Agency

UNDERGROUND STORAGE TANK
LOW RISK CASE REVIEW FORM

Los Angeles Regional
Water Quality Control Board

Case Reviewer:	Unit Chief:	Section Chief:	AEO:	EO:
DANIEL P. PIROTTON	DR. WEIXING TONG	DR. YUE RONG	DAVID BACHAROWSKI	TRACY J. EGOSCUE
Date: APRIL 15, 2009	Date: 4/15/09	Date: 4-23-09	Date: 4-23-09	Date: 4/23/09

LUSTIS File No.: 900200125	Investigation and Cleanup Priority: D – 1		
Site Name/Address: SHATTO INVESTMENT COMPANY 3151 WEST SIXTH STREET LOS ANGELES, CA	Responsible Parties: SHATTO INVESTMENT COMPANY ATTN: MR. FRED MAUTNER & MS. EDNA LEVINE	Address: 13238 CUMPSTON STREET VAN NUYS, CA 91401	Phone No.: (818) 780 – 3574

I. CASE INFORMATION (N/A = Not Applicable)

Tank No.	Size in Gallons	Contents	Closed In-Place/Removed/Active	Date
1, 2, & 3	UNKNOWN	GASOLINE	REMOVED	11/1989

II. SITE CHARACTERIZATION INFORMATION (GW = Groundwater, — = Not Reported)

GW Basin:	Beneficial uses:	Depth to drinking water aquifer:	
CENTRAL GROUNDWATER BASIN	MUN, IND, PROC, AGR	APPROXIMATLEY 200.0 FEET BGS	
Distance to nearest municipal supply well: THERE ARE NO PRODUCTION WELLS WITHIN A ONE-MILE RADIUS OF THE SITE. THE NEAREST PRODUCTION WELL (WELL NO. 3987A) IS LOCATED APPROXIMATELY 21,463 FEET FROM THE SITE.		Vertical Distance between perched GW contamination and aquifer: APPROXIMATLEY 170.0 FEET	
GW highest depth: 19.65 FEET BGS	GW lowest depth: 27.22 FEET BGS	Well screen interval: 10.0 FEET – 45.0 FEET BGS	Flow direction: WESTERLY
Soil types: SILTY CLAY, SAND, SANDY CLAY		Maximum soil depth sampled: 34.0 FEET BGS	

III. SITE INSPECTION

Pre-closure site inspection:	Is there sensitive receptor next to the site (school, church, hospital, kindergarten etc.)? NO If yes, brief description:
4-15-09	NO.

IV. MAXIMUM DOCUMENTED CONTAMINANT CONCENTRATIONS -- Initial and Latest (ND = Non-Detect; NRQ = Not Required)

Contaminant	Soil (mg/kg)		EPA SLs*		Soil Screening Levels (mg/kg)**	Water (µg/L)		MCLs/AL (µg/L)
	Initial (01/90)	Latest (04/06)	Residential (mg/kg)	Industrial (mg/kg)	Depth to GW = 20.0 FEET Type of Soil = SAND	Initial (04/90)	Latest (12/08)	
TPH (Gas)	810	5,000	NE	NE	1,000	130,000	5,680	NE
TPH (Diesel)	---	---	NE	NE	---	---	---	NE
Benzene	3.2	0.950	1.1	5.6	0.011	2,280	22.6	1
Toluene	4.4	74	5,000	48,000	0.3	2,900	24.9	150
Ethylbenzene	10	68	5.7	29	0.7	1,800	73.7	700
Xylenes	37	290	600	2,600	1.75	5,000	60.5	1,750
Methyl tertiary butyl ether (MTBE)	NRQ	0.0005	39	190	0.013	520 (01/1999)	9.06	13 (Primary) 5 (Secondary)
Di-isopropyl ether (DIPE)	NRQ	0.012	NE	NE	NE	NA	48.6	NE
Ethyl tertiary butyl ether (ETBE)	NRQ	ND	NE	NE	NE	105 (04/2005)	<2.0	NE
Tertiary amyl methyl ether (TAME)	NRQ	ND	NE	NE	NE	NA	<2.0	NE
Tertiary butyl alcohol (TBA)	NRQ	0.216	NE	NE	NE	12,000 (09/2005)	1,740	12 (AL)
1,2-DCA	NRQ	ND	NE	NE	NE	96 (03/2005)	17.5	0.5

NE = Not Established; NL = Notification Level; * SLs = USEPA Risk-Based Screening Levels (May 2008); ** See attached Table 4 –1

Site Name/Address:	Staff Initial:
SHATTO INVESTMENT COMPANY **3151 WEST SIXTH STREET, LOS ANGELES, CASE NO. 900200125**	**DP**

V. FREE PRODUCT

Was free product encountered? **YES**	Has free product been totally removed? **YES**
When was free product recovery project completed? **N/A**	

VI. SOIL REMEDIATION

Method: **DUAL PHASE EXTRACTION (DPE)**	Duration of remediation: **SIX MONTHS (DECEMBER 2001 – MAY 2002)**
Waste manifest document: **YES**	Volume of soil disposal/mass removal: **741 POUNDS**

VII. GROUNDWATER REMEDIATION

Method: **OZONE SPARGING**	Duration of remediation: **10 MONTHS (JUNE 2006 – APRIL 2007)** Mass removal: **N/A**

VIII. RECOMMENDED ACTION

Soil Closure only: **NO**	Case Closure: **YES**	Solvent Case: **NO**
Additional action required (i.e.: additional site assessment, remediation, monitoring): **NO**		

IX. COMMENTS AND JUSTIFICATION FOR RECOMMENDED ACTION

SITE HISTORY:

The Shatto Investment site is located at 3151 West Sixth Street in the City of Los Angeles. The site is currently occupied by an automobile repair shop. The site is located in a mixed residential and retail area.

In November 1989, three underground storage tanks of unknown size and contents, dispensers, and associated piping were removed. There are no records indicating that soil samples were collected.

In 1990, two soil borings (B-1 and B-2) were advanced and four groundwater monitoring wells (MW-1 through MW-4) were installed. The maximum depth sampled was 25.0 feet bgs. The maximum TPH_G and benzene concentrations reported were 810 mg/kg (TPH_G – 20.0 feet bgs) and 3.2 mg/kg (benzene – 25.0 feet bgs), respectively. Soil samples were not analyzed for MTBE or TBA.

Between October 1996 and May 1997, eight soil borings (GP-1 through GP-8) were advanced and five groundwater monitoring wells (MW-5, MW-6, and MW-8 through MW-10) were installed. The maximum depth sampled was 25.0 feet bgs. The maximum TPH_G, benzene, and MTBE concentrations reported were 5,400 mg/kg (TPH_G – 25.0 feet bgs), 1.4 mg/kg (benzene - 25.0 feet bgs), and 1.6 mg/kg (MTBE – 25.0 feet bgs), respectively. Soil samples were not analyzed for TBA.

Between December 2001 and May 2002, a dual phase extraction (DPE) system was operating at the site. Approximately 741 pounds of petroleum hydrocarbons and 134,450 gallons of petroleum hydrocarbon impacted groundwater were removed from beneath the site.

In November 2002, six confirmation soil borings (LE-1 through LE-6) were advanced. The maximum depth sampled was 20.0 feet bgs. The maximum TPH_G and TBA concentrations reported were 24.0 mg/kg (TPH_G – 5.0 feet bgs) and 0.136 mg/kg (TBA - 15.0 feet bgs), respectively. All soil samples reported non-detect concentrations for benzene and MTBE.

In December 2003, two groundwater monitoring wells (MW-11 and MW-12) were installed. The maximum depth sampled was 25.0 feet bgs. All soil samples reported non-detect concentrations for TPH_G, benzene, MTBE, and TBA.

In April 2006, six ozone sparge wells (OZ-1 through OZ-6) were installed. The maximum depth sampled was 34.0 feet bgs. The maximum TPH_G, benzene, MTBE, and TBA concentrations reported were 5,000 mg/kg (TPH_G – 65.0 feet bgs), 0.95 mg/kg (benzene – 24.0 feet bgs), 0.005 mg/kg (MTBE – 29.0 feet bgs), and 0.216 mg/kg (TBA – 29.0 feet bgs), respectively.

Between June 2006 and April 2007, site remediation consisted of ozone sparging.

The groundwater flow direction is westerly. The depth to groundwater is approximately 19.65 feet bgs to 27.22 feet bgs. There are twelve groundwater monitoring wells associated with the site. Quarterly groundwater monitoring began in April 1990 (Second Quarter 1990) and continued through December 2008 (Fourth Quarter 2008). Historically, the maximum TPH_G, benzene, MTBE, and TBA concentrations reported were 130,000 µg/L (TPH_G), 4,060 µg/L (benzene), 520 µg/L (MTBE), and 12,000 µg/L (TBA), respectively. Currently, the maximum TPH_G, benzene, MTBE, and TBA concentrations reported are 5,680 µg/L (TPH_G), 22.6 µg/L (benzene), 9.06 µg/L (MTBE), and 1,740 µg/L (TBA), respectively.

Historically, free product was reported in groundwater monitoring wells MW-3 and MW-9. The maximum free product reported was 0.47 feet in groundwater monitoring well MW-3 (September 1996). Free product was last reported in September 2001.

In addition, all groundwater samples were analyzed for the full suite of volatile organic compounds (VOCs). Test results reported low to non-detect concentrations for all VOCs with a maximum 1,2-DCA concentration of 17.5 µg/L reported in groundwater monitoring well MW-7. Groundwater monitoring well MW-7 is located on-site, up-gradient to the former underground storage tanks.

There are no schools within 1,000 feet of the site.

There are no production wells within a one-mile radius of the site.

CONTAMINANT EXPOSURE PATHWAYS EVALUATION:

Direct Contact:
The residual petroleum hydrocarbon concentrations in the soil beneath the site should not cause direct contact concerns because all soil sample results were below their respective EPA Screening Levels with the exception of one sample (OZ-2 at 24.0 feet bgs) with a reported ethylbenzene concentration of 68 mg/kg.

Protection of Drinking Water Aquifer:
Although the residual petroleum hydrocarbon concentrations in the groundwater beneath the site exceed the MCL for benzene (the current maximum benzene concentration of 22.6 µg/L was reported in groundwater monitoring well MW-12 located up-gradient to the site) and the notification level for TBA (the current maximum TBA concentration of 1,740 µg/L was reported in groundwater monitoring well MW-8), the plumes are expected to further attenuate. In addition, the drinking aquifer beneath the site is approximately 200.0 feet bgs.

Plume Migration:
The extent of the contamination appears to be limited to on-site groundwater monitoring wells MW-3, MW-4, and MW-8 and off-site, up-gradient groundwater monitoring wells MW-11 and MW-12. In both areas of concern, the plumes appear to be stable, decreasing, and are expected to further attenuate. In addition, an analysis was used to evaluate the potential threat of the residual TBA concentration in groundwater that was reported above the notification level of 12 µg/L. The analysis assumes an imaginary down-gradient pumping well with a pumping rate of 10 gpm and default values for hydraulic conductivity, gradient, and effective porosity based on the site lithology. Based on an average site-specific TBA concentration of 1160 µg/L, the estimated TBA concentration at the down-gradient pumping well is 10.2 µg/L (less than the notification level of 12.0 µg/L).

Vapor Intrusion:
Vapor intrusion is not a concern because benzene concentrations were below the interim screening level of 0.180 mg/kg at five feet bgs.

FACTORS SUPPORTING LOW RISK CLOSURE:

- Soil samples reported elevated to non-detect petroleum hydrocarbon concentrations.
- DPE removed approximately 741 pounds of petroleum hydrocarbons of petroleum hydrocarbon impacted soil from beneath the site.
- Confirmation soil samples reported a maximum TPH_G and TBA concentrations of 24.0 mg/kg (TPH_G) and 0.136 mg/kg (TBA), respectively, and non-detect concentrations for benzene and MTBE.
- The maximum groundwater TPH_G, benzene, MTBE, and TBA concentrations reported were 130,000 µg/L (TPH_G), 4,060 µg/L (benzene), 520 µg/L (MTBE), and 12,000 µg/L (TBA), respectively. Currently, the maximum TPH_G, benzene, MTBE, and TBA concentrations reported are 5,680 µg/L (TPH_G), 22.6 µg/L (benzene), 9.06 µg/L (MTBE), and 1,740 µg/L (TBA), respectively.
- The extent of the benzene, MTBE, and TBA dissolved phase plumes are delineated.
- DPE removed approximately 134,450 gallons of petroleum hydrocarbon impacted groundwater from beneath the site.
- Ozone sparging further aided in the remediation of the dissolved phase petroleum hydrocarbon plume.
- Free product has not been reported since September 2001.
- Groundwater samples reported low to non-detect concentrations for all VOCs.
- The residual soil and groundwater contamination are unlikely to cause significant human health and environmental risks via major pathways, such as direct contact, drinking water ingestion, and vapor intrusion.
- There are no schools within 1,000 feet of the site.
- There are no production wells within a one-mile radius of the site.
- Addition soil and groundwater, characterization, remediation, and/or monitoring are no longer required.

The site is on the State Board 5-Year recommendation for case closure list.

X. MTBE/TBA FATE & TRANSPORT PLUME LENGTH MODELING ANALYSIS

The MTBE Plume Model Analysis could not be applied because the site specific data does not meet the model parameters. However, based on the most current data (Fourth Quarter 2008), the MTBE plume extends at least to the most down-gradient groundwater monitoring well MW-5 (MTBE = 2.54 µg/L) which is located approximately 62.0 feet down-gradient from the site.

Based on the data set that meets the model parameters (Third Quarter 2008) for groundwater monitoring wells MW-4 (TBA = 1,400 µg/L) and MW-5 (TBA = 137 µg/L), the transport model estimates that a TBA concentration of 12.0 µg/L will be detected approximately 139 feet down-gradient from groundwater monitoring well MW-4, approximately 128.0 feet down-gradient from the site, and/or approximately 67.0 feet down-gradient from groundwater monitoring well MW-5.

There are no production wells within a one-mile radius of the site.

Site Name/Address:	Staff Initial:
SHATTO INVESTMENT COMPANY **3151 WEST SIXTH STREET, LOS ANGELES, CASE NO. 900200125**	**DP**

XI. ELECTRONIC DELIVERABLE FORMAT (EDF) SUBMISSION

Has electronic data reporting requirement been met? **YES**

XII. AB 681 REQUIREMENT (Land Owner Notification)

Verify property ownership http://assessor.lacounty.gov/extranet/DataMaps/Pais.aspx (date) : **APRIL 9, 2009**

Has landowner or impacted site notification requirements been met? **YES**

Owner: **SHATTO INVESTMENT COMPANY; ATTN: MR. FRED MAUTNER & MS. EDNA LEVINE**

Responsible party: **SHATTO INVESTMENT COMPANY; ATTN: MR. FRED MAUTNER & MS. EDNA LEVINE**

Pre-closure letter sent date: **NRQ**

(July 2008)

APPENDIX F

ENVIRONMENTAL LIEN SEARCH AND/OR CHAIN OF TITLE

411477 - Los Angeles, CA
514 Shatto Place
Los Angeles, CA 90020

Inquiry Number: 5781334.9
September 10, 2019

EDR Environmental Lien and AUL Search

EDR® Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

EDR Environmental Lien and AUL Search

The EDR Environmental Lien and AUL Search Report provides results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.

A network of professional, trained researchers, following established procedures, uses client supplied address information to:

- search for parcel information and/or legal description;
- search for ownership information;
- research official land title documents recorded at jurisdictional agencies such as recorders' offices, registries of deeds, county clerks' offices, etc.;
- access a copy of the deed;
- search for environmental encumbering instrument(s) associated with the deed;
- provide a copy of any environmental encumbrance(s) based upon a review of key words in the instrument(s) (title, parties involved, and description); and
- provide a copy of the deed or cite documents reviewed.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EDR Environmental Lien and AUL Search

TARGET PROPERTY INFORMATION

ADDRESS

514 Shatto Place
411477 - Los Angeles, CA
Los Angeles, CA 90020

ENVIRONMENTAL LIEN

Environmental Lien: Found ☐ Not Found ☒

OTHER ACTIVITY AND USE LIMITATIONS (AULs)

AULs: Found ☐ Not Found ☒

RESEARCH SOURCE

Source 1:

LA Recorder
Los Angeles, CA

PROPERTY INFORMATION

Deed 1:

Type of Deed:	deed
Title is vested in:	American Federation of State County & Muni Employe
Title received from:	CA Dist Council 36 of the Am Fed of St CO & Muni E
Deed Dated	5/28/2010
Deed Recorded:	6/15/2010
Book:	NA
Page:	na
Volume:	na
Instrument:	na
Docket:	NA
Land Record Comments:	
Miscellaneous Comments:	
Legal Description:	See Exhibit
Legal Current Owner:	American Federation of State County & Muni Employees Dist Council 36
Parcel # / Property Identifier:	5077004025
Comments:	See Exhibit

Deed Exhibit 1

This page is part of your document - DO NOT DISCARD

20100812134

Recorded/Filed in Official Records
Recorder's Office, Los Angeles County,
California

06/15/10 AT 08:00AM

Pages:
0005

FEES:	28.00
TAXES:	0.00
OTHER:	0.00
PAID:	28.00

LEADSHEET

201006150260007

00002511605

002730785

SEQ:
09

DAR - Title Company (Hard Copy)

THIS FORM IS NOT TO BE DUPLICATED

T79

E494177

RECORDING REQUESTED BY:

Old Republic Title Company

Order No.: 0224018417-JP
APN: 5077-004-025

When Recorded Mail Document and Tax Statements to:

American Federation of State, County and Municipal
Employees District Council 36
514 Shatto Place
Los Angeles, CA 90020

SPACE ABOVE THIS LINE IS FOR RECORDER'S USE

Grant Deed

"The grantors and the grantees in this conveyance are comprised of the same parties who continue to hold the same proportionate in the property, R & T 11923(d)."

The undersigned grantor(s) declare(s):
Documentary Transfer Tax is $0.00
(X) computed on full value of property conveyed, or
( ) computed on full value less of liens and encumbrances remaining at time of sale.
( ) Unincorporated area: (X) City of Los Angeles

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,
California District Council 36 of the American Federation of State, County and Municipal Employees, AFL-CIO, also known as
American Federation of State, County and Municipal Employees District Council 36
hereby GRANT(S) to
American Federation of State, County and Municipal Employees District Council 36

that property in City of Los Angeles, Los Angeles County, State of California, described as:
See "Exhibit A" attached hereto and made a part hereof.

Date: May 28, 2010

In Witness Whereof, said corporation has caused its corporate name and seal to be affixed hereto and this instrument to be executed by its duly authorized officers.

American Federation of State, County and Municipal Employees
District Council 36

By: _____
Alice Goff, President

By: _____
Roy Stone, Treasurer

By: _____
Cheryl Parisi, Executive Director

gc

State of California

County of Los Angeles

On June 4, 2010 before me, Francisco Castillo, a Notary Public, personally appeared Alice Goff, Ray Stone & Cheryl Carisi, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that ~~he/she~~/they executed the same in ~~his/her~~/their authorized capacity(ies), and that by ~~his/her~~/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

Name Francisco Castillo
(typed or printed)

FRANCISCO CASTILLO
COMM. # 1837380
NOTARY PUBLIC - CALIFORNIA
LOS ANGELES COUNTY
MY COMM. EXP. FEB. 20, 2013

(Area reserved for official notarial seal)

ORDER NO. : 0224018417-JP

EXHIBIT A

The land referred to is situated in the County of Los Angeles, City of Los Angeles, State of California, and is described as follows:

Lot 13 in Block 3 of Shatto Place, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in Book 6, Page 86 of Maps, in the Office of the County Recorder of said County.

APN: 5077-004-025

I certify under penalty of perjury that the foregoing is true and correct.

6 / 15 / 2010
Date

California Hall Service
Gabriel Ceballos

Norwalk, Ca
Place of Execution

C.H.S

APPENDIX G

PREVIOUS REPORTS

Date: September 13, 2019 **Pages: 3**

TF Shatto LP	**EFI Global, Inc.** **Engineering, Fire and Environmental Services**
517-1177 West Hastings Street **Vancouver, BC V6E 2K**	**5261 West Imperial Highway** **Los Angeles, CA 90045**

Subject: **Limited Mold Assessment and Sampling Letter**
514 Shatto Place, Los Angeles, CA 90020
Andersen Environmental Job No.: 045.01519

On September 5, 2019, EFI Global visited the above referenced property to conduct a Limited Mold Inspection.

During the inspection EFI Global made visual assessments and collected moisture meter readings. No surface or ambient air samples were collected during the assessment.

At the time of the assessment, all ares of the building was occupied. At the direction of the property manager, access was limited to the roof, exterior, ground floor parking garage, 50% of the 2nd floor, 95% the 3rd floor and all of the 4th floor. Interior access was limited due to rooms/offices being locked by their their occupats.

Due to the occupancy of the subject property at the time of the assessment, a follow-up inspection may be warranted to inspect inaccessible areas if materials not sampled during this assessment are found to be located in these areas.

The following are observations and sample results.

VISUAL OBSERVATIONS:

General:

- Water damage was observed in multiple areas of the property, including on 2'x4' drop ceiling panels, around windows, along exterior walls, and in areas where roof drainage down-spouts are located (see attached floor plan)

FINDINGS:

Elevated moisture readings (*above 17-20% on the wood scale (WS) and 50% on the reference scale (RS)) were identified in the following areas:

- No elevated moisture readings were detected at the time the assessment.

* Moisture survey was performed using a *Delmhorst BD-10*

No surface / ambient air samples were collected during the assessment.

No visible mold growth was observed during the assessment; however, it is thought that all areas where water damage / staining was observed may also be impacted by mold growth.

CONCLUSIONS:

During the assessment, water intrusion issues were noted in various areas of the property, specifically on the 3rd floor and in the 4th floor penthouse areas. The cause of the water intrusion is unknown, but is most likely due to roof leaks or roof drainage issues.

Based on the results of this assessment, it is recommended that care be taken during any renovation / demolition activities in the areas noted to have visible water damage to ensure that construction employees be protected from potential exposure to mold spores. These precautions should include, but not be limited to respiratory protection and general work area containment measures.

RECOMMENDATIONS:

If mold growth is detected during the renovation / demolition activities, the following recommendations are provided:

Questions regarding the occupancy of the facility and/or health concerns of any of its occupants should be directed to a physician.

EFI Environmental recommends a contractor that is knowledgeable and trained in conducting the required work perform all mold related services during renovation activities. The selected contractor should use appropriate engineering controls (pre-cleaning, containment, air filtration devices, etc.) and personal protective equipment while providing the services.

- The contractor should be made aware that the subject property may contain asbestos and/or lead-containing building materials.
- Any asbestos, lead or hazardous materials survey documentation should be provided to the contractor at the time of the bid solicitation.
- Photo documentation of remedial activities is recommended to document containment integrity, destructive testing findings and verification of complete removal of mold-impacted materials.

All construction activities should be isolated and controlled to restrict dust and debris from entering occupied areas or the HVAC system.

It is advisable that occupants not have access to the work area during the mold-related work.

Air scrubbing should be performed in the work areas and areas immediately outside of the containment for at least twenty-four hours after the completion of remediation and cleaning activities. The air scrubbers should be sealed and turned off 8-12 hours prior to the post remediation assessment.

HVAC systems filter media should be inspected and replaced if necessary following remediation and renovation activities.

LIMITATIONS

EFI Global has prepared this report for the exclusive use of its client. EFI Global in performing its professional services has applied scientific judgment that it believes is consistent with industry standards. EFI Global inspected structures and/or contents in a good faith effort to observe pertinent detail. Due to the limitations of time, access, and other variables, certain details may have been overlooked. EFI Global has relied in good faith upon the information and representations of others in the preparation of this report and

the opinions expressed herein. Accordingly, EFI Global accepts no responsibility for deficiencies, omissions, misrepresentations, or fraudulent acts of persons interviewed.

It is always possible that chemical and/or biological agents may be in a building that have not been targeted for assay, have not been identified by science as a potential health threat, or are present in such small quantities or low levels that they were not detected by the sampling and/or analytical methods employed. Accordingly, it cannot be determined with absolute certainty that there is no risk of exposure to some chemical and/or biological agent.

Reliance or use by any such third party without explicit authorization in the report does not make said third party a third party beneficiary to EFI Global's contract with the Client. Any such unauthorized reliance on or use of this report, including any of its information or conclusions, will be at third party's risk. For the same reasons, no warranties or representations, expressed or implied in this report, are made to any such third party.

In matters involving indoor air quality, health, and safety, there is no substitute for sound medical advice. Persons experiencing adverse health effects of any kind should seek a medical diagnosis; symptoms could be related to the onset of a serious illness and delay of any kind should be avoided.

EFI Global assumes no liability for any loss, injury, claim, or damage arising directly or indirectly from any use or reliance on this report or the opinions expressed herein. EFI Global makes no warranty, express or implied. This report is limited only to the samples taken and locations sampled. Additional sampling may be needed to further identify other pollutants, or other mold/ fungus affected areas inside the property.

This report was prepared pursuant to the contract EFI Global has with the Client. That contractual relationship included an exchange of information about the subject site that was unique and between EFI Global and its client and serves as the basis upon which this report was prepared. Because of the importance of the communication between EFI Global and its client, reliance or any use of this report by anyone other than the Client, for whom it was prepared, is prohibited and therefore not foreseeable to EFI Global.

Thank you for the opportunity to work with you on this project. Please call the undersigned at (310) 854-6300, if you have questions.

Call with any questions,

Michael Pinkerton
Environmental, Health & Safety Services
EFI Global

ATTACHMENTS:

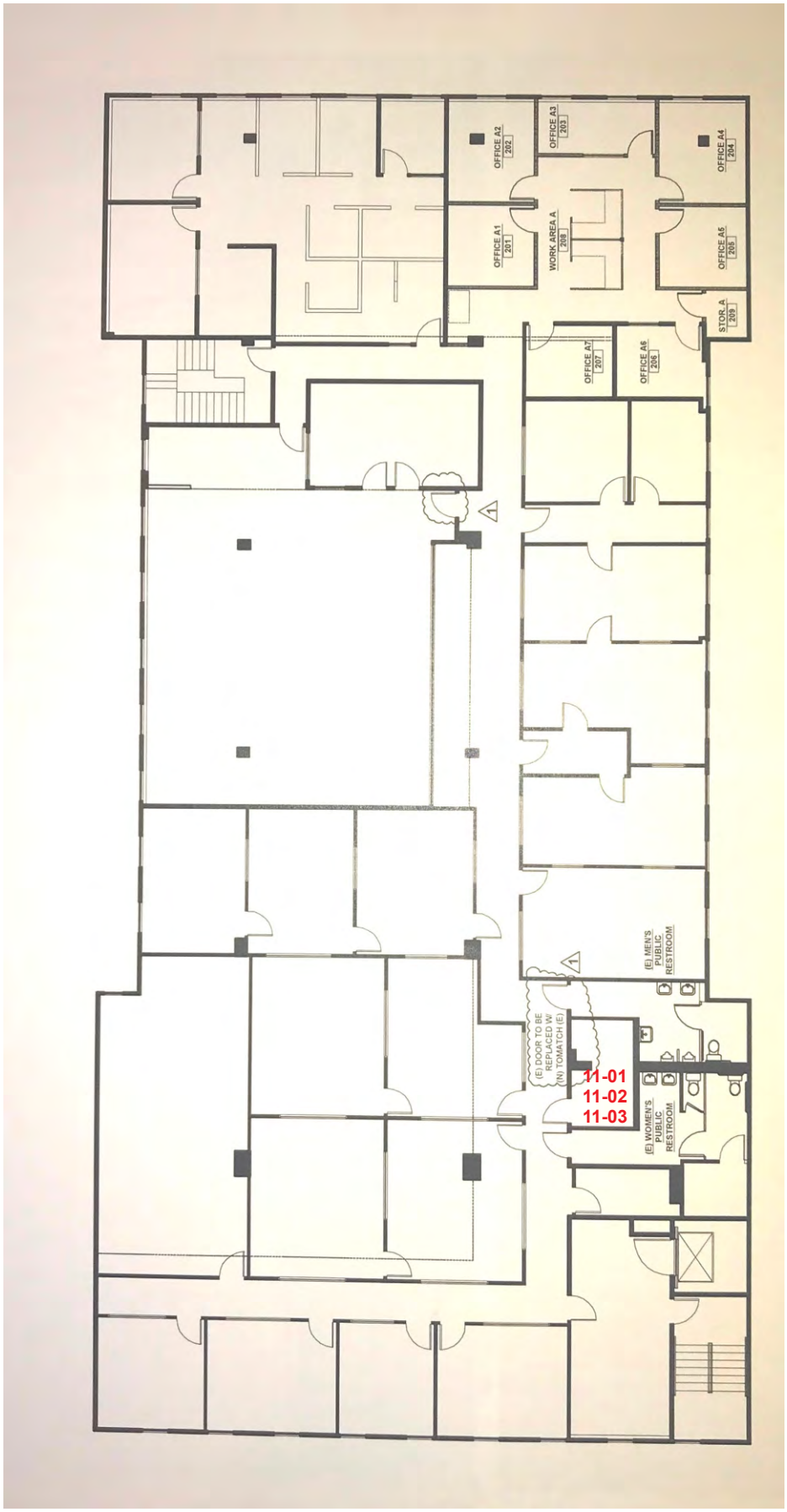
- SITE PLAN

1st Floor

Water Damage

514 Shatto Place Los Angeles, Ca

Sample Locations



2nd Floor

Water Damage

514 Shatto Place Los Angeles, Ca

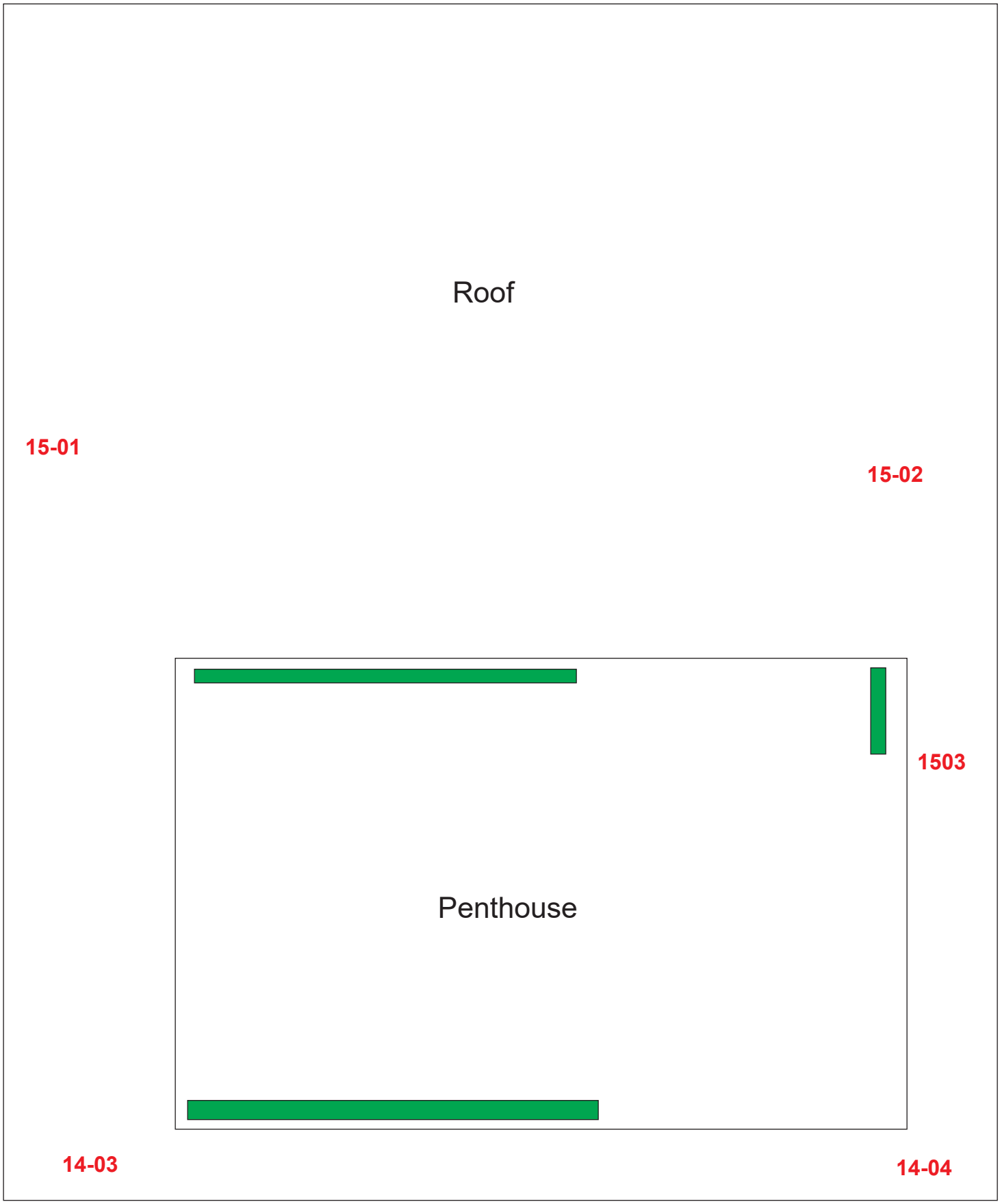
Sample Locations

3rd Floor

Water Damage

514 Shatto Place Los Angeles, Ca

Sample Locations



4th Floor

Water Damage

514 Shatto Place Los Angeles, Ca

Sample Locations

Date: September 11, 2019 **Pages: 11**

TF Shatto LP	**EFI Global, Inc.** **Engineering, Fire and Environmental Services**
517-1177 West Hastings Street **Vancouver, BC V6E 2K**	**5261 West Imperial Highway** **Los Angeles, CA 90045**

Subject: **Limited Asbestos & Lead Based Paint Assessment**
514 Shatto Place, Los Angeles, CA 90020
EFI Job No.: 045.01519

1. Introduction

EFI Global was retained by TF Shatto LP (referred to hereunder as the client) to perform sampling of suspect asbestos containing materials (ACM) and suspect lead-based coatings (LBP) within the above referenced subject property.

The assessment was performed on September 5, 2019, by Alfredo Torres, a California Department of Public Health Lead Inspector / Risk Assessor (Cert. No. 17424) and a California DOSH Certified Asbestos Consultant (Cert. No. 10-4593).

At the time of the assessment, all ares of the building was occupied. At the direction of the property manager, access was limited to the roof, exterior, ground floor parking garage, 50% of the 2nd floor, 95% the 3rd floor and all of the 4th floor. Interior access was limited due to rooms/offices being locked by their their occupats.

Due to the occupancy of the subject property at the time of the assessment, a follow-up inspection may be warranted to inspect inaccessible areas if materials not sampled during this assessment are found to be located in these areas.

2. Asbestos Assessment

The purpose of this assessment was to conduct bulk sampling in order to determine the presence or absence of ACM at the above referenced property.

The scope of this assessment included reviewing any provided building records and/or previous investigation records, visually identifying homogeneous sample areas, collecting bulk samples of suspect ACM, recording the friability and condition of suspect ACM, interpreting the laboratory results and producing a written report of findings and recommendations.

The sampling was performed in accordance with requirements of the following regulations:

- Asbestos Hazard Emergency Response Act (AHERA); 40 CFR 763 Subpart E
- Asbestos School Hazard Abatement Reauthorization Act (ASHARA); Section 206 of the Toxic Substance Control Act
- National Emissions Standards for Hazardous Air Pollutants (NESHAPS); 40 CFR 61 Subpart M.
- South Coast Air Quality Management District (SCAQMD) Rule 1403

This report is a record of activities, observations, analytical results and recommendations performed to date.

2.1 Asbestos Results Summary

The laboratory results indicate that the following materials contain asbestos above the threshold limit of 1% and are to be treated as ACM:

- Thermal System Pipe Insulation
  - Parking Garage
- 9"x9" Beige Vinyl Floor Tiles and Associated Mastic
  - 3rd Floor Storage
  - North & South Stairwells
- White Penetration / Parapet Mastic
  - Roof

All of the above materials were found to be in good condition at the time of the assessment.

All other materials sampled in this assessment tested negative for asbestos. No other materials were sampled as part of this limited assessment.

Please refer to the below Homogenous table for a list of ACM / ACCM Homogeneous Materials, their locations and approximate quantities. Analytical data can be found in Appendix II.

2.2 Methodology

All samples were collected using a clean knife, chisel or the appropriate tools. Each sample was extracted carefully so as not to disturb adjacent materials while still penetrating through all layers of the material sampled. Each sample was sealed in the appropriate sized plastic zip lock bag and the bag then labeled with a unique identification number. The sample number, description and location was then recorded on a log and plotted on a floor plan of the structure or area. Sampling tools were cleaned after collecting each sample. Any excess dust or debris from the sample location was cleaned using a moistened cloth. Whenever possible, samples were collected from previously damaged portions of the material in order to minimize damage to the material.

A total of sixty (60) samples were submitted to EMSL Analytical, Inc. (EMSL) in Cinnaminson, New Jersey. EMSL is accredited under the NIST/NVLAP program for asbestos in bulk material by polarized light microscopy for asbestos analysis (NIST/NVLAP lab code 101048-0, NJ DEP 03036).

The analyses of the samples in this report were performed using polarized light microscopy using the EPA method 600/R-93/116. The phase abundances provided are visually estimated and expressed as percent area. Total percentage of sample constituents may total greater than 100 due to trace amounts. The limit of detection for this analytical method is less than one percent. In multilayer samples, unless otherwise specified, the asbestos concentration is reported for the layer where asbestos is found. These results lie within the statistical limits of variability calculated for standard reference samples routinely analyzed in the laboratory. On a per sample basis, the accuracy and precision of the results depend on the type of sample and its asbestos content.

Some of the samples in this report were further analyzed using the point count method. These analyses were performed using gravimetric matrix reduction and polarized light microscopy (PLM) in accordance with the EPA method 600/R-93/116 July 1993. The asbestos concentration was determined using the semi-quantitative point count method. On a per sample basis, the accuracy and precision of point count results are not known. The result should lie within the statistical limits of variability calculated for standard reference samples routinely analyzed in the laboratory using the point count method. The limit of detection for this analytical method is 0.25 percent using 400 points and 0.10 percent using 1000 points (visual area estimates).

2.3 Regulatory Limits

Government agencies have promulgated different regulatory threshold levels to classify materials containing asbestos. The levels of asbestos content and the terms used to classify them differ. Listed below are the current regulatory agencies that have defined materials containing asbestos, along with the respective action levels, regulatory terminology and applicability:

Agency / Regulation	Regulatory Code	Action Level (% Weight)	Terminology	Applicability
CAL OSHA	Title 8 CCR Section 1529(q)	> 0.1% - 1%	Asbestos-Containing Construction Material (ACCM)	Asbestos Exposure in California
Fed OSHA	29 CFR Section 1926.1101 & 1910.1001	> 1.0%	Asbestos-Containing Material (ACM)	Asbestos Exposure in the United States
NESHAP	40 CFR Part 61, Subpart M	> 1.0%	Category 1 No friable ACM, Category 2 No friable ACM and Regulated Asbestos-Containing Materials (RACM)	Asbestos Emission During Demolition, Renovation, Manufacturing and Waste Disposal in United States
SCAQMD	Rule 1403	>1.0%	Asbestos-Containing Material	Asbestos Emission During Demolition, Renovation, Manufacturing and Waste Disposal

2.4 Homogeneous Sample Materials Table/Results

The below table presents the homogenous materials identified during the assessment and the asbestos content of those identified materials. The homogenous materials found to contain asbestos are listed in bold type.

Homogenous Material Number	Material Description	Location	Asbestos Content (% weight)	Material Quantity *	Friability **	Condition
1	Drywall and Joint Compound / Tape	Interior Throughout	None Detected	------	Non-Friable	Good
2	Plaster	Interior Throughout	None Detected	------	Non-Friable	Good
3	2'x4' Acoustic Ceiling Panels	2nd Floor Meeting Room 3rd Floor Meeting Room 3rd Floor Lunch Room	None Detected	------	Friable	Good
4	1'x1' Acoustic Ceiling Tiles & Mastic	2nd Floor Storage Room 3rd Floor Storage Room	None Detected	------	Friable	Good

Homogenous Material Number	Material Description	Location	Asbestos Content (% weight)	Material Quantity *	Friability **	Condition
5	**Thermal System Pipe Insulation**	**1st Floor Parking Garage**	**20-40% Chrysotile**	**------**	**Friable**	**Good**
6	Fiberglass Heating Duct Insulation	4th Floor HVAC Room	None Detected	------	Friable	Good
7	**9"x9" Beige Vinyl Floor Tiles**	**3rd Floor Storage**	**2% Chrysotile**	**------**	**Non-Friable**	**Good**
7	**Mastic for 9"x9:" Beige Vinyl Floor Tiles**	**3rd Floor Storage Room North Stairwell South Stairwell**	**3% Chrysotile**	------	**Non-Friable**	**Good**
8	12"x12" Black w/ White Spec Vinyl Floor Tiles and Mastic	2nd Floor Conference Room	None Detected	------	Non-Friable	Good
9	12"x12" Black Vinyl Floor Tiles	3rd Floor Copy Room	None Detected	------	Non-Friable	Good
9	Mastic for 12"x12" Black Vinyl Floor Tiles	3rd Floor Copy Room	<0.1% Chrysotile	------	Non-Friable	Good
10	12"x12" Gray Vinyl Floor Tiles and Mastic	3rd Floor Lunch Room 3rd Floor Meeting Room	None Detected	------	Non-Friable	Good
11	12"x12" Beige Vinyl Floor Tiles	2nd Floor Server Room	<0.1% Chrysotile	------	Non-Friable	Good
11	Mastic for 12"x12" Beige Vinyl Floor Tiles	2nd Floor Storage Room	None Detected	------	Non-Friable	Good
12	4" Black Cove Base and Mastic	3rd Floor Copy Room	None Detected	------	Non-Friable	Good
13	4" Beige Cove Base and Mastic	2nd Floor Hallway 2nd Floor Reception 2nd Floor Storage	None Detected	------	Non-Friable	Good
14	Stucco	Exterior Parking Garage	0.1% Chrysotile	------	Non-Friable	Good
15	**White Penetration / Parapet Mastic**	**Roof**	**4-8% Chrysotile**	**575 LF**	**Non-Friable**	**Good**
16	White Rolled-On Roofing	Roof	None Detected	------	Non-Friable	Good

*** All above quantities are rough approximations and will need to be verified by the abatement contractor.**
**** Non-friable materials may be rendered friable during removal by mechanical or other aggressive methods.**

Homogeneous materials are defined as surfacing materials, thermal system insulation materials or miscellaneous materials that are uniform in color and texture. Homogenous sample areas are the areas where homogenous materials are located. Multiple sample locations are selected within each homogenous sample area so as to be a true representation of each homogenous material. Typically, a minimum of three (3) samples must be collected from each homogeneous area when sampling materials that may have variable asbestos content because it was batch mixed or applied by different contractors. High asbestos content variability is especially true of surfacing materials (sprayed-on and troweled on materials like plaster, fireproofing, acoustic ceiling, plaster) and thermal system insulation (TSI) used to insulate pipes, boilers, tanks or ducts to prevent heat loss. As many as 9 samples may be collected of surfacing materials when they cover large surface areas.

It should be pointed out that materials appear to be homogeneous may in fact be different materials, installed at different times and have different material content in terms of asbestos; only laboratory testing can determine whether they are really the same homogeneous area.

2.5 Asbestos Recommendations

If materials found to contain asbestos and/or presumed to contain asbestos may be impacted during renovation or demolition activities, that work must be performed by a licensed asbestos abatement contractor to properly remove said materials prior to such work. Contractors are licensed for asbestos-related work by the California Department of Industrial Relations (DIR) Department of Occupational Safety and Health (DOSH). A list of contractors with current licenses may be found at https://www.dir.ca.gov/databases/doshacru/acrusearch.html.

Due to the occupancy of the subject property at the time of the assessment, a follow-up inspection may be warranted to inspect inaccessible areas if materials not sampled during this assessment are found to be located in these areas.

Any suspect materials, that are not identified above and may be impacted during work activities, must be presumed to contain asbestos until laboratory analysis of an adequate number of samples proves otherwise.

3. Lead-Based Paint Assessment

A total of one hundred fifty-seven (157) XRF readings were collected to test painted and coated surfaces for lead-based paint (LBP). The results are summarized in Section 3.3 and the table of results attached in Appendix III.

3.1 Methodology

Testing of the painted surfaces was patterned after the inspection protocol in Chapter 7 of the HUD Guidelines for the Evaluation and Control of Lead-Based Paint Hazards in Housing. In every "room equivalent" within the tested property, one representative surface of each "testing combination" was tested. Multiple readings were collected to resolve inconsistencies in the test results.

The method employed was X-ray fluorescence (XRF) using a Heuresis PE 200i Cobalt 57. The instrument was operated in "Quick Mode," where the duration for each test result is determined by a combination of:

- the actual reading relative to the designated action level;
- the age of the radioactive source; and
- the substrate on which the test was taken.

The instrument's calibration was verified according to the manufacturer's specifications in compliance with the Performance Characteristic Sheet (PCS) developed for this instrument.

The readings from this instrument produce a 95% confidence level that the "lead" reading accurately reflects the actual level of lead in the tested surfaces, relative to the federal action level.

3.2 Regulatory Limits

Government agencies have promulgated different regulatory threshold levels to classify Lead-Based Paint. Some of the established "levels" are quantified in different units of measurement. Listed below are the current regulatory agencies that have defined LBP, along with the respective action level:

Agency	Ordinance #	Action level (mg / cm^2)	Action level (ppm)
HUD / EPA	24 CFR 35.86 & 40 CFR 745.103	1.0 mg / cm^2	5,000 ppm
L.A. County	Title 11, 11.28.010	0.7 mg / cm^2	Not Specified

OSHA / CAL OSHA	29 CFR 1926.62 & Title 8, 1532.1	Not Specified	600 ppm

In recognition of the various action levels the testing results are classified as follows for this report:

- Painted surfaces with readings at or above 0.7 mg / cm^2 are considered Positive
- Painted surfaces with readings below 0.7 mg / cm^2 are considered Negative

The individual readings have been provided on all field data sheets. Any future change in action levels by one of the regulating agencies may affect the classification of results.

For purposes of this survey, any material containing any detectable level of lead is subject to OSHA's Lead Exposure in Construction Rule (29 CFR Part 1926.62) and CAL/ OSHA Lead in Construction Standard (Title 8 CCR 1532.1). Any work that impacts these materials must be performed in accordance with these and any other applicable standards.

3.3 Lead Results Summary

None of the painted components tested by XRF were found to contain lead levels at or above the respective levels considered to be lead-based paint (LBP); however, paint may contain detectable levels of lead in the coatings which make work impacting those surfaces subject to the Cal / OSHA Lead in Construction Standard (Title 8 CCR 1532.1).

Sampling for this inspection was representative and any components that were not tested, but similar to those components that tested positive for LBP, should be considered and treated as lead laden.

3.4 Recommendations

Paint found not to contain lead levels considered to be LBP may still contain detectable levels of lead in the coatings which make work impacting those surfaces subject to Cal / OSHA Lead in Construction Standard 1532.1. This standard requires that respiratory protection and containment is used when performing "trigger tasks" until results of personal air monitoring indicate that workers are not exposed to lead above the action level or permissible exposure level. Additionally, the demolition or removal of lead or components with lead coatings is subject to Title 17, Division 1, Chapter 8 of the California Code of Regulations.

Should the contractor choose not to remove the lead-based paint materials and demolish the structure in its entirety with the lead-paint components in place, it is recommended that the contractor stabilize the LBP components prior to demolition and then collect samples representative of the entire mass of the prospective waste stream be collected by the contractor. These samples should then be analyzed according to the United States Environmental Protection Agency (EPA) and the California Department of Toxic Substances Control (DTSC) prior to disposal facility acceptance.

Due to the occupancy of the subject property at the time of the assessment, a follow-up inspection may be warranted to inspect inaccessible areas if materials not sampled during this assessment are found to be located in these areas.

4.0 Definitions

See Appendix V

5.0 Limitations

The inspection and testing report is based on the condition of the subject property existing and apparent on the precise time and exact date of the inspection. Not all conditions may be apparent on the inspection and testing date due to weather conditions, inoperable systems, inaccessibility of areas of the subject property, or for other reasons.

EFI Global has prepared this report for the exclusive use of its client. EFI Global, in performing its professional services, has applied scientific judgment that it believes is consistent with industry standards. EFI Global inspected structures and/or contents in a good faith effort to observe pertinent detail. Due to the limitations of time, access, and other variables, certain details may have been overlooked. EFI Global has relied in good faith upon the information and representations of others in the preparation of this report and the opinions expressed herein. Accordingly, EFI Global accepts no responsibility for deficiencies, omissions, misrepresentations, or fraudulent acts of persons interviewed.

EFI Global assumes no liability for any loss, injury, claim, or damage arising directly or indirectly from any use or reliance on this report or the opinions expressed herein. EFI Global makes no warranty, express or implied. This report is limited only to the samples taken and locations sampled. Additional sampling may be needed to further identify other pollutants or asbestos affected areas inside the property.

In as such that no destructive investigation has been performed during the survey, the report may not reveal concealed asbestos-containing materials. Subsequently, additional investigation including construction documents review and/or destructive investigation is recommended as a precaution to prevent accidental exposure when construction or demolition is planned for this facility.

Thank you for the opportunity to work with you on this project. Please contact the undersigned at (310) 854-6300, if you have questions or if additional services are necessary.

Prepared By:

Michael Pinkerton
DPH Certified Lead Inspector/Assessor No.:19941
DOSH Certified Asbestos Consultant No. 07-4170

APPENDICES:

I. Site Diagram
II. Asbestos Analysis Results and Chain of Custody's
III. Lead XRF Results Table and DPH 8552 Form
IV. Personnel Certifications
V. Definitions

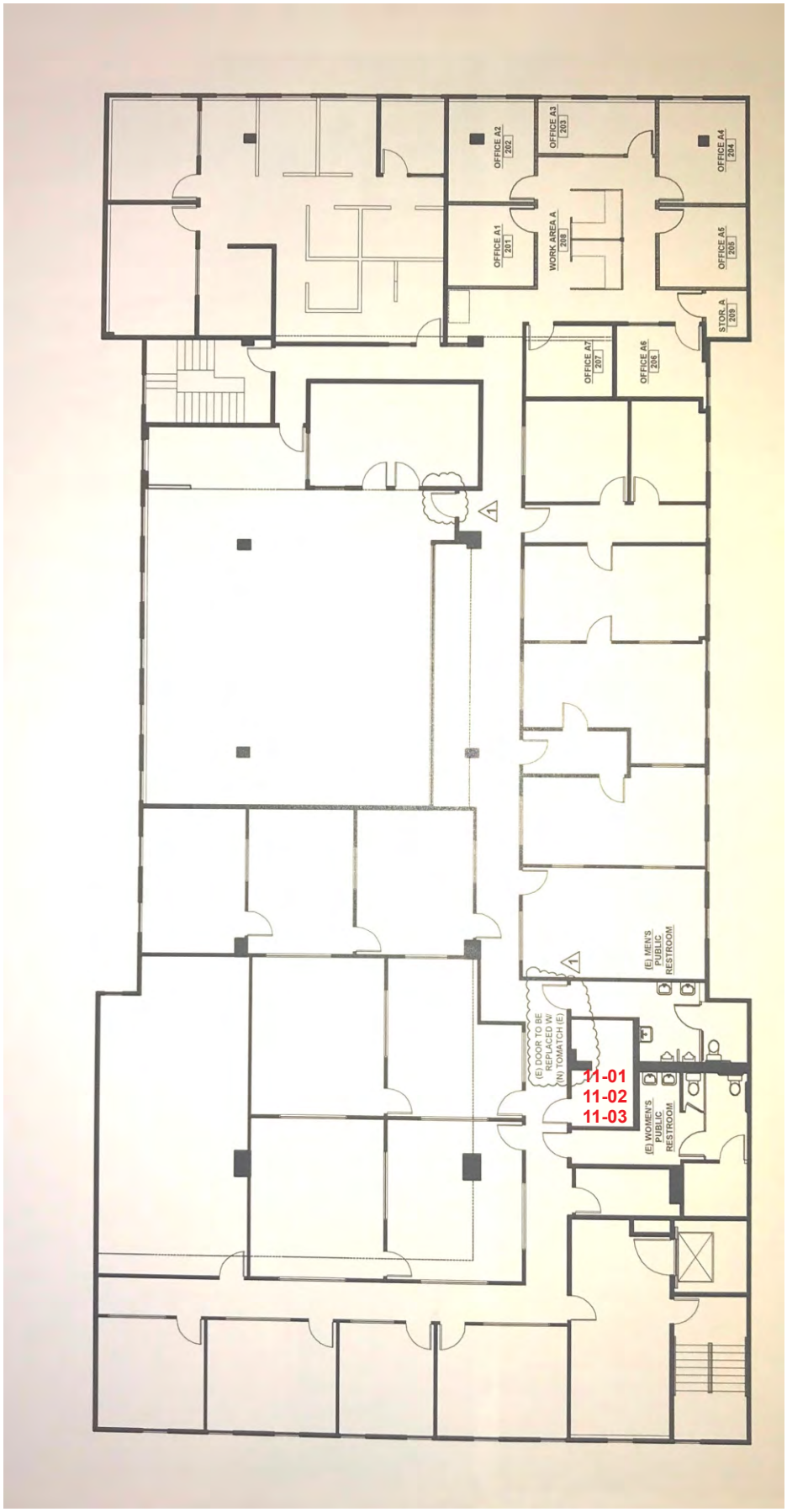
Appendix I – Site Diagram

1st Floor

Water Damage

514 Shatto Place Los Angeles, Ca

Sample Locations



2nd Floor

Water Damage

514 Shatto Place Los Angeles, Ca

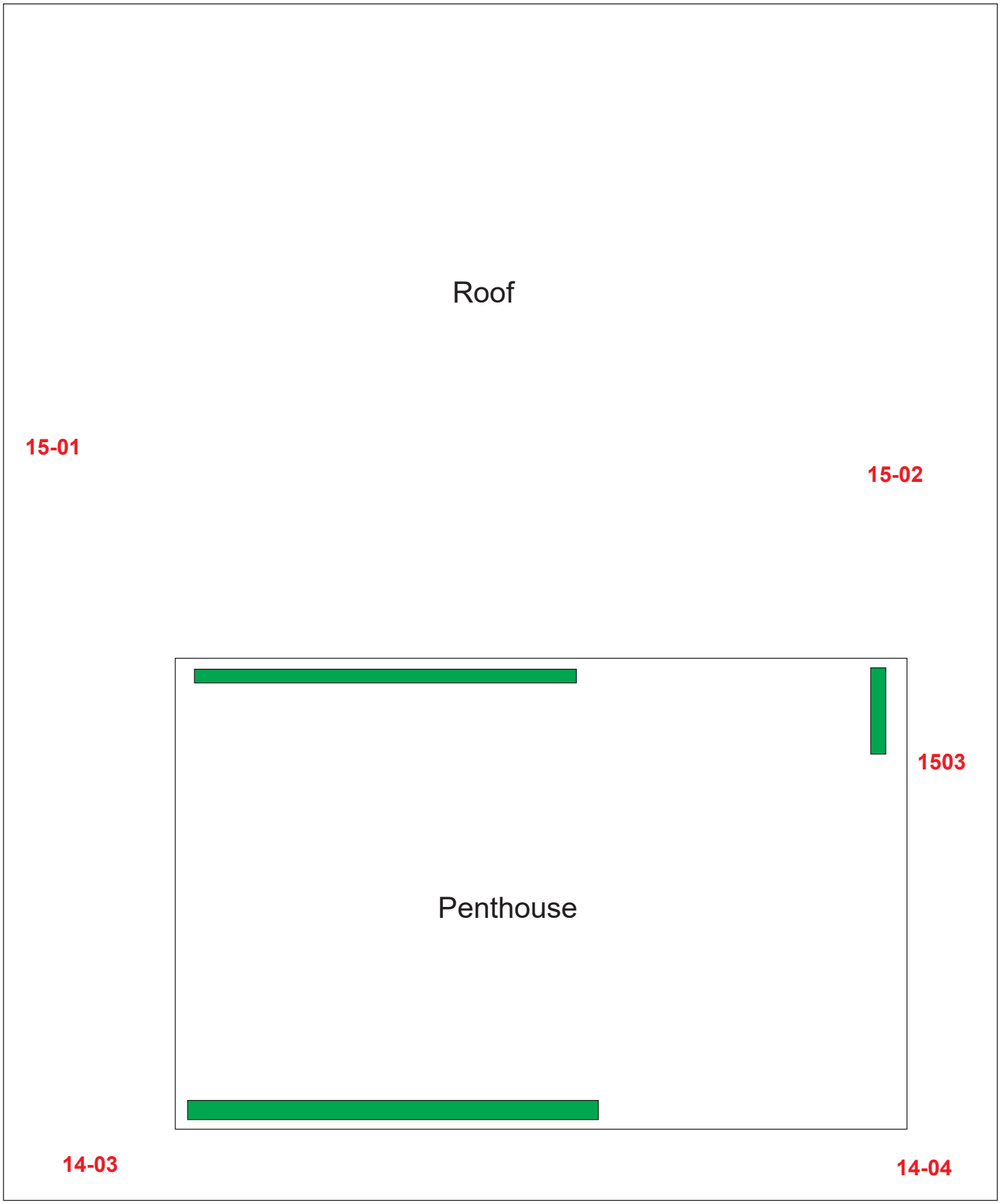
Sample Locations

3rd Floor

Water Damage

514 Shatto Place Los Angeles, Ca

Sample Locations



4th Floor

Water Damage

514 Shatto Place Los Angeles, Ca

Sample Locations

Appendix II - Asbestos Analytical Results and Chain of Custody's

LA Testing

4335 E. Airport Dr. Unit 110 Ontario, CA 91761

Tel/Fax: (909) 295-6825 / (909) 295-6826

http://www.LATesting.com / InlandEmpireLab@latesting.com

LA Testing Order:	711900270
Customer ID:	32ANDE85
Customer PO:	
Project ID:	

Attention:	Mike Pinkerton	**Phone:**	(310) 382-4482
	EFI Global, Inc.	**Fax:**	
	5261 West Imperial Highway	**Received Date:**	09/06/2019 11:20 AM
	Los Angeles, CA 90045	**Analysis Date:**	09/09/2019
		Collected Date:	09/05/2019
Project:	045.01519/ 514 Shatto Pl.		

Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

			Non-Asbestos		Asbestos
Sample	**Description**	**Appearance**	**% Fibrous**	**% Non-Fibrous**	**% Type**
1-01-Drywall *711900270-0001* *No Joint Compound present for analysis*	4th floor closet - dwjc	Brown/White Fibrous Heterogeneous	10% Cellulose	90% Non-fibrous (Other)	None Detected
1-02-Joint Compound *711900270-0002* *No Drywall present for analysis*	3rd floor meeting rm - dwjc	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
1-03-Drywall *711900270-0003*	3rd floor copy rm - dwjc	Brown/White Fibrous Heterogeneous	10% Cellulose	90% Non-fibrous (Other)	None Detected
1-03-Joint Compound *711900270-0003A*	3rd floor copy rm - dwjc	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
1-04-Drywall *711900270-0004*	3rd floor lunch rm - dwjc	Brown/White Fibrous Heterogeneous	10% Cellulose	90% Non-fibrous (Other)	None Detected
1-04-Joint Compound *711900270-0004A*	3rd floor lunch rm - dwjc	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
1-05-Drywall *711900270-0005*	2nd floor coonf rm - dwjc	Brown/White Fibrous Heterogeneous	2% Cellulose 3% Glass	95% Non-fibrous (Other)	None Detected
1-05-Joint Compound *711900270-0005A*	2nd floor coonf rm - dwjc	White/Blue Non-Fibrous Heterogeneous		100% Non-fibrous (Other)	None Detected
1-06-Drywall *711900270-0006*	2nd floor hallway - dwjc	Brown/White Fibrous Heterogeneous	2% Cellulose 3% Glass	95% Non-fibrous (Other)	None Detected
1-06-Joint Compound *711900270-0006A*	2nd floor hallway - dwjc	White/Blue Non-Fibrous Heterogeneous		100% Non-fibrous (Other)	None Detected
1-07-Drywall *711900270-0007*	2nd floor rr 1 - dwjc	Brown/White Fibrous Heterogeneous	2% Cellulose 3% Glass	95% Non-fibrous (Other)	None Detected
1-07-Joint Compound *711900270-0007A*	2nd floor rr 1 - dwjc	White/Blue/Green Non-Fibrous Heterogeneous		100% Non-fibrous (Other)	None Detected
2-01-Finish Coat *711900270-0008*	3rd floor storage - plaster	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
2-01-Base Coat *711900270-0008A*	3rd floor storage - plaster	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
2-02-Finish Coat *711900270-0009*	4th floor storage - plaster	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected

Initial report from: 09/09/2019 19:53:13

LA Testing

4335 E. Airport Dr. Unit 110 Ontario, CA 91761

Tel/Fax: (909) 295-6825 / (909) 295-6826

http://www.LATesting.com / InlandEmpireLab@latesting.com

LA Testing Order:	711900270
Customer ID:	32ANDE85
Customer PO:	
Project ID:	

Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

			Non-Asbestos		Asbestos
Sample	**Description**	**Appearance**	**% Fibrous**	**% Non-Fibrous**	**% Type**
2-02-Base Coat *711900270-0009A*	4th floor storage - plaster	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
2-03-Finish Coat *711900270-0010*	N. stairwell - plaster	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
2-03-Base Coat *711900270-0010A*	N. stairwell - plaster	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
2-04-Finish Coat *711900270-0011*	N. stairwell - plaster	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
2-04-Base Coat *711900270-0011A*	N. stairwell - plaster	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
2-05-Plaster 1 *711900270-0012*	N. stairwell - plaster	Beige Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
2-05-Plaster 2 *711900270-0012A*	N. stairwell - plaster	Beige Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
2-06-Finish Coat *711900270-0013*	S. stairwel - plaster	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
2-06-Plaster 1 *711900270-0013A*	S. stairwel - plaster	Beige Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
2-06-Plaster 2 *711900270-0013B*	S. stairwel - plaster	Beige Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
2-07-Finish Coat *711900270-0014*	S. stairwel - plaster	White Non-Fibrous Heterogeneous		100% Non-fibrous (Other)	None Detected
2-07-Plaster 1 *711900270-0014A*	S. stairwel - plaster	Beige Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
2-07-Plaster 2 *711900270-0014B*	S. stairwel - plaster	Beige Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
3-01 *711900270-0015*	2nd floor meeting rm - 2x4 acp	Gray/White Fibrous Heterogeneous	40% Cellulose 20% Glass	20% Perlite 20% Non-fibrous (Other)	None Detected
3-02 *711900270-0016*	3rd floor training rm - 2x4 acp	Gray/White Fibrous Heterogeneous	40% Cellulose 20% Glass	20% Perlite 20% Non-fibrous (Other)	None Detected
3-03 *711900270-0017*	3rd floor lunch rm - 2x4 acp	Gray/White Fibrous Homogeneous	35% Cellulose 10% Min. Wool 30% Glass	25% Non-fibrous (Other)	None Detected
4-01-ACT *711900270-0018*	3rd floor storage - 12x12 act + brown mastic	Gray/White Fibrous Heterogeneous	20% Cellulose 60% Glass	20% Non-fibrous (Other)	None Detected
4-01-Mastic *711900270-0018A*	3rd floor storage - 12x12 act + brown mastic	Brown Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
4-02-ACT *711900270-0019*	2nd floor storage - 12x12 act + brown mastic	Gray/White Fibrous Heterogeneous	20% Cellulose 60% Glass	20% Non-fibrous (Other)	None Detected

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LA Testing
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http://www.LATesting.com / InlandEmpireLab@latesting.com

LA Testing Order: 711900270
Customer ID: 32ANDE85
Customer PO:
Project ID:

Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

			Non-Asbestos		Asbestos
Sample	**Description**	**Appearance**	**% Fibrous**	**% Non-Fibrous**	**% Type**
4-02-Mastic *711900270-0019A*	2nd floor storage - 12x12 act + brown mastic	Brown Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
4-03-ACT *711900270-0020*	2nd floor storage - 12x12 act + brown mastic	Gray Fibrous Homogeneous	5% Cellulose 60% Glass	35% Non-fibrous (Other)	None Detected
4-03-Mastic *711900270-0020A*	2nd floor storage - 12x12 act + brown mastic	Tan Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
5-01 *711900270-0021*	1st floor parking - pipe insulation	Gray Fibrous Homogeneous		60% Non-fibrous (Other)	40% Chrysotile
5-02 *711900270-0022*	1st floor parking - pipe insulation	Gray Fibrous Homogeneous		60% Non-fibrous (Other)	40% Chrysotile
5-03 *711900270-0023*	1st floor parking - pipe insulation	Gray Fibrous Homogeneous	25% Cellulose	55% Non-fibrous (Other)	20% Chrysotile
6-01 *711900270-0024*	4th floor HVAC rm - fiber glass hdi	Yellow Non-Fibrous Homogeneous	95% Glass	5% Non-fibrous (Other)	None Detected
6-02 *711900270-0025*	4th floor HVAC rm - fiber glass hdi	Yellow Fibrous Homogeneous	95% Glass	5% Non-fibrous (Other)	None Detected
6-03 *711900270-0026*	4th floor HVAC rm - fiber glass hdi	Yellow Fibrous Homogeneous	95% Glass	5% Non-fibrous (Other)	None Detected
7-01-Vinyl Floor Tile *711900270-0027*	3rd floor storage - beige 9x9 vft+m	Beige Non-Fibrous Homogeneous		98% Non-fibrous (Other)	2% Chrysotile
7-01-Mastic *711900270-0027A*	3rd floor storage - beige 9x9 vft+m	Black Non-Fibrous Homogeneous		97% Non-fibrous (Other)	3% Chrysotile
7-02-Vinyl Floor Tile *711900270-0028*	N. stairwell - beige 9x9 vft+m	Beige Non-Fibrous Homogeneous		98% Non-fibrous (Other)	2% Chrysotile
7-02-Mastic *711900270-0028A*	N. stairwell - beige 9x9 vft+m	Black Non-Fibrous Homogeneous		97% Non-fibrous (Other)	3% Chrysotile
7-03-Vinyl Floor Tile *711900270-0029*	S. stairwell - beige 9x9 vft+m	Beige Non-Fibrous Homogeneous		98% Non-fibrous (Other)	2% Chrysotile
7-03-Mastic *711900270-0029A*	S. stairwell - beige 9x9 vft+m	Black Non-Fibrous Homogeneous		98% Non-fibrous (Other)	2% Chrysotile
8-01-Vinyl Floor Tile *711900270-0030*	2nd floor conference rm. - black white spec 12x12 vft+m	White/Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
8-01-Mastic *711900270-0030A*	2nd floor conference rm. - black white spec 12x12 vft+m	Yellow Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
8-02-Vinyl Floor Tile *711900270-0031*	2nd floor conference rm. - black white spec 12x12 vft+m	White/Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
8-02-Mastic *711900270-0031A*	2nd floor conference rm. - black white spec 12x12 vft+m	Yellow Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected

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Project ID:	

Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

			Non-Asbestos		Asbestos
Sample	**Description**	**Appearance**	**% Fibrous**	**% Non-Fibrous**	**% Type**
8-03-Vinyl Floor Tile *711900270-0032*	2nd floor conference rm. - black white spec 12x12 vft+m	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
8-03-Mastic *711900270-0032A*	2nd floor conference rm. - black white spec 12x12 vft+m	Yellow Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
9-01-Vinyl Floor Tile *711900270-0033*	3rd floor copy rm - black 12x12 vft+m	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
9-01-Mastic *711900270-0033A*	3rd floor copy rm - black 12x12 vft+m	Yellow Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
9-02-Vinyl Floor Tile *711900270-0034*	3rd floor copy rm - black 12x12 vft+m	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
9-02-Mastic *711900270-0034A*	3rd floor copy rm - black 12x12 vft+m	Yellow Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
9-03-Vinyl Floor Tile *711900270-0035*	3rd floor copy rm - black 12x12 vft+m	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
9-03-Mastic *711900270-0035A* *Result is a composite of inseparable yellow and black mastic.*	3rd floor copy rm - black 12x12 vft+m	Black/Yellow Non-Fibrous Heterogeneous		100% Non-fibrous (Other)	<1% Chrysotile
10-01-Vinyl Floor Tile *711900270-0036*	3rd floor lunch rm - grey 12x12 vft+m	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
10-01-Mastic *711900270-0036A*	3rd floor lunch rm - grey 12x12 vft+m	Yellow Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
10-02-Vinyl Floor Tile *711900270-0037*	3rd floor meeting rm - grey 12x12 vft+m	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
10-02-Mastic *711900270-0037A*	3rd floor meeting rm - grey 12x12 vft+m	Yellow Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
10-03-Vinyl Floor Tile *711900270-0038*	3rd floor meeting rm - grey 12x12 vft+m	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
10-03-Mastic *711900270-0038A*	3rd floor meeting rm - grey 12x12 vft+m	Yellow Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
11-01-Vinyl Floor Tile *711900270-0039*	2nd floor server rm - beige 12x12 vft+m	Beige Non-Fibrous Homogeneous		100% Non-fibrous (Other)	<1% Chrysotile
11-01-Mastic *711900270-0039A*	2nd floor server rm - beige 12x12 vft+m	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
11-02-Vinyl Floor Tile *711900270-0040*	2nd floor server rm - beige 12x12 vft+m	Beige Non-Fibrous Homogeneous		100% Non-fibrous (Other)	<1% Chrysotile
11-02-Mastic *711900270-0040A*	2nd floor server rm - beige 12x12 vft+m	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected

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LA Testing Order: 711900270
Customer ID: 32ANDE85
Customer PO:
Project ID:

Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

			Non-Asbestos		Asbestos
Sample	**Description**	**Appearance**	**% Fibrous**	**% Non-Fibrous**	**% Type**
11-03-Vinyl Floor Tile *711900270-0041*	2nd floor server rm - beige 12x12 vft+m	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	<1% Chrysotile
11-03-Mastic *711900270-0041A*	2nd floor server rm - beige 12x12 vft+m	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
11-03-Leveler *711900270-0041B*	2nd floor server rm - beige 12x12 vft+m	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
12-01-Cove Base *711900270-0042*	3rd floor copy rm - black vcb	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
12-01-Mastic *711900270-0042A*	3rd floor copy rm - black vcb	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
12-02-Cove Base *711900270-0043*	3rd floor copy rm - black vcb	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
12-02-Mastic *711900270-0043A*	3rd floor copy rm - black vcb	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
12-03-Cove Base *711900270-0044*	3rd floor copy rm - black vcb	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
12-03-Mastic *711900270-0044A*	3rd floor copy rm - black vcb	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
13-01-Cove Base *711900270-0045*	2nd floor hallway - beige vcb	Beige Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
13-01-Mastic *711900270-0045A*	2nd floor hallway - beige vcb	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
13-01-Joint Compound *711900270-0045B*	2nd floor hallway - beige vcb	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
13-02-Cove Base *711900270-0046*	2nd floor reception - beige vcb	Beige Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
13-02-Mastic *711900270-0046A*	2nd floor reception - beige vcb	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
13-02-Joint Compound *711900270-0046B*	2nd floor reception - beige vcb	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
13-03-Cove Base *711900270-0047*	2nd floor storage - beige vcb	Beige Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
13-03-Mastic *711900270-0047A*	2nd floor storage - beige vcb	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
13-03-Joint Compound *711900270-0047B*	2nd floor storage - beige vcb	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
14-01-Finish Coat 1 *711900270-0048*	Exterior N. - stucco	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected

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LA Testing Order:	711900270
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Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

			Non-Asbestos		Asbestos
Sample	**Description**	**Appearance**	**% Fibrous**	**% Non-Fibrous**	**% Type**
14-01-Base Coat *711900270-0048A*	Exterior N. - stucco	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
14-01-Finish Coat 2 *711900270-0048B*	Exterior N. - stucco	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
14-02-Finish Coat 1 *711900270-0049*	Exterior S. - stucco	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
14-02-Base Coat *711900270-0049A*	Exterior S. - stucco	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
14-02-Finish Coat 2 *711900270-0049B*	Exterior S. - stucco	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
14-03-Stucco *711900270-0050*	Exterior W. - stucco	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	<1% Chrysotile
14-03-Caulking *711900270-0050A*	Exterior W. - stucco	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
14-04-Mastic *711900270-0051*	Exterior E. - stucco	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
14-04-Finish Coat *711900270-0051A*	Exterior E. - stucco	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	<1% Chrysotile
14-04-Base Coat *711900270-0051B*	Exterior E. - stucco	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	<1% Chrysotile
14-05-Finish Coat *711900270-0052*	Parking garage N. - stucco	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	<1% Chrysotile
14-05-Stucco 1 *711900270-0052A*	Parking garage N. - stucco	Brown Non-Fibrous Homogeneous		100% Non-fibrous (Other)	<1% Chrysotile
14-05-Stucco 2 *711900270-0052B*	Parking garage N. - stucco	Brown Non-Fibrous Homogeneous		100% Non-fibrous (Other)	<1% Chrysotile
14-06-Finish Coat *711900270-0053*	Parking garage W. - stucco	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	<1% Chrysotile
14-06-Stucco *711900270-0053A*	Parking garage W. - stucco	Gray Non-Fibrous Homogeneous		100% Non-fibrous (Other)	<1% Chrysotile
14-07-Finish Coat *711900270-0054*	Parking garage E. - stucco	White Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
14-07-Stucco 1 *711900270-0054A*	Parking garage E. - stucco	Brown Non-Fibrous Homogeneous		100% Non-fibrous (Other)	<1% Chrysotile
14-07-Stucco 2 *711900270-0054B*	Parking garage E. - stucco	Brown Non-Fibrous Homogeneous		100% Non-fibrous (Other)	<1% Chrysotile
15-01-Mastic *711900270-0055*	Roof N. - white rppm	Black Non-Fibrous Homogeneous		92% Non-fibrous (Other)	8% Chrysotile

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Test Report: Asbestos Analysis of Bulk Materials via EPA 600/R-93/116 Method using Polarized Light Microscopy

			Non-Asbestos		Asbestos
Sample	**Description**	**Appearance**	**% Fibrous**	**% Non-Fibrous**	**% Type**
15-01-Tar *711900270-0055A*	Roof N. - white rppm	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
15-02-Mastic *711900270-0056*	Roof S. - white rppm	Black Non-Fibrous Homogeneous		92% Non-fibrous (Other)	8% Chrysotile
15-02-Tar *711900270-0056A*	Roof S. - white rppm	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
15-03-Mastic *711900270-0057*	Roof W. - white rppm	Black Non-Fibrous Homogeneous	4% Cellulose	92% Non-fibrous (Other)	4% Chrysotile
15-03-Tar *711900270-0057A*	Roof W. - white rppm	Black Non-Fibrous Homogeneous		100% Non-fibrous (Other)	None Detected
16-01 *711900270-0058*	Roof N. - white ror	White/Black Non-Fibrous Homogeneous	7% Synthetic	93% Non-fibrous (Other)	None Detected
16-02 *711900270-0059*	Roof E. - white ror	White/Black Non-Fibrous Homogeneous	7% Synthetic	93% Non-fibrous (Other)	None Detected
16-03 *711900270-0060*	Roof W. - white ror	White/Black Fibrous Heterogeneous	5% Synthetic	95% Non-fibrous (Other)	None Detected

Analyst(s)

Carolynn Tom (46)

Humberto Espinoza (71)

Carolynn Tom, Laboratory Manager
or Other Approved Signatory

EMSL maintains liability limited to cost of analysis. The above analyses were performed in general compliance with Appendix E to Subpart E of 40 CFR (previously EPA 600/M4-82-020 "Interim Method"), but augmented with procedures outlined in the 1993 ("final") version of the method. This report relates only to the samples reported above, and may not be reproduced, except in full, without written approval by EMSL. EMSL bears no responsibility for sample collection activities or analytical method limitations. Interpretation and use of test results are the responsibility of the client. All samples received in acceptable condition unless otherwise noted. This report must not be used by the client to claim product certification, approval, or endorsement by NVLAP, NIST or any agency of the federal government. EMSL recommends gravimetric reduction for all non-friable organically bound materials prior to analysis. Estimation of uncertainty is available on request.

Samples analyzed by LA Testing Ontario, CA

Initial report from: 09/09/2019 19:53:13

#711900270

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Laboratory Chain of Custody

Turn Around Time - (Circle)
*Please select based on laboratory being used

3hr 6hr 24hr (48hr) 72hr

Standard

Project No.:	Project Name:	Sampling By:	Number of Samples:	Date(s) Collected:	Page No.:		Total Pages
045.0151G	514 Shatto PL	Freddy Torres	60	9-5-19	1	Of	4

Sample No.:	Sample Location & Comments	Start Flow Rate / End Flow Rate	Start Time / Stop Time	Total Volume / Area/SQFT	Type of Analysis / Sample Serial Number
1-01	DWJC 4th Floor Closet				Analysis Type: PLM Bulk Serial No.:
1-02	3rd Floor Meeting Rm				Analysis Type: Serial No.:
1-03	Copy Rm				Analysis Type: Serial No.:
1-04	Lunch Rm				Analysis Type: Serial No.:
1-05	2nd Floor Conf. Rm				Analysis Type: Serial No.:
1-06	Hallway				Analysis Type: Serial No.:
1-07	RR 1				Analysis Type: Serial No.:
2-01	Plaster 3rd Floor Storage				Analysis Type: Serial No.:
2-02	4th Floor				Analysis Type: Serial No.:

Relinquished By (Print & Sign) (Date & Time)	Received By (Print & Sign) (Date & Time)
Freddy Torres 9.6.19	Clow (WI) 9/6 11:20A
Relinquished By (Print & Sign) (Date & Time)	Received By (Print & Sign) (Date & Time)

Special Instructions:	Stop Positive: Yes / No	E-mail to Additional Party:
		Mike Pinkerton

5261 West Imperial Hwy Los Angeles, CA 90045, Ph (310) 854-6300, Fax (310) 854-0199

OrderID: 711900270

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#7119002 70

Project No.:	Page No.:		Total Pages
	2	Of	4

Sample No.:	Sample Location & Comments	Start Flow Rate / End Flow Rate	Start Time / Stop Time	Total Volume / Area/SQFT	Type of Analysis / Sample Serial Number
2-03	Plaster — N. Stairwell				Analysis Type: PLM Bulk Serial No.:
2-04					Analysis Type: Serial No.:
2-05					Analysis Type: Serial No.:
2-06	S. Stairwell				Analysis Type: Serial No.:
2-07					Analysis Type: Serial No.:
3-01	2x4 ACP — 2nd Floor Meeting Rm				Analysis Type: Serial No.:
3-02	3rd Floor Training Rm				Analysis Type: Serial No.:
3-03	Lunch Rm				Analysis Type: Serial No.:
4-01	12x12 ACT + Brown Mastic — 3rd Floor Storage				Analysis Type: Serial No.:
4-02	2nd Floor				Analysis Type: Serial No.:
4-03					Analysis Type: Serial No.:
5-01	Pipe Insultion — 1st Floor Parking				Analysis Type: Serial No.:
5-02					Analysis Type: Serial No.:
5-03					Analysis Type: Serial No.:
6-01	Fiber Glass HDI — 4th Floor HVAC Rm				Analysis Type: Serial No.:
6-02					Analysis Type: Serial No.:
6-03					Analysis Type: Serial No.:
7-01	Beige 9x9 VFT+M — 3rd Floor Storage				Analysis Type: Serial No.:

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Project No.:	Page No.:		Total Pages
	3	Of	4

Sample No.:	Sample Location & Comments	Start Flow Rate / End Flow Rate	Start Time / Stop Time	Total Volume / Area/SQFT	Type of Analysis / Sample Serial Number
7-02	Beige 9x9 VFT+M N. stairwell				Analysis Type: PLM Bulk Serial No.:
7-03	S.				Analysis Type: Serial No.:
8-01	Black white spec 12x12 VFT+M 2nd Floor entance Rm				Analysis Type: Serial No.:
8-02					Analysis Type: Serial No.:
8-03					Analysis Type: Serial No.:
9-01	Black 12x12 VFT+M 3rd Floor Copy Rm				Analysis Type: Serial No.:
9-02					Analysis Type: Serial No.:
9-03					Analysis Type: Serial No.:
10-01	Grey 3rd Floor Lunch Rm				Analysis Type: Serial No.:
10-02	Meeting Rm				Analysis Type: Serial No.:
10-03					Analysis Type: Serial No.:
11-01	Beige 2nd Floor Server Rm				Analysis Type: Serial No.:
11-02					Analysis Type: Serial No.:
11-03					Analysis Type: Serial No.:
12-01	Black VCB 3rd Floor Copy Rm				Analysis Type: Serial No.:
12-02					Analysis Type: Serial No.:
12-03					Analysis Type: Serial No.:
13-01	Beige 2nd Floor Hallway				Analysis Type: Serial No.:

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Project No.:	Page No.:		Total Pages
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Sample No.:	Sample Location & Comments	Start Flow Rate / End Flow Rate	Start Time / Stop Time	Total Volume / Area/SQFT	Type of Analysis / Sample Serial Number
13-02	Beige VeB 2nd Floor Reception				Analysis Type: PLM Bulk Serial No.:
13-03	Storage				Analysis Type: Serial No.:
14-01	Stucco Exterior N.				Analysis Type: Serial No.:
14-02	S.				Analysis Type: Serial No.:
14-03	W.				Analysis Type: Serial No.:
14-04	E.				Analysis Type: Serial No.:
14-05	Parking Garage N.				Analysis Type: Serial No.:
14-06	W.				Analysis Type: Serial No.:
14-07	E.				Analysis Type: Serial No.:
15-01	White RPM Roof N.				Analysis Type: Serial No.:
15-02	S.				Analysis Type: Serial No.:
15-03	W.				Analysis Type: Serial No.:
16-01	White Roof N				Analysis Type: Serial No.:
16-02	E.				Analysis Type: Serial No.:
16-03	W.				Analysis Type: Serial No.:
					Analysis Type: Serial No.:
					Analysis Type: Serial No.:
					Analysis Type: Serial No.:

OrderID: 711900270

LA Testing

5431 Industrial Drive Huntington Beach, CA 92649
Phone/Fax: (714) 828-4999 / (714) 828-4944
http://www.LATesting.com / gardengrovelab@latesting.com

LA Testing Order: 331919462
Customer ID: 32ANDE85
Customer PO:
Project ID:

Attention: Mike Pinkerton
EFI Global, Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

Project: 045.01519/ 514 Shatto Pl.

Phone: (310) 382-4482
Fax:
Received: 09/12/2019 10:10 AM
Analysis Date: 09/13/2019
Collected: 09/05/2019

Test Report: Asbestos Analysis of Bulk Material via EPA 600/R-93/116. Quantitation using the 1,000 Point Count Procedure

			Non-Asbestos		Asbestos
Sample	**Description**	**Appearance**	**% Fibrous**	**% Non-Fibrous**	**% Type**
14-03-Stucco *331919462-0005*	Exterior W. - stucco	Gray Non-Fibrous Homogeneous		100.0% Non-fibrous (Other)	**<0.1%Chrysotile**
14-04-Finish Coat *331919462-0006*	Exterior E. - stucco	White Non-Fibrous Homogeneous		100.0% Non-fibrous (Other)	**<0.1%Chrysotile**
14-04-Base Coat *331919462-0007*	Exterior E. - stucco	Gray Non-Fibrous Homogeneous		99.90% Non-fibrous (Other)	**0.1%Chrysotile**
14-05-Finish Coat *331919462-0008*	Parking garage N. - stucco	White Non-Fibrous Homogeneous		100.0% Non-fibrous (Other)	**<0.1%Chrysotile**
14-05-Stucco 1 *331919462-0009*	Parking garage N. - stucco	Brown Non-Fibrous Homogeneous		100.0% Non-fibrous (Other)	**<0.1%Chrysotile**
14-05-Stucco 2 *331919462-0010*	Parking garage N. - stucco	Brown Non-Fibrous Homogeneous		100.0% Non-fibrous (Other)	**<0.1%Chrysotile**
14-06-Finish Coat *331919462-0011*	Parking garage W. - stucco	White Non-Fibrous Homogeneous		100.0% Non-fibrous (Other)	**<0.1%Chrysotile**
14-06-Stucco *331919462-0012*	Parking garage W. - stucco	Gray Non-Fibrous Homogeneous		100.0% Non-fibrous (Other)	**<0.1%Chrysotile**
14-07-Stucco 1 *331919462-0013*	Parking garage E. - stucco	Brown Non-Fibrous Homogeneous		100.0% Non-fibrous (Other)	**<0.1%Chrysotile**
14-07-Stucco 2 *331919462-0014*	Parking garage E. - stucco	Brown Non-Fibrous Homogeneous		100.0% Non-fibrous (Other)	**<0.1%Chrysotile**

Some samples may contain asbestos fibers present in dimensions below PLM resolution limits.The limit of detection as stated in the method is 0.1%. EMSL Analytical Inc suggests that samples reported as <0.1% or none detected undergo additional analysis via TEM. The above test report relates only to the items tested. This report may not be reproduced, except in full, without written approval EMSL Analytical Inc. This test report must not be used by the client to claim product endorsement by NVLAP or any agency of the United States Government . EMSL Analytical Inc. bears no responsibility for sample collection activities, analytical method limitations, or the accuracy of results when requested to separate layered samples. EMSL Analytical Inc liability is limited to the cost of sample analysis.The test results contained within this report meet the requirements of NELAC unless otherwise noted. Samples received in good condition unless otherwise noted. Unless requested by the client, building materials manufactured with multiple layers (i.e. linoleum, wallboard, etc.) are reported as a single sample.

Samples analyzed by LA Testing Huntington Beach, CA NVLAP Lab Code 101384-0, CA ELAP 1406

Initial report from: 09/13/2019 08:02:55

LA Testing

5431 Industrial Drive Huntington Beach, CA 92649
Phone/Fax: (714) 828-4999 / (714) 828-4944
http://www.LATesting.com / gardengrovelab@latesting.com

LA Testing Order:	331919462
Customer ID:	32ANDE85
Customer PO:	
Project ID:	

Attention:	Mike Pinkerton EFI Global, Inc. 5261 West Imperial Highway Los Angeles, CA 90045	**Phone:**	(310) 382-4482
		Fax:	
		Received:	09/12/2019 10:10 AM
		Analysis Date:	09/13/2019
		Collected:	09/05/2019
Project:	045.01519/ 514 Shatto Pl.		

Test Report: Asbestos Analysis of Bulk Material via EPA 600/R-93/116. Quantitation using the 1,000 Point Count Procedure

			Non-Asbestos		Asbestos
Sample	**Description**	**Appearance**	**% Fibrous**	**% Non-Fibrous**	**% Type**

Analyst(s)

Brian Magumcia (10)

Michael DeCavallas, Laboratory Manager
or other approved signatory

Some samples may contain asbestos fibers present in dimensions below PLM resolution limits.The limit of detection as stated in the method is 0.1%. EMSL Analytical Inc suggests that samples reported as <0.1% or none detected undergo additional analysis via TEM. The above test report relates only to the items tested. This report may not be reproduced, except in full, without written approval EMSL Analytical Inc. This test report must not be used by the client to claim product endorsement by NVLAP or any agency of the United States Government . EMSL Analytical Inc. bears no responsibility for sample collection activities, analytical method limitations, or the accuracy of results when requested to separate layered samples. EMSL Analytical Inc liability is limited to the cost of sample analysis.The test results contained within this report meet the requirements of NELAC unless otherwise noted. Samples received in good condition unless otherwise noted. Unless requested by the client, building materials manufactured with multiple layers (i.e. linoleum, wallboard, etc.) are reported as a single sample.

Samples analyzed by LA Testing Huntington Beach, CA NVLAP Lab Code 101384-0, CA ELAP 1406

Initial report from: 09/13/2019 08:02:55

LA Testing
5431 Industrial Drive, Huntington Beach, CA 92649
Phone/Fax: (714) 828-4999 / (714) 828-4944
http://www.LATesting.com gardengrovelab@latesting.com

LA Testing Order: 331919462
CustomerID: 32ANDE85
CustomerPO:
ProjectID:

Attn: **Mike Pinkerton**
EFI Global, Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

Phone: (888) 705-6300
Fax:
Received: 09/12/19 10:10 AM
Analysis Date: 9/13/2019
Collected: 9/5/2019

Project: **045.01519/ 514 Shatto Pl.**

Test Report: Polarized Light Microscopy (PLM) - Point Count Performed by EPA 600/R-93/116 Method with Gravimetric Reduction and 1000 Point Count

SAMPLE ID	DESCRIPTION	APPEARANCE	(%) Matrix Organic	Acid	NON- ASBESTOS % Fibrous	NON- ASBESTOS % NON-FIBROUS	ASBESTOS % TYPES
9-03-Mastic *331919462-0001*	3rd floor copy rm - black 12x12 vft+m	Black/Yellow Non-Fibrous Homogeneous	52.8	36.1		11.1 Non-fibrous (other)	<0.1 Chrysotile
Sample below method recommended minimum weight; analyzed at client's request.							
11-01-Vinyl Floor Tile *331919462-0002*	2nd floor server rm - beige 12x12 vft+m	Beige Non-Fibrous Homogeneous	27.2	60.7		12.1 Non-fibrous (other)	<0.1 Chrysotile
11-02-Vinyl Floor Tile *331919462-0003*	2nd floor server rm - beige 12x12 vft+m	Beige Non-Fibrous Homogeneous	27.6	59.7		12.7 Non-fibrous (other)	<0.1 Chrysotile
11-03-Vinyl Floor Tile *331919462-0004*	2nd floor server rm - beige 12x12 vft+m	White Non-Fibrous Homogeneous	27.1	60.4		12.6 Non-fibrous (other)	<0.1 Chrysotile

Analyst(s)
Brian Magumcia (4)

Michael DeCavallas, Laboratory Manager
or other approved signatory

Some samples may contain asbestos fibers present in dimensions below PLM resolution limits.The limit of detection as stated in the method is 0.1%. EMSL Analytyical Inc suggests that samples reported as <0.1% or none detected undergo additional analysis via TEM. The above test report relates only to the items tested. This report may not be reproduced, except in full, without written approval EMSL Analytical Inc. This test report must not be used by the client to claim product endorsement by NVLAP or any agency of the United States Government. EMSL Analytical Inc. bears no esponsibility for sample collection activities, analytical method limitations, or the accuracy of results when requested to separate layered samples. EMSL Analytical Inc liability is limited to the cost of sample analysis. The test results contained within this report meet the requirements of NELAC unless otherwise noted. Samples received in good condition unless otherwise noted.

Samples analyzed by LA Testing Huntington Beach, CA

Initial report from 09/13/2019 08:02:55

Appendix III – Lead Based Paint XRF Results Table & DPH 8552 Form

514 Shatto Place Los Angeles, Ca

Shot	Date	Floor	Room	Component	Substrate	Side	Condition	Results	PbC
1	**9/5/2019**	**Calibration**						**Positive**	**1.1**
2	**9/5/2019**	**Calibration**						**Positive**	**0.9**
3	**9/5/2019**	**Calibration**						**Positive**	**1.1**
4	9/5/2019	1st Floor	Exterior	Wall	Stucco	A	Intact	Negative	0.21
5	9/5/2019	1st Floor	Exterior	Wall	Stucco	B	Intact	Negative	0.16
6	9/5/2019	1st Floor	Exterior	Wall	Stucco	D	Intact	Negative	0.07
7	9/5/2019	1st Floor	Exterior	Door Frame	Metal	A	Intact	Negative	0
8	9/5/2019	1st Floor	Exterior	Window Frame	Metal	A	Intact	Negative	0
9	9/5/2019	1st Floor	Exterior	Overhang Ceiling	Stucco	A	Intact	Negative	0.22
10	9/5/2019	1st Floor	Exterior	Overhang Facia	Wood	A	Intact	Negative	0.01
11	9/5/2019	1st Floor	Exterior	Gate	Metal	A	Intact	Negative	0.25
12	9/5/2019	4th Floor	Lobby	Wall	Drywall	B	Intact	Negative	0.08
13	9/5/2019	4th Floor	Lobby	Wall	Drywall	D	Intact	Negative	0
14	9/5/2019	4th Floor	Lobby	Door Frame	Metal	D	Intact	Negative	0
15	9/5/2019	4th Floor	Lobby	Elevator Frame	Metal	D	Intact	Negative	0.04
16	9/5/2019	4th Floor	Restroom 1	Wall	Drywall	A	Intact	Negative	0.01
17	9/5/2019	4th Floor	Restroom 1	Wall	Drywall	C	Intact	Negative	0.07
18	9/5/2019	4th Floor	Restroom 1	Door Frame	Metal	C	Intact	Negative	0.01
19	9/5/2019	4th Floor	Restroom 1	Ceiling	Plaster		Intact	Negative	0
20	9/5/2019	4th Floor	1	Wall	Drywall	A	Intact	Negative	0
21	9/5/2019	4th Floor	1	Wall	Drywall	C	Intact	Negative	0.02
22	9/5/2019	4th Floor	1	Door Frame	Metal	C	Intact	Negative	0.21
23	9/5/2019	4th Floor	1	Ceiling	Plaster		Intact	Negative	0.1
24	9/5/2019	4th Floor	1	Window Frame	Metal	C	Intact	Negative	0.17
25	9/5/2019	4th Floor	2	Wall	Drywall	A	Intact	Negative	0
26	9/5/2019	4th Floor	2	Wall	Drywall	C	Intact	Negative	0.05
27	9/5/2019	4th Floor	2	Door Frame	Metal	C	Intact	Negative	0.06
28	9/5/2019	4th Floor	2	Window Frame	Metal	C	Intact	Negative	0.13
29	9/5/2019	4th Floor	3	Wall	Drywall	B	Intact	Negative	0
30	9/5/2019	4th Floor	3	Wall	Drywall	D	Intact	Negative	0
31	9/5/2019	4th Floor	3	Ceiling	Plaster		Intact	Negative	0.01
32	9/5/2019	4th Floor	3	Door Frame	Metal	C	Intact	Negative	0.01
33	9/5/2019	4th Floor	3	Window Frame	Metal	A	Intact	Negative	0.02

34	9/5/2019	4th Floor	Restroom 2	Wall	Drywall	A	Intact	Negative	0.03
35	9/5/2019	4th Floor	Restroom 2	Wall	Drywall	C	Intact	Negative	0
36	9/5/2019	4th Floor	Restroom 2	Ceiling	Plaster		Intact	Negative	0.02
37	9/5/2019	4th Floor	Restroom 2	Door Frame	Metal	B	Intact	Negative	0.24
38	9/5/2019	3rd Floor	Elevator Lobby	Wall	Drywall	B	Intact	Negative	0.02
39	9/5/2019	3rd Floor	Elevator Lobby	Wall	Drywall	D	Intact	Negative	0
40	9/5/2019	3rd Floor	Elevator Lobby	Door Frame	Metal	B	Intact	Negative	0.24
41	9/5/2019	3rd Floor	Restroom 1	Wall	Drywall	A	Intact	Negative	0.02
42	9/5/2019	3rd Floor	Restroom 1	Wall	Drywall	C	Intact	Negative	0.03
43	9/5/2019	3rd Floor	Restroom 1	Door Frame	Metal	A	Intact	Negative	0.2
44	9/5/2019	3rd Floor	Restroom 1	Ceiling	Plaster		Intact	Negative	0.4
45	9/5/2019	3rd Floor	Restroom 2	Wall	Drywall	A	Intact	Negative	0.03
46	9/5/2019	3rd Floor	Restroom 2	Wall	Drywall	C	Intact	Negative	0.06
47	9/5/2019	3rd Floor	Restroom 2	Door Frame	Metal	C	Intact	Negative	0.14
48	9/5/2019	3rd Floor	4	Wall	Drywall	B	Intact	Negative	0.3
49	9/5/2019	3rd Floor	4	Wall	Drywall	D	Intact	Negative	0
50	9/5/2019	3rd Floor	4	Door Frame	Metal	C	Intact	Negative	0
51	9/5/2019	3rd Floor	6	Wall	Drywall	A	Intact	Negative	0.02
52	9/5/2019	3rd Floor	6	Wall	Drywall	C	Intact	Negative	0.26
53	9/5/2019	3rd Floor	6	Door Frame	Metal	C	Intact	Negative	0.01
54	9/5/2019	3rd Floor	7	Wall	Drywall	A	Intact	Negative	0.2
55	9/5/2019	3rd Floor	7	Wall	Drywall	C	Intact	Negative	0
56	9/5/2019	3rd Floor	7	Door Frame	Metal	C	Intact	Negative	0
57	9/5/2019	3rd Floor	Copy Room	Wall	Drywall	B	Intact	Negative	0.02
58	9/5/2019	3rd Floor	Copy Room	Wall	Drywall	D	Intact	Negative	0
59	9/5/2019	3rd Floor	Copy Room	Door Frame	Metal	D	Intact	Negative	0.01
60	9/5/2019	3rd Floor	Cubicle Area	Wall	Drywall	A	Intact	Negative	0
61	9/5/2019	3rd Floor	Cubicle Area	Wall	Drywall	A	Intact	Negative	0
62	9/5/2019	3rd Floor	Cubicle Area	Wall	Drywall	C	Intact	Negative	0.02
63	9/5/2019	3rd Floor	Cubicle Area	Door Frame	Metal	A	Intact	Negative	0.28
64	9/5/2019	3rd Floor	9	Wall	Drywall	A	Intact	Negative	0.5
65	9/5/2019	3rd Floor	9	Wall	Drywall	C	Intact	Negative	0.19
66	9/5/2019	3rd Floor	9	Door Frame	Metal	D	Intact	Negative	0
67	9/5/2019	3rd Floor	9	Window Frame	Metal	B	Intact	Negative	0.01

68	9/5/2019	3rd Floor	10	Wall	Drywall	B	Intact	Negative	0.24
69	9/5/2019	3rd Floor	10	Wall	Drywall	D	Intact	Negative	0.13
70	9/5/2019	3rd Floor	10	Door Frame	Metal	D	Intact	Negative	0.01
71	9/5/2019	3rd Floor	Lunch Room	Wall	Drywall	A	Intact	Negative	0
72	9/5/2019	3rd Floor	Lunch Room	Wall	Drywall	C	Intact	Negative	0
73	9/5/2019	3rd Floor	Lunch Room	Door Frame	Metal	A	Intact	Negative	0
74	9/5/2019	3rd Floor	Lunch Room	Window Frame	Metal	C	Intact	Negative	0.03
75	9/5/2019	3rd Floor	Conference Room	Wall	Drywall	A	Intact	Negative	0.07
76	9/5/2019	3rd Floor	Conference Room	Wall	Drywall	C	Intact	Negative	0
77	9/5/2019	3rd Floor	Conference Room	Door Frame	Metal	A	Intact	Negative	0
78	9/5/2019	3rd Floor	Conference Room	Window Frame	Metal	C	Intact	Negative	0
79	9/5/2019	3rd Floor	Stairwell	Wall	Concrete	A	Intact	Negative	0
80	9/5/2019	3rd Floor	Stairwell	Wall	Concrete	B	Intact	Negative	0
81	9/5/2019	3rd Floor	Stairwell	Wall	Concrete	C	Intact	Negative	0.06
82	9/5/2019	3rd Floor	Stairwell	Wall	Concrete	D	Intact	Negative	0
83	9/5/2019	3rd Floor	Stairwell	Ceiling	Plaster		Intact	Negative	0
84	9/5/2019	3rd Floor	Stairwell	Door Frame	Metal	B	Intact	Negative	0.16
85	9/5/2019	3rd Floor	Stairwell	Stair Railing	Metal	A	Intact	Negative	0.03
86	9/5/2019	3rd Floor	Storage	Wall	Drywall	A	Intact	Negative	0.4
87	9/5/2019	3rd Floor	Storage	Wall	Drywall	C	Intact	Negative	0
88	9/5/2019	3rd Floor	Storage	Door Frame	Metal	B	Intact	Negative	0.02
89	9/5/2019	3rd Floor	Hallway	Wall	Drywall	B	Intact	Negative	0.04
90	9/5/2019	3rd Floor	Hallway	Wall	Drywall	D	Intact	Negative	0
91	9/5/2019	3rd Floor	Hallway	Door Frame	Metal	A	Intact	Negative	0
92	9/5/2019	2nd Floor	Elevator Lobby	Wall	Drywall	A	Intact	Negative	0.28
93	9/5/2019	2nd Floor	Elevator Lobby	Wall	Drywall	C	Intact	Negative	0
94	9/5/2019	2nd Floor	Elevator Lobby	Door Frame	Metal	B	Intact	Negative	0
95	9/5/2019	2nd Floor	Restroom 1	Wall	Drywall	B	Intact	Negative	0.05
96	9/5/2019	2nd Floor	Restroom 1	Wall	Drywall	D	Intact	Negative	0
97	9/5/2019	2nd Floor	Restroom 1	Door Frame	Metal	B	Intact	Negative	0.18
98	9/5/2019	2nd Floor	Restroom 1	Ceiling	Plaster		Intact	Negative	0
99	9/5/2019	2nd Floor	Restroom 2	Wall	Drywall	B	Intact	Negative	0.03
100	9/5/2019	2nd Floor	Restroom 2	Wall	Drywall	D	Intact	Negative	0.02
101	9/5/2019	2nd Floor	Restroom 2	Door Frame	Metal	B	Intact	Negative	0.01

102	9/5/2019	2nd Floor	13	Wall	Drywall	B	Intact	Negative	0
103	9/5/2019	2nd Floor	13	Wall	Drywall	D	Intact	Negative	0.27
104	9/5/2019	2nd Floor	13	Door Frame	Metal	B	Intact	Negative	0.02
105	9/5/2019	2nd Floor	14	Wall	Drywall	B	Intact	Negative	0.01
106	9/5/2019	2nd Floor	14	Wall	Drywall	D	Intact	Negative	0
107	9/5/2019	2nd Floor	14	Door Frame	Metal	B	Intact	Negative	0.09
108	9/5/2019	2nd Floor	15	Wall	Drywall	A	Intact	Negative	0
109	9/5/2019	2nd Floor	15	Wall	Drywall	C	Intact	Negative	0.03
110	9/5/2019	2nd Floor	15	Door Frame	Metal	B	Intact	Negative	0.08
111	9/5/2019	2nd Floor	16	Wall	Drywall	A	Intact	Negative	0
112	9/5/2019	2nd Floor	16	Wall	Drywall	C	Intact	Negative	0.2
113	9/5/2019	2nd Floor	16	Door Frame	Metal	B	Intact	Negative	0.03
114	9/5/2019	2nd Floor	Hallway	Wall	Drywall	B	Intact	Negative	0.16
115	9/5/2019	2nd Floor	Hallway	Wall	Drywall	D	Intact	Negative	0.2
116	9/5/2019	2nd Floor	Hallway	Wall	Drywall	A	Intact	Negative	0.03
117	9/5/2019	2nd Floor	Hallway	Door Frame	Metal	C	Intact	Negative	0
118	9/5/2019	2nd Floor	10	Wall	Drywall	A	Intact	Negative	0.1
119	9/5/2019	2nd Floor	10	Wall	Drywall	C	Intact	Negative	0
120	9/5/2019	2nd Floor	10	Door Frame	Metal	D	Intact	Negative	0.13
121	9/5/2019	2nd Floor	10	Window Frame	Metal	D	Intact	Negative	0.06
122	9/5/2019	2nd Floor	9	Wall	Drywall	A	Intact	Negative	0.3
123	9/5/2019	2nd Floor	9	Wall	Drywall	C	Intact	Negative	0.07
124	9/5/2019	2nd Floor	9	Door Frame	Metal	D	Intact	Negative	0
125	9/5/2019	2nd Floor	Conference Room	Wall	Drywall	B	Intact	Negative	0.01
126	9/5/2019	2nd Floor	Conference Room	Wall	Drywall	D	Intact	Negative	0.01
127	9/5/2019	2nd Floor	Conference Room	Door Frame	Metal	D	Intact	Negative	0.3
128	9/5/2019	2nd Floor	Conference Room	Window Frame	Metal	B	Intact	Negative	0.01
129	9/5/2019	2nd Floor	Stairwell	Wall	Concrete	A	Intact	Negative	0
130	9/5/2019	2nd Floor	Stairwell	Wall	Concrete	B	Intact	Negative	0.15
131	9/5/2019	2nd Floor	Stairwell	Wall	Concrete	C	Intact	Negative	0.17
132	9/5/2019	2nd Floor	Stairwell	Wall	Concrete	D	Intact	Negative	0.04
133	9/5/2019	2nd Floor	Stairwell	Ceiling	Concrete		Intact	Negative	0
134	9/5/2019	2nd Floor	Stairwell	Door Frame	Metal	D	Intact	Negative	0.16
135	9/5/2019	2nd Floor	Stairwell	Stair Railing	Metal	A	Intact	Negative	0.01

136	9/5/2019	2nd Floor	Storage	Wall	Drywall	A	Intact	Negative	0.01
137	9/5/2019	2nd Floor	Storage	Wall	Drywall	C	Intact	Negative	0
138	9/5/2019	2nd Floor	Storage	Door Frame	Metal	B	Intact	Negative	0
139	9/5/2019	2nd Floor	Hallway	Wall	Drywall	A	Intact	Negative	0
140	9/5/2019	2nd Floor	Hallway	Wall	Drywall	C	Intact	Negative	0.02
141	9/5/2019	2nd Floor	Hallway	Door Frame	Metal	C	Intact	Negative	0
142	9/5/2019	1st Floor	Elevator Lobby	Wall	Drywall	A	Intact	Negative	0.03
143	9/5/2019	1st Floor	Elevator Lobby	Wall	Drywall	B	Intact	Negative	0.01
144	9/5/2019	1st Floor	Elevator Lobby	Wall	Drywall	C	Intact	Negative	0
145	9/5/2019	1st Floor	Elevator Lobby	Wall	Drywall	D	Intact	Negative	0
146	9/5/2019	1st Floor	Elevator Lobby	Door Frame	Metal	A	Intact	Negative	0.01
147	9/5/2019	1st Floor	Elevator Lobby	Window Frame	Metal	A	Intact	Negative	0
148	9/5/2019	1st Floor	Parking Structure	Wall	Stucco	A	Intact	Negative	0.01
149	9/5/2019	1st Floor	Parking Structure	Wall	Stucco	B	Intact	Negative	0.03
150	9/5/2019	1st Floor	Parking Structure	Wall	Stucco	C	Intact	Negative	0
151	9/5/2019	1st Floor	Parking Structure	Wall	Stucco	D	Intact	Negative	0
152	9/5/2019	1st Floor	Parking Structure	Ceiling	Concrete		Intact	Negative	0.02
153	9/5/2019	1st Floor	Parking Structure	Door Frame	Metal	A	Intact	Negative	0.4
154	9/5/2019	1st Floor	Parking Structure	Gate	Metal	A	Intact	Negative	0
155	**9/5/2019**	**Calibration**						**Positive**	**1.2**
156	**9/5/2019**	**Calibration**						**Positive**	**1**
157	**9/5/2019**	**Calibration**						**Positive**	**1**
	Total Readings		**157**		**Action Level -**		**0.7**		
	Positive Readings		**0**		**Units**		**mg/cm^2**		

LEAD HAZARD EVALUATION REPORT

Section 1 — Date of Lead Hazard Evaluation 9/5/2019

Section 2 — Type of Lead Hazard Evaluation (Check one box only)

☑ Lead Inspection ☐ Risk assessment ☐ Clearance Inspection ☐ Other (specify) _____

Section 3 — Structure Where Lead Hazard Evaluation Was Conducted

Address [number, street, apartment (if applicable)]	City	County	Zip Code
514 Shatto Pl	Los Angeles	Los Angeles	90020

Construction date (year) of structure	Type of structure	Children living in structure?
	☐ Multi-unit building ☐ School or daycare ☐ Single family dwelling ☑ Other Commercial	☐ Yes ☑ No ☐ Don't Know

Section 4 — Owner of Structure (if business/agency, list contact person)

Name	Telephone number

Address [number, street, apartment (if applicable)]	City	State	Zip Code

Section 5 — Results of Lead Hazard Evaluation (check all that apply)

☑ No lead-based paint detected ☐ Intact lead-based paint detected ☐ Deteriorated lead-based paint detected

☐ No lead hazards detected ☐ Lead-contaminated dust found ☐ Lead-contaminated soil found ☐ Other _____

Section 6 — Individual Conducting Lead Hazard Evaluation

Name	Telephone number
Alfredo Torres	310-200-4006

Address [number, street, apartment (if applicable)]	City	State	Zip Code
1027 Oakdale Street	Corona	Ca	92880

CDPH certification number	Signature	Date
17424		9-13-2019

Name and CDPH certification number of any other individuals conducting sampling or testing (if applicable)

Section 7 — Attachments

A. A foundation diagram or sketch of the structure indicating the specifc locations of each lead hazard or presence of lead-based paint;
B. Each testing method, device, and sampling procedure used;
C. All data collected, including quality control data, laboratory results, including laboratory name, address, and phone number.

First copy and attachments retained by inspector

Second copy and attachments retained by owner

Third copy only (no attachments) mailed or faxed to:

California Department of Public Health
Childhood Lead Poisoning Prevention Branch Reports
850 Marina Bay Parkway, Building P, Third Floor
Richmond, CA 94804-6403
Fax: (510) 620-5656

Appendix IV – Personnel Certifications

Mr. Michael W. Pinkerton
EFI Global
5261 West Imperial Highway
Los Angeles, California 90045

STATE OF CALIFORNIA GAVIN NEWSOM, *Governor*

DEPARTMENT OF INDUSTRIAL RELATIONS
Division of Occupational Safety and Health
Asbestos Certification & Training Unit
2424 Arden Way, Suite 495
Sacramento, CA 95825-2417
(916) 574-2993 Office (916) 483-0572 Fax
http://www.dir.ca.gov/dosh/asbestos.html acru@dir.ca.gov

703074170C **300**

March 28, 2019

Michael W Pinkerton
14145 Almond Grove Court
Corona CA 92880

Dear Certified Asbestos Consultant or Technician:

Enclosed is your certification card. **To maintain your certification, you must abide by the rules printed on the back of the certification card.**

Your certification is valid for a period of one year. If you wish to renew your certification, you must apply for renewal at least 60 days before the expiration date shown on your card. [8 CCR 341.15(h)(1)].

Please hold and do not send copies of your required AHERA refresher renewal certificates to our office until you apply for renewal of your certification.

Certificates must be kept current if you are actively working as a CAC or CSST. The grace period is only for those who are not actively working as an asbestos consultant or site surveillance technician.

Please contact our office at the above address or email with any changes in your contact/mailing information within 15 days of the change.

Sincerely,

Jeff Ferrell
Senior Safety Engineer

Attachment: Certification Card

cc: File

Renewal – Card Attached (Revised 01/10/2019)

State of California
Division of Occupational Safety and Health
Certified Asbestos Consultant

Michael W Pinkerton
Name

Certification No. **07-4170**

Expires on **03/22/20**

This certification was issued by the Division of Occupational Safety and Health as authorized by Sections 7180 et seq. of the Business and Professions Code.

Appendix V – Definitions

Asbestos – includes Chrysotile (CH), Amosite (AM), Crocidolite (CR), Tremolite (TR), Anthophyllite (AN), Actinolite (AC) and any of these minerals that have been chemically treated and/or altered.

Asbestos Containing Material (ACM) – any material containing greater than one percent (>1%) asbestos. These materials are subject to all federal, state and local asbestos regulation.

Asbestos Containing Construction Material (ACCM) – any manufactured construction material containing greater than one tenth of one percent (>0.1%) asbestos by weight; as defined by California's Department of Occupational Safety and Health (Cal-OSHA). These materials are subject to all Cal-OSHA standards.

Bulk sample – a chunk of material which is sent to a laboratory to be tested for asbestos.

Damaged – a material that exhibits less than ten percent (10%) distributed damage or twenty five percent (25%) localized damage.

Demolition – wrecking or taking out of any load-supporting structural member and any related removing or stripping of asbestos material.

Disturbance – activities that disrupt the matrix of ACM, crumble or pulverize ACM or generate visible debris from ACM.

EPA – Environmental Protection Agency

Friable – a friable material is any material that can be crushed, crumbled or pulverized by hand pressure when dry.

Good condition – a material with no visible damage or deterioration, or exhibiting only very limited damage or deterioration.

Homogeneous area – an area of material that is uniform in color and texture.

Linear Feet – (LF) the length of a given material. Usually used to define a quantity of pipe insulation.

Moderate – (air) Erosion potential – noticeable movement of air such as an airshaft or ventilator air stream.

Non-friable – a non-friable material cannot be crushed, crumbled or pulverized by hand pressure.

OSHA – Occupational Safety and Health Administration

Polarized Light Microscopy (PLM) – the analysis used to determine the asbestos content of a material.

Presumed Asbestos Containing Material (PACM) – a material that is not analyzed but is presumed to contain asbestos, such as transite.

Significantly damaged – a material exhibiting over ten percent (10%) distributed damage or twenty five percent (25%) localized damage.

Square feet – (SF) Used to quantify building materials.

Category I Non-Friable Asbestos-Containing Material: Asbestos-containing material including but not limited to packings, gaskets, resilient floor coverings, and asphalt roofing products containing more than 1% asbestos

Category II Non-Friable Asbestos-Containing Material: asbestos-containing material excluding category I non-friable asbestos-containing material, that, when dry, and in its present form, cannot be crumbled, pulverized, or reduced to powder by hand pressure.

Regulated Asbestos-Containing Material (RACM): Friable asbestos-containing material; Category I Non-Friable asbestos-containing material that has or will become friable, or subjected to sanding, drilling, grinding, cutting, or abrading; or Category II Non-Friable asbestos-containing material that has a high probability of becoming crumbled, pulverized, or reduced to powder by the forces expected to act on the material in the course of demolition or renovation.

SUBSURFACE INVESTIGATION REPORT
3119 WEST 6TH STREET
LOS ANGELES, CALIFORNIA

PREPARED FOR:
TF Shatto, LP
1400 W. Olympic Boulevard, Suite 850
Los Angeles, California 90064

PREPARED BY:
Hazard Management Consulting, Inc.
211 West Avenida Cordoba, Suite 200
San Clemente, California 92672

September 20, 2018

HMC
HAZARD MANAGEMENT CONSULTING

September 20, 2018

Messrs. Dean Nucich and Damon Chan
TF Shatto, LP
11400 West Olympic Boulevard, Suite 850
Los Angeles, California 90064

Subject: Subsurface Investigation Report
3119 West 6th Street
Los Angeles, California

Dear Messrs. Nucich and Chan:

Hazard Management Consulting, Inc. (HMC) is pleased to present the results of a subsurface investigation completed at the property located at 3119 West 6th Street in the city of Los Angeles, California (Site). TF Shatto, LP currently owns the Site and is considering redeveloping the property with a building which will include office use on the first floor and apartments on the subsequent floors. The existing church building that is currently used as a school would be converted to office and restaurant uses. As part of the redevelopment, a four-story subterranean parking structure will be constructed. During construction, dewatering activities are planned. The work presented herein was completed to assess whether elevated concentrations of volatile organic compounds (VOCs) and methane gas were present beneath the Site, to evaluate the chemical composition of soil that will be excavated for disposal purposes, and to assess the concentrations of gasoline contaminants that might be present in groundwater from an off-Site source. If there are any questions, please contact the undersigned at your convenience.

Sincerely,
Hazard Management Consulting, Inc.

Mark S. Cousineau
Principal

Paul A. Roberts, P.G.
Principal Geologist

PROFESSIONAL GEOLOGIST
PAUL A. ROBERTS
No. 6897
Exp. 01-20
STATE OF CALIFORNIA

PAR/MSC/JPA/nw

Distribution: (1) Addressee – electronic copy

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EXECUTIVE SUMMARY

Hazard Management Consulting, Inc. (HMC) was retained by TF Shatto, LP (Shatto) to complete a subsurface investigation at the property located at 3119 West 6th Street in the city of Los Angeles, California (Site). The Site has been occupied by single-family residences during the 1910s and a church that was constructed in 1936. The Site is currently occupied by a church and associated school. The current owner is considering redeveloping the property with a mixed-use commercial and residential development with a four-level subterranean parking garage, as well as repurposing the church building on the southern portion of the Site into office and commercial space. Based on the groundwater depth encountered during the current investigation, 38 to 43 feet below the ground surface (bgs), dewatering will be required during construction of the subterranean parking garage. The subterranean parking garage may also be designed with a waterproofing envelop to forego a permanent dewatering system following construction.

A Phase I Environmental Site Assessment (ESA) was recently completed by AEI Consultants (AEI) to identify potential environmental concerns at the Site. Based on these results, AEI did not identify recognized environmental conditions (RECs) associated with past and present on-Site land uses. However, AEI did identify a leaking underground storage tank (LUST) case at a former gasoline station adjoining west of the Site (across Shatto Place). Based on its close proximity to the Site, AEI concluded that groundwater beneath the Site may be impacted as a result of the LUST at the former gasoline station that has since been closed by the Regional Water Quality Control Board (RWQCB) acting as lead regulatory agency for groundwater cleanup. Due to potential off-gassing of vapors from the impacted groundwater, AEI indicated that there is a potential vapor intrusion concern at the Site. Additionally, the Site is located within the Methane Zone as defined by the City of Los Angeles Department of Building and Safety (LADBS). As part of the planned redevelopment, soil will need to be profiled for off-Site disposal and an assessment on whether methane gas is present will need to be completed as per the LADBS guidelines.

To further address these issues, HMC collected soil samples throughout the Site for future disposal profiling, groundwater samples to assess potential contaminants and future dewatering needs, soil gas samples to assess whether a vapor intrusion issue might be present, and monitored for methane gas in accordance with LADBS guidelines. Based on the results, HMC completed a screening human health risk evaluation (HHRE) for potential vapor intrusion and based on the results, completed indoor air sampling.

The following presents the results of these investigations.

- The soil investigation included the advancement of six soil borings throughout the Site. Laboratory results of soil samples collected at 10 and 20 feet bgs indicated no detectable concentrations of petroleum hydrocarbons and VOCs, and no detectable to low concentrations of metals (i.e.

background). Based on these results, these soils would be considered non-hazardous waste when excavated and disposed of during construction activities. However, soils encountered at depths greater than approximately 20 feet bgs in the southern portion of the Site indicated a strong petroleum hydrocarbon odor and photoionization detector (PID) readings of greater than 50 parts per million (ppm) of VOCs. According to South Coast Air Quality Management District (SCAQMD) Rule 1166, during excavation these soils will need to be monitored using a SCAQMD Site Specific Mitigation Plan and disposed of appropriately at a Class II landfill. The source of these contaminants is likely due to the previously mentioned off-Site LUST case that has impacted groundwater beneath the southern portion of the Site resulting in vapor phase VOCs.

- Groundwater samples were collected from two soil borings in the southern portion of the property and one soil boring advanced in the northern portion of the Site. Laboratory results of groundwater samples indicated elevated concentrations of gasoline and gasoline constituents, such as benzene and toluene, with lesser concentrations in the northern portion of the Site consistent with the general distribution of gasoline products documented in the off-site LUST case. While you would not be required to mitigate the groundwater given that you are not the source of the impacts, based on these results, the groundwater generated during dewatering activities will likely require treatment prior to discharge to the municipal sewer or stormwater system.
- Elevated concentrations of select VOCs were detected in one sub-slab sample and two soil gas samples. These concentrations exceeded the very conservative screening levels for the protection of human health through possible vapor intrusion. Based on these results, HMC then conducted a screening HHRE to assess the potential health risk that could be present to current or future occupants. Potential human health risks to future occupants would be minimal to the new building due to the design of the proposed subterranean parking garage and associated ventilation system. However, a vapor intrusion issue may be present to current occupants of the classrooms and current and future occupants of the church building.
- To assess whether a human health risk is actually present to occupants of the church building and school through vapor intrusion, indoor air samples were collected. The indoor air sample results indicated no detectable concentrations of VOCs, with the exception of acetone detected in one sample below regulatory screening levels for residential and commercial indoor air. Based on these results, there is a low likelihood of a significant health risk to current and future occupants as a result of vapor intrusion.
- Methane gas was detected in soil gas at concentrations exceeding the lower explosive limit (LEL) for methane. Based on these concentrations and the Site's location in the LADBS Methane Zone, a methane mitigation system is required for the new building. However, since the proposed redevelopment includes the construction of a ventilated subterranean parking garage, the LADBS may wave this requirement. The LADBS guidelines do not require methane mitigation systems be retrofitted into existing buildings. The church building will remain in its current basic configuration, and therefore, no methane mitigation system will be required by the LADBS.

Based on the results of this assessment, HMC has the following recommendations.

- Prior to redevelopment, a Soil and Groundwater Management Plan should be prepared to guide the removal of potentially VOC-impacted soil and groundwater during redevelopment activities.

- Prior to redevelopment, a SCAQMD Site Specific Mitigation Plan should be obtained. Soil monitoring should be completed during excavation in accordance with SCAQMD's Rule 1166 and the Site Specific Mitigation Plan. If soils with elevated PID readings are encountered, these soils should be profiled for appropriate off-Site disposal.
- Prior to dewatering activities, a National Pollutant Discharge Elimination System (NPDES) permit should be obtained from the California Regional Water Quality Control Board, Los Angeles Region (RWQCB) to discharge treated water to the municipal sewer and/or stormwater systems. If the subterranean parking garage is designed with a waterproofing envelop to forego a permanent dewatering system and for permit requirements, a waterproofing/building envelope contractor should be consulted to determine the feasibility of such a design and for permit requirements.
- The LADBS should be consulted to determine whether a Site-specific methane gas mitigation system will be required based on the concentrations detected and planned construction design.
- Given the construction anticipated to convert the church building to a restaurant including the likely installation of subsurface piping for future water, sewer and other utilities, HMC recommends as a protective measure that all concrete cuts and utility penetrations on the slab be sealed to add an additional measure of protection against potential vapor intrusion.

1 INTRODUCTION

Hazard Management Consulting, Inc. (HMC) was retained by TF Shatto, LP (Shatto) to complete a subsurface investigation at the property located at 3119 West 6th Street in the city of Los Angeles, California (Site; Figure 1). The Site has been occupied by single-family residences during the 1910s and a church that was constructed in 1936. The Site is currently occupied by a church and associated school. The current owner is considering redeveloping the property with a mixed-use commercial and residential development with a four-level subterranean parking garage, as well as repurposing the church building on the southern portion of the Site into office and commercial space (Figure 2). The proposed redevelopment plans for the subterranean parking garage (level 1), ground floor, and second floor are also provided in Appendix F. Based on the groundwater depth encountered during the current investigation, 38 to 43 feet below the ground surface (bgs), dewatering will be required during construction of the subterranean parking garage. The subterranean parking garage may also be designed with a waterproofing envelop to forego a permanent dewatering system following construction.

A Phase I Environmental Site Assessment (ESA) was recently completed by AEI Consultants (AEI) to identify potential environmental concerns at the Site. Based on these results, AEI did not identify recognized environmental conditions (RECs) associated with past and present on-Site land uses. However, AEI did identify a leaking underground storage tank (LUST) case at a former gasoline station adjoining west of the Site (across Shatto Place). Based on its close proximity to the Site, AEI concluded that groundwater beneath the Site may be impacted as a result of the LUST at the former gasoline station that has since been closed by the Regional Water Quality Control Board (RWQCB) acting as lead regulatory agency for groundwater cleanup. Due to potential off-gassing of vapors from the impacted groundwater, AEI indicated that there is a potential vapor intrusion concern at the Site. Additionally, the Site is located within the Methane Zone as defined by the City of Los Angeles Department of Building and Safety (LADBS). As part of the planned redevelopment, soil will need to be profiled for off-Site disposal and an assessment on whether methane gas is present will need to be completed as per the LADBS guidelines.

2 BACKGROUND

The client provided HMC with a previous Phase I ESA completed by AEI to review and evaluate. Based on the results of the AEI Phase I ESA, the Site comprises approximately 1.17-acre. The Site was originally developed with single-family residences during the 1910s, and a church was then constructed in 1936. Additional classrooms were constructed during the 1950s and the single-family residences were demolished during the 1960s. By 1964, the Site was similar to present day configurations with minor

improvements to the Site buildings that continued until 2005. Based on the results of the Phase I ESA, AEI did not identify RECs associated with the on-Site land uses.

According to the AEI, a LUST release at a former gasoline station located immediately west of the Site across Shatto Place has possibly migrated and impacted groundwater currently beneath the Site. Although this adjoining LUST case is considered closed by the RWQCB, residual groundwater contaminants appear to be migrating onto the Site. Based on these possible contaminants, AEI concluded that a vapor intrusion issue might be present. AEI also determined that the Site was located within the Los Angeles City Oil Field and within the Methane Zone as defined by the LADBS.

3 OBJECTIVES

The objectives of the investigation described herein were to:

- Assess the concentrations of selected chemicals in soil for future disposal profiling;
- Assess whether elevated concentrations of potential contaminants were present in groundwater to evaluate future dewatering needs;
- Assess whether elevated concentrations of contaminants were present in soil gas to determine whether a possible vapor intrusion issue might be present; and
- Assess whether elevated concentrations of methane gas were present.

4 PHYSICAL SETTING

The following sections include discussions of geologic and hydrogeologic conditions in the vicinity of the Site, based upon current regulatory information or our experience at similar projects within the Site vicinity.

4.1 Site Geology

The Site is located along the northern edge of the Central Block of the Los Angeles Basin, bounded by the Rodeo Hills to the northeast and the Santa Monica Mountains to the northwest. Soils beneath the Site consist of quaternary alluvium, composed of a silty to sandy clay underlain by poorly and well graded sand. Beneath the sand, Miocene Puente Formation is located at depths greater than 40 feet bgs. Alluvial sediments at or near the surface are interbedded consisting of well graded, silty fine sands, clayey sands, and gravely clays.

4.2 Site Hydrology

The following sections discuss the Site hydrology in terms of both surface waters and groundwater.

4.2.1 Surface Waters

No natural water bodies or streams (rivers, streams, lakes, etc.) are located on the Site.

4.2.2 Groundwater

HMC is unaware of previous groundwater investigations conducted at the Site. According to AEI, a former gasoline station was historically located on the northwest corner of the intersection of West 6th Street and Shatto Place. This property is located approximately 130 feet west of the Site, across Shatto Place. Several groundwater monitoring wells were installed at this property as part of a LUST case for a release of gasoline in 1990. Based on the latest groundwater monitoring report completed for the former gasoline station, groundwater was reported at this adjoining facility in March 2009 at a depth of approximately 24 to 27 feet bgs with a northwesterly flow direction.

Based on the most recent groundwater monitoring results completed in March 2009, two groundwater monitoring wells (designated MW11 and MW12) were located directly west of the Site within the roadway (Shatto Place). Laboratory results from these wells indicated concentrations of gasoline up to 1,260 micrograms per liter (ug/l), as well as detectable concentrations of the fuel additives benzene (up to 11.4 ug/l), 1,2-dichloroethane (1,2-DCA, up to 6.9 ug/l), and fuel oxygenates methyl tert-butyl ether (MTBE, up to 7.32 ug/l), diisopropyl ether (DIPE, up to 56.7 ug/l), tert-butyl alcohol (TBA, up to 623 ug/l), and. Since the detected chemicals are typical petroleum hydrocarbon compounds, and the sampled wells were located crossgradient from the former gasoline station, the consultant completing the work concluded that these contaminants were likely from another off-Site source. The California Regional Water Quality Control Board, Los Angeles Region (RWQCB) issued a no further action (NFA) letter for the former gasoline station in April 2009.

5 CHEMICAL DATA EVALUATION

The subsurface investigation included the collection of soil, soil gas, and groundwater samples throughout the Site, as well as field monitoring of methane gas concentrations. Samples were analyzed by a State-certified laboratory. Soil samples were analyzed for petroleum hydrocarbons carbon chain C_6-C_{40}, VOCs (including fuel oxygenates), and Title 22 metals in general accordance with EPA Method Nos. 8015 (modified), 8260B, and 6010/7000. Groundwater samples were analyzed for gasoline range petroleum hydrocarbons (TPHg) and VOCs (including fuel oxygenates) in general accordance with EPA Method Nos. 8015 (modified) and 8260B. Soil gas samples were analyzed for VOCs in general accordance with EPA Method No. TO-15. Methane gas was monitored in the field using a Landtech GEM2000 field meter. These data were compared to regulatory guidelines for the protection of human health and for disposal purposes. The following presents the regulatory guidelines used to evaluate the data.

5.1 Soil

Based on the redevelopment plans, the area beneath the new building will be lowered by approximately 60 feet to accommodate a four-story subterranean parking structure (Figure 2). During redevelopment,

export of excess soil will be necessary. Therefore, laboratory results of soil samples collected during this investigation where compared to disposal criteria and human health guidelines for the protection of construction workers.

Disposal criteria were determined based on TPH and metal concentrations. Hazardous waste (varying concentrations of TPH and hazardous concentrations of metals) is required to be disposed of in a Class I landfill; regulated waste (TPH concentrations exceeding 100 mg/kg and non-hazardous metals) can be disposed of in a Class II landfill or recycled at a thermal treatment facility; and non-regulated waste (TPH concentrations less than 100 mg/kg with metal concentration below hazardous criteria) can be disposed of in a Class III landfill. Soils with low concentrations of TPH (less than 100 mg/kg) and low concentrations of metals can generally be used for fill on other construction projects. It should be noted that Class III landfills and soils for general off-Site use will not be accepted if the soils are odorous or stained.

To determine whether hazardous metal concentrations were present, one soil sample was analyzed for Title 22 metals. The soil sample was initially evaluated to determine the Total Threshold Limit Concentration (TTLC). Soil with metal concentrations exceeding the TTLC values are considered hazardous waste. If a given metal concentration is below the TTLC value, but greater than 10 to 20 times the Soluble Threshold limit Concentrations (STLC), the soil is considered potentially hazardous and additional soluble analyses are required. Soil with concentrations exceeding the soluble limit would be considered hazardous wastes.

The South Coast Air Quality Management District (SCAQMD) maintains excavation monitoring requirements for properties suspected as having elevated VOCs in soils, referred to as Rule 1166. If concentrations of VOCs exceed 50 parts per million (ppm), as measured with a photoionization detector (PID) meter calibrated to hexane, during excavation or grading activities, those soils cannot be reused on-Site, but rather need to be removed from the Site as VOC-Contaminated soil and transported to an appropriate disposal facility.

To assess whether excavated soils would be considered a possible human health risk to construction workers, laboratory analyses were compared to the Department of Toxic Substances Control (DTSC) Soil Screening Levels for industrial/commercial land use (DTSC-SLi), and the Environmental Protection Agency (EPA) Region 9, Regional Screening Levels for industrial/commercial land use (EPA-RSLi). The DTSC-SLi and EPA-RSLi values are human health based criteria.

Due to the naturally occurring concentrations of arsenic in California soils, the concentrations of arsenic typically exceed the DTSC-SLi and EPA-RSLi values. Therefore, concentrations of arsenic in soil were

compared to the published concentration of 12 milligrams per kilogram (mg/kg) as presented in the DTSC Final Report for Background Metals (Arsenic) at Los Angeles Unified School Sites, dated June 6, 2005.

5.2 Groundwater

Prior to dewatering activities, a National Pollutant Discharge Elimination System (NPDES) permit should be obtained from the RWQCB to discharge treated water to the municipal sewer and/or stormwater systems. To evaluate the chemical composition of groundwater beneath the Site, HMC collected groundwater samples. The laboratory results were compared to the State Water Resources Control Board, Division of Drinking Water, Maximum Contaminant Levels (MCLs) for drinking water. MCLs are drinking water standards set by the State for purveyors of potable water and are generally used as a guideline for discharged groundwater generated during dewatering. If elevated contaminant concentrations are discovered, the groundwater will need to be treated prior to discharge.

5.3 Soil Gas

Soil gas samples were collected to assess whether a possible human health risk is present to current or future occupants through vapor intrusion. To assess whether a possible human health risk is present to future occupants, the soil gas samples were compared to DTSC-SLi and EPA-RSLi for ambient air in future commercial properties. These concentrations were modified using the DTSC approved attenuation factor of 0.0005 for industrial/commercial property use. It should be noted, that due to the planned redevelopment of the Site which includes a four story subterranean ventilated parking structure that is designed to mitigate residual vapors, evaluating soil gas for possible future vapor intrusion is likely a moot point as such vapors would be removed during excavation and further minimized by future mitigation and design elements.

To assess current occupant safety, laboratory results of soil gas samples were compared to DTSC and EPA values for residential land use (referred to as DTSC-SLr and EPA-RSLr). The concentrations of ambient air for soil gas samples were modified using the DTSC and EPA attenuation factors of 0.002 and 0.03, respectively, for residential land use (i.e. non-restrictive). The concentrations of ambient air for sub-slab samples were modified using the DTSC and EPA attenuation factors of 0.05 and 0.03, respectively, for a residential land use (i.e. non-restrictive).

5.4 Methane Gas

Concentrations of methane gas as measured with a Landtech GEM 2000 methane gas field meter, were compared to the LADBS Ordinance No. 175790, for use in determining the required methane mitigation procedures for a proposed structure. As noted above, the planned subterranean parking structure would be designed to ventilate vapors produced from automobiles, and therefore, vapor intrusion would be mitigated and not occur at the Site during operations.

6 SUBSURFACE INVESTIGATION

The subsurface investigation was completed on May 23 and 24, 2018. On May 23, 2018, HMC advanced 6 soil borings (designated AB1 through AB6) for the collection of soil samples and groundwater samples, and for the installation of nested soil vapor monitoring points at 5, 10, and 20 feet. After installation, HMC monitored each soil vapor monitoring point for methane gas. Two sub-slab vapor points (designated SS1 and SS2) were also installed and sampled on May 23, 2018. On May 24, 2018, each of the 5-foot soil vapor monitoring points were sampled for VOCs and all nested soil vapor monitoring points were again monitored for methane gas. Selected soil samples were collected for possible laboratory analyses and screened in the field for stains, odors, and elevated PID readings. Soil lithology generally consisted of interbedded sands and silts/clays.

Work was completed under the direction and oversight of Mr. Paul Roberts, a California Professional Geologist from Ardent Environmental Group, Inc., an affiliate of HMC. Well logs are presented in Appendix B and laboratory reports are presented in Appendix C. The following presents a summary of the investigations and results. Tables 1 through 4 present the laboratory results.

6.1 Pre-Field Activities

Prior to beginning the subsurface investigation, HMC submitted a work plan/permit to the Los Angeles Department of Public Health (LADPH) for the collection of groundwater samples using a temporary casing. A copy of the approved work plan/permit is provided in Appendix A.

6.2 Soil Sampling

Based on the redevelopment plans, the area beneath the new building will be lowered by approximately 60 feet to accommodate a four-story subterranean parking structure (Figure 2). The parking structure would be designed to ventilate vapors produced from automobiles to the atmosphere. As discussed above, due to the depth of this structure, groundwater encountered would be dewatered during construction.

To obtain representative samples of the soils that will be excavated, HMC advanced six soil borings (designated AB1 through AB6) throughout the parking lot located in the central portion of the Site (Figure 3). The soil borings were advanced to depths of up to 45 feet bgs for the collection of soil samples, and also for the installation of soil vapor monitoring points. Some of the borings were also used to install a temporary casing for the collection of groundwater samples. The collection and analyses of soil gas and groundwater samples are discussed below.

Soil samples were collected at depths of approximately 10 and 20 feet bgs from each soil boring for chemical analyses. A total of six borings were used, in part, to meet the LADBS Site Testing Standards for

Methane requirement of one sample location per 10,000 square feet of property. The borings were drilled to better assess possible vapor intrusion issues to future commercial buildings and collect discrete soil samples to profile the Site soils for future disposal as part of redevelopment activities.

The soil samples collected at 10 and 20 feet bgs from each boring were chemically analyzed for TPHcc, VOCs, and Title 22 metals. No stained or odorous soil, or elevated PID readings were noted from surface to approximately 20 feet bgs throughout the Site. Laboratory results of the soil samples analyzed verified these field observations with no detectable concentrations of TPHcc and no detectable to low concentrations of VOCs and Title 22 metals (Table 1).

To further assess groundwater conditions, three of the six soil borings were advanced to depths deeper than 20 feet bgs. Boring AB1 and AB2 were located in the southern portion of the Site and AB6 was located in the northern portion of the Site (Figure 3). Boring AB1 was advanced to a depth of approximately 39 feet bgs (groundwater was first encountered at approximately 38 feet bgs), AB2 was advanced to approximately 40 feet bgs (groundwater was first encountered at approximately 40 feet bgs), and AB6 was drilled to approximately 45 feet bgs (groundwater was first encountered at approximately 45 feet bgs). Petroleum hydrocarbon odors were encountered in boring AB1 at depths of approximately 20 feet bgs and staining was noted in soil beginning at approximately 27.5 feet bgs. The odors and staining continued to the bottom of the borehole (39 feet bgs). Petroleum hydrocarbon odors, with no staining, was noted in boring AB2 from approximately 17 to 27 feet bgs (no soil samples were collected at depths greater than 27 feet bgs due to hard drilling conditions). In both of these soil borings, elevated PID readings were noted (up to 1,300 ppm) within these depth intervals. No stained or odorous soil, or elevated PID readings were noted in boring AB6.

Based on these results, the soils planned to be excavated from surface to approximately 20 feet throughout the Site would be considered non-hazardous waste when disturbed during construction activities. However, soils encountered at depths greater than approximately 20 feet bgs in the southern portion of the Site indicated a strong petroleum hydrocarbon odor and PID readings of greater than 50 ppm. According to SCAQMD Rule 1166, during excavation these soils will need to be monitored using a SCAQMD Site Specific Mitigation Plan and disposed of appropriately at an off-Site Class II landfill. The source of these contaminants is likely the off-Site gasoline release previously discussed that has impacted groundwater beneath the southern portion of the Site resulting in vapor phase VOCs.

6.3 Groundwater Sampling

As noted above, three select soil borings were advanced into groundwater at the Site (designated borings AB1, AB2, and AB6). Two of the soil borings were located in the southern portion of the Site and one boring was located in the northern portion of the Site (Figure 3). Following drilling, a 1-inch PVC

casing was used installed within the borehole to collect a groundwater sample. These temporary casings were allowed to generally equilibrate prior to obtaining a groundwater sample. Following collection of the samples, the casings were removed and the borehole backfilled, using hydrated granular bentonite to a depth of approximately 20 feet bgs where nested soil vapor monitoring points were installed (further discussed below).

Each groundwater sample was analyzed for TPHg and VOCs (including fuel oxygenates). Laboratory results indicated elevated concentrations of benzene (up to 35.3 ug/l) and toluene (up to 277 ug/l) exceeding the MCLs of 1 and 150 ug/l, respectively (Table 2). Although there are no MCLs for TPHg, the concentrations detected in AB1 and AB2 would, based on our experience, also be considered elevated (up to 9,780 ug/l). The concentrations of TPHg and VOCs reported in sample AB6 did not exceed the MCLs, and therefore, would be considered low. Based on these results, the groundwater generated during dewatering activities will likely require treatment prior to discharge to the municipal sewer or stormwater system.

It should be noted, that other gasoline additives, such as fuel oxygenates and 1,2-DCA detected in the wells located west of the Site and associated with the release from the off-Site gasoline station were not detected in the groundwater samples collected beneath the Site. Based on this information, these contaminants might be a result of another source.

6.4 Soil Gas and Sub-Slab Sampling

Following the collection of soil and groundwater samples, nested soil vapor monitoring points were installed in each location at depths of approximately 5, 10, and 20 feet bgs. Each soil gas monitoring point was constructed of new, 0.25-inch outside diameter, Nylaflow tubing. The soil gas monitoring point was placed midway within a minimum 1-foot zone of No. 2/12 sand pack, followed by approximately 0.5-foot of dry granular bentonite. The remaining borehole was filled with hydrated granular bentonite. The following day, each of the five foot soil gas monitoring points was purged of approximately three volumes of air using a low flow pump (approximately 200 milliliter per minute [ml/min]). Prior to sampling, the sample train was checked for leaks by completing a shut-in test. Soil gas samples were collected in a 1-liter stainless steel, individually certified, Summa canister equipped with a low flow regulator (approximately 150 ml/min). Installation and sampling of soil gas monitoring points were completed in general accordance with current DTSC guidelines (DTSC, 2011; DTSC, 2015).

Based on planned and current Site conditions, each soil gas sample was analyzed for VOCs and compared to industrial/commercial screening levels for future human occupancy and for residential screening levels for current human occupancy. Laboratory results indicated elevated concentrations of heptane, hexane, 1,3,5-trimethylbenzene, 1,2,4-trimethylbenzene, benzene, ethylbenzene, and xylenes

(common constituents in gasoline) that exceeded the residential screening levels (Table 3). Benzene and ethylbenzene exceeded both the industrial/commercial and residential screening levels (Table 3). Based on this information, there is a possible human health risk to future and current occupants through vapor intrusion.

To further assess current occupant health risks, two sub-slab sample points (SS1 and SS2) were installed in the concrete pad of the patio area immediately east of the classroom building (Figure 3). A 0.75-inch hole was drilled through the concrete (approximately 4-inches thick) and into the underlying soil another 2- inches. After cleaning the hole of dust, a brass Vapor Pin was installed at each location. Following installation, HMC evacuated approximately 3 volumes of air from each point using a plastic syringe and collected a sub-slab sample in individually certified Summa canisters equipped with a low flow regulatory (approximately 150 ml/min). Laboratory results indicated concentrations of tetrachloroethylene (PCE), trichloroethene (TCE), and benzene exceeding the screening levels for non-restrictive residential land use (Table 4). Benzene is a common additive to gasoline, and PCE is commonly used as a cleaning solvent by dry cleaners or machine shops. TCE is a breakdown product of PCE. Based on the reported on-Site historical land use, no on-Site sources are suspected as the origin of these contaminants which are likely associated with an off-Site source. Based on the laboratory results, the risk of a potential vapor intrusion condition was felt to be present at the Site and further analysis was necessary. Based on these results, HMC then conducted a screening HHRE to assess the potential health risk that could be present to current or future occupants. The results of the human health risk evaluation are discussed in Section 7.

6.5 Methane Gas Monitoring

An ordinance issued by the LADBS indicates properties proposed for redevelopment within the Methane Zone must be assessed for the presence of methane gas. The results are to be presented to the LADBS during plan check approval and a Certificate of Compliance for Methane Test Data must be prepared.

The LADBS ordinance requires methane gas samples to be collected at depths of approximately 5, 10, and 20 feet beneath the lowest proposed building floor, and at least one foot above groundwater. Since the floor of the proposed subterranean parking structure will be located within the groundwater table, collection of methane gas samples as per the LADBS ordinance is not possible. In addition, due to the structural design (a ventilated parking structure), methane gas, if present, would not be considered an explosion risk to the new building. As discussed above, this would also include other possible vapors, such as off-gassing VOCs from groundwater.

To satisfy the LADBS ordinance, the Site soil borings were used to install nested soil vapor monitoring points at 5, 10, and 20 feet. Following installation, and after the VOC sampling described above, each

soil vapor monitoring point was monitored for methane gas using a Landtech GEM 2000 field meter approximately two hours following installation of the soil gas points, and again approximately 24-hours later, as per LADBS Ordinance 175790.

The lower explosive limit (LEL) for methane gas is 50,000 ppm. Based on the LADBS ordinance for properties within a Methane Zone, mitigation for future buildings is required. The extent of which is determined based on a preliminary investigation. The higher the concentrations detected during these investigations determines the type of mitigation components required by the LADBS. The LADBS mitigation requirements are categorized in 5 different "levels" based on concentrations detected (referred to as "Level I" with the lowest concentrations to "Level V" with the highest concentrations).

Based on the results of the methane gas sampling, elevated concentrations of methane were detected exceeding the LEL of 50,000 ppm. Although these results would classify the Site within Level V of the LADBS ordinance, based on the proposed building design (four stories of ventilated subterranean parking structure), there is a low likelihood, in our professional judgement, that an explosion risk would be present. Since the proposed redevelopment includes the construction a ventilated subterranean parking structure, the LADBS may wave this requirement. A copy of the completed LADBS Certificate of Compliance for Methane Test Data is presented in Appendix D. This form can be submitted to the LADBS during future plan checks for negotiations.

Methane is not considered a toxic or carcinogenic compound. Although the concentrations of methane are considered elevated, the on-Site buildings have been "grandfathered" in and will not require methane gas mitigation measures based on current regulatory standards. However, if modifications to the existing buildings are completed, the LADBS will require methane engineering controls.

7 HUMAN HEALTH RISK EVALUATION

Due to several individual concentrations of VOCs detected at the Site being reported above the State and Federal screening levels, HMC completed a screening human health risk evaluation (HHRE) of the cumulative concentrations of VOCs to further evaluate whether a human health risk was present due to potential vapor intrusion to current and future occupants using the DTSC-modified EPA Johnson & Ettinger model (J&E model; DTSC, 2014). The J&E model estimates indoor air concentrations based on subsurface soil gas concentrations. Cumulative values were evaluated for both the concentrations of VOCs in sub-slab sample and for concentration detected in soil gas samples collected at 5 feet bgs. Copies of the HHRE calculations are provided in Appendix E and the results are discussed below.

The total non-cancer hazard for a typical receptor is presented as an estimated noncancer hazard index (HI) and the total cancer risk for a receptor is presented as an estimated incremental lifetime cancer risk

(ILCR). Regulatory agencies such as the Los Angeles County Fire Department and DTSC typically accept a target ILCR of 10^{-5} (approximately 1 in 100,000) and HI of 1 for industrial/commercial properties. For properties with sensitive uses, such as schools, the target ILCR of 10^{-6} (approximately 1 in 1,000,000) is typically used. The HHRE was completing using conservative assumptions, exposure parameters, and other default values that tend to overstate risk. These default values, provided in the J&E model include the following:

- Soil gas samples were collected at 5-foot below the building pad.
- Sub-slab samples were collected at 0.5-foot below the building pad.
- The building is 10 meters by 10 meters.
- The maximum VOC concentrations exist beneath the entire building pad.
- The current VOC concentrations are stable and not increasing.
- The air exchange rate was set to 1 air exchange per hour.
- The typical Site occupant will occupy the building 8 hours per day and 250 days per year for 25 years.

As shown on Table 5, the current estimated human health risks exceeded the target ILCR and HI based on both a commercial/industrial and sensitive use/residential building scenario. As discussed above, the subterranean parking garage and associated ventilation system would reduce the potential for vapor intrusion into the future building.

Since the HHRE results are an overestimation of risk, indoor air samples were collected to determine whether an actual health risk is present to current and future occupants of the church building and current occupants of the classroom. The results of the indoor air samples are discussed below.

8 INDOOR AIR SAMPLING

On July 20, 2018, indoor air samples were collected at the Site to determine whether an actual health risk is present to current and future occupants due to vapor intrusion as opposed to relying on estimates from conservative models. Seven indoor air samples, designated IA1-1 through IA7-1, were collected from inside of the Site buildings (Figure 4). To determine background concentrations, three outdoor air samples, designated OA1-1 and OA3-1, were also collected; OA1-1 and OA3-1 were collected from upwind locations and OA2-1 was collected from a downwind location (Figure 4). The indoor air samples were collected from a height of approximately 2-feet above the floor to represent the breathing zone of a small child. The outdoor air samples were collected from approximately 5-feet above the surface to represent ambient outdoor air. The air samples were collected in three-liter stainless steel Summa canisters. The canisters were individually-certified clean and provided by SunStar Laboratories, Inc. (SunStar) of Lake Forrest, California, a State-certified environmental laboratory. The canisters were fit-

ted with low-controllers calibrated to allow sampling over a typical eight-hour business period (approximately 8:00 am to 4:00 pm).

Following sample collection, the canisters were delivered to SunStar and analyzed for VOCs in general accordance with EPA Method No. TO-15. The concentration of these compounds were compared to the United States Environmental Protection Agency Region 9, Regional Screening Levels for residential (EPA-RSLr) and commercial/industrial air (EPA-RSLi) and the California Department of Toxic Substances Control, Human and Ecological Risk Office Note 3, Screening Levels for residential (DTSC-SLr) and industrial/commercial air (DTSC-SLi). These are very conservative regulatory screening levels for ambient indoor air at residential and industrial/commercial properties. A copy of the laboratory report is provided in Appendix C.

As shown on Table 6, the indoor air sample results indicated no detectable concentrations of VOCs, with the exception of acetone detected in indoor air sample IA-7. Acetone is a common chemical found in many household chemical products such as paint and nail polish. The detected acetone concentration of 0.058 micrograms per liter (ug/l) is well below the EPA-RSLr of 32 ug/l. The DTSC does not provide a screening level for acetone. Based on these results, there is a low likelihood of a health risk to current and future occupants of the Site as a result of vapor intrusion.

9 CONCLUSIONS

A Phase I ESA was recently completed by AEI to identify potential environmental concerns at the Site. Based on these results, AEI did not identify RECs associated with past and present on-Site land uses. However, AEI did identify a LUST case at a former gasoline station adjoining west of the Site (across Shatto Place) which has been closed by the RWQCB. Based on its close proximity to the Site, AEI concluded that groundwater beneath the Site may be impacted as a result of the LUST at the former gasoline station. Due to potential off-gassing of vapors from the impacted groundwater, AEI indicated that there is a potential vapor intrusion concern at the Site. Additionally, the Site is located within the Methane Zone as defined by the LADBS.

To further address these issues, HMC collected soil samples throughout the Site for future disposal profiling, groundwater samples to assess potential contaminants and future dewatering needs, soil gas samples to assess whether a vapor intrusion issue might be present, and monitored for methane gas in accordance with LADBS guidelines. Based on the results, HMC completed an HHRE for potential vapor intrusion and completed indoor air sampling.

The following presents the results of these investigations.

- The soil investigation included the advancement of six soil borings throughout the Site. Laboratory results of soil samples collected at 10 and 20 feet bgs indicated no detectable concentrations of petroleum hydrocarbons and VOCs, and no detectable to low concentrations of metals (i.e. background). Based on these results, these soils would be considered non-hazardous waste when excavated and disposed of during construction activities. However, soils encountered at depths greater than approximately 20 feet bgs in the southern portion of the Site indicated a strong petroleum hydrocarbon odor and PID readings of greater than 50 ppm of VOCs. According to SCAQMD Rule 1166, during excavation these soils will need to be monitored using a SCAQMD Site Specific Mitigation Plan and disposed of appropriately at a Class II landfill. The source of these contaminants is likely due to the previously mentioned off-Site LUST case that has impacted groundwater beneath the southern portion of the Site resulting in vapor phase VOCs.
- Groundwater samples were collected from two soil borings in the southern portion of the property and one soil boring advanced in the northern portion of the Site. Laboratory results of groundwater samples indicated elevated concentrations of gasoline and gasoline constituents, such as benzene and toluene, with lesser concentrations in the northern portion of the Site consistent with the general distribution of gasoline products documented in the off-Site LUST case. While you would not be required to mitigate the groundwater given that you are not the source of the impacts, based on these results, the groundwater generated during dewatering activities will likely require treatment prior to discharge to the municipal sewer or stormwater system.
- Elevated concentrations of select VOCs were detected in one sub-slab sample and two soil gas samples. These concentrations exceeded the very conservative screening levels for the protection of human health through possible vapor intrusion. Based on these results, HMC then conducted a screening HHRE to assess the potential health risk that could be present to current or future occupants. Potential human health risks to future occupants would be minimal to the new building due to the design of the proposed subterranean parking garage and associated ventilation system. However, a vapor intrusion issue may be present to current occupants of the classrooms and current and future occupants of the church building.
- To assess whether a human health risk is actually present to occupants of the church building and school through vapor intrusion, indoor air samples were collected. The indoor air sample results indicated no detectable concentrations of VOCs, with the exception of acetone detected in one sample below regulatory screening levels for residential and commercial indoor air. Based on these results, there is a low likelihood of a significant health risk to current and future occupants as a result of vapor intrusion.
- Methane gas was detected in soil gas at concentrations exceeding the LEL for methane. Based on these concentrations and the Site's location in the LADBS Methane Zone, a methane mitigation system is required for the new building. However, since the proposed redevelopment includes the construction of a ventilated subterranean parking garage, the LADBS may wave this requirement. The LADBS guidelines do not require methane mitigation systems be retrofitted into existing buildings. The church building will remain in its current basic configuration, and therefore, no methane mitigation system will be required by the LADBS.

10 RECOMMENDATIONS

Based on the results of this assessment, HMC has the following recommendations.

- Prior to redevelopment, a Soil and Groundwater Management Plan should be prepared to guide the removal of potentially VOC-impacted soil and groundwater during redevelopment activities.
- Prior to redevelopment, a SCAQMD Site Specific Mitigation Plan should be obtained. Soil monitoring should be completed during excavation in accordance with SCAQMD's Rule 1166 and the Site Specific Mitigation Plan. If soils with elevated PID readings are encountered, these soils should be profiled for appropriate off-Site disposal.
- Prior to dewatering activities, a National Pollutant Discharge Elimination System (NPDES) permit should be obtained from the California Regional Water Quality Control Board, Los Angeles Region (RWQCB) to discharge treated water to the municipal sewer and/or stormwater systems. If the subterranean parking garage is designed with a waterproofing envelop to forego a permanent dewatering system and for permit requirements, a waterproofing/building envelope contractor should be consulted to determine the feasibility of such a design and for permit requirements.
- The LADBS should be consulted to determine whether a Site-specific methane gas mitigation system will be required based on the concentrations detected and planned construction design.
- Given the construction anticipated to convert the church building to a restaurant including the likely installation of subsurface piping for future water, sewer and other utilities, HMC recommends as a protective measure that all concrete cuts and utility penetrations on the slab be sealed to add an additional measure of protection against potential vapor intrusion.

REFERENCES

Department of Toxic Substances Control (DTSC), 2011, Guidance for the Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air (Vapor Intrusion Guidance): Guideline to evaluate vapor intrusion of hazardous substances into buildings, dated October.

Department of Toxic Substance Control (DTSC), 2015, Advisory Active Soil Gas Investigations: Soil gas sampling point installation and sampling procedures, dated July.

Department of Toxic Substances Control (DTSC), Human and Ecological Risk Office (HERO), 2018, Human Health Risk Assessment (HHRA) Note 3, Screening Levels (DTSL-SLs), dated January.

Environmental Protection Agency, Region 9, 2018, Regional Screening Levels, dated May.

State Water Resources Control Board, Division of Drinking Water, 2016, Maximum Contaminate Levels (MCLs) For Regulated Drinking Water, dated September.

TABLE 1 - LABORATORY RESULTS OF SOIL SAMPLES

Boring ID	Sample Date	Sample Depth (feet bgs)	TPHcc (mg/kg)			Title 22 Metals (mg/kg)															VOCs (mg/kg)				
			TPHg (C_6-C_{12})	TPHd (C_{13}-C_{22})	TPHo (C_{23}-C_{40})	Antimony	Arsenic	Barium	Beryllium	Cadmium	Chromium	Cobalt	Copper	Lead	Mercury	Molyb-denum	Nickel	Selenium	Silver	Thallium	Vanadium	Zinc	Acetone	Toluene	1,2,4-TMB	o-Xylene	Other VOCs
AB1	05/23/18	10	ND<10	ND<10	ND<50	ND<1	**3.12**	**139**	ND<0.5	ND<0.5	**81.9**	**8.02**	**24.5**	**2.49**	**0.026**	ND<5	**19.2**	ND<1	ND<1	ND<1	**67.5**	**84.4**	ND<0.02	ND<0.005	ND<0.005	ND<0.005	ND<0.005-0.02
		20	ND<10	ND<10	ND<50	ND<1	**2.15**	**84.8**	ND<0.5	ND<0.5	**67.2**	**1.96**	**2.90**	**1.60**	ND<0.01	ND<5	ND<2.5	ND<1	ND<1	ND<1	**47.0**	**7.19**	ND<0.02	ND<0.005	**0.007**	ND<0.005	ND<0.005-0.02
AB2	05/23/18	10	ND<10	ND<10	ND<50	ND<1	**2.93**	**94.7**	ND<0.5	ND<0.5	**40.7**	**5.52**	**9.61**	**1.58**	ND<0.01	ND<5	**11.4**	ND<1	ND<1	ND<1	**39.2**	**40.4**	ND<0.02	ND<0.005	ND<0.005	ND<0.005	ND<0.005-0.02
		20	ND<10	ND<10	ND<50	ND<1	**1.09**	**43.7**	ND<0.5	ND<0.5	**40.7**	**2.45**	**2.93**	**1.20**	ND<0.01	ND<5	ND<2.5	ND<1	ND<1	ND<1	**24.9**	**14.7**	**0.035**	**0.005**	**0.007**	**0.006**	ND<0.005-0.02
AB3	05/23/18	10	ND<10	ND<10	ND<50	ND<1	**3.25**	**77.5**	ND<0.5	ND<0.5	**62.5**	**5.89**	**16.8**	**0.729**	**0.022**	ND<5	**10.6**	ND<1	ND<1	ND<1	**48.0**	**56.2**	ND<0.02	ND<0.005	ND<0.005	ND<0.005	ND<0.005-0.02
		20	ND<10	ND<10	ND<50	ND<1	**0.691**	**58.7**	ND<0.5	ND<0.5	**32.6**	**1.30**	**2.12**	**1.23**	**0.014**	ND<5	ND<2.5	ND<1	ND<1	ND<1	**22.9**	**7.37**	ND<0.02	ND<0.005	ND<0.005	ND<0.005	ND<0.005-0.02
AB4	05/23/18	10	ND<10	ND<10	ND<50	ND<1	**2.21**	**118**	ND<0.5	ND<0.5	**62.4**	**7.24**	**18.3**	**2.20**	**0.021**	**5.52**	**12.7**	ND<1	ND<1	ND<1	**52.5**	**60.3**	ND<0.02	ND<0.005	ND<0.005	ND<0.005	ND<0.005-0.02
		20	ND<10	ND<10	ND<50	ND<1	**0.669**	**55.9**	ND<0.5	ND<0.5	**23.7**	**1.30**	**1.77**	**1.21**	ND<0.01	ND<5	ND<2.5	ND<1	ND<1	ND<1	**13.3**	**8.36**	ND<0.02	ND<0.005	ND<0.005	ND<0.005	ND<0.005-0.02
AB5	05/23/18	10	ND<10	ND<10	ND<50	ND<1	**5.64**	**5.07**	ND<0.5	ND<0.5	**92.3**	**9.45**	**23.0**	**2.44**	**0.014**	ND<5	**19.0**	ND<1	ND<1	ND<1	**61.1**	**74.7**	ND<0.02	ND<0.005	ND<0.005	ND<0.005	ND<0.005-0.02
		20	ND<10	ND<10	ND<50	ND<1	**0.838**	**43.9**	ND<0.5	ND<0.5	**26.2**	**1.72**	**27.3**	**0.774**	ND<0.01	ND<5	ND<2.5	ND<1	ND<1	ND<1	**26.2**	**10.3**	ND<0.02	ND<0.005	ND<0.005	ND<0.005	ND<0.005-0.02
AB6	05/23/18	10	ND<10	ND<10	ND<50	ND<1	**0.689**	**48.1**	ND<0.5	ND<0.5	**36.5**	**3.69**	**6.04**	**1.67**	**0.030**	ND<5	**5.82**	ND<1	ND<1	ND<1	**26.7**	**28.1**	ND<0.02	ND<0.005	ND<0.005	ND<0.005	ND<0.005-0.02
		20	ND<10	ND<10	ND<50	ND<1	**1.81**	**62.3**	ND<0.5	ND<0.5	**23.8**	**1.48**	**2.77**	**1.49**	**0.014**	**6.91**	ND<2.5	ND<1	**2.93**	ND<1	**16.6**	**8.21**	ND<0.02	ND<0.005	ND<0.005	ND<0.005	ND<0.005-0.02
Human Health Screening Guidelines																											
EPA-RSLi			2,200	440	3,500,000	410	1.6	190,000	2,000	800	1,500,000	300	41,000	800	43	5,100	NA	5,100	5,100	NA	5,200	310,000	670,000	47,000	1,800	2,800	Various
DTSC-SLi			NA	NA	NA	380	0.24	63,000	190	7.5	100,000	3,200	38,000	320	180	4,800	16,000	4,800	4,800	63	6,700	100,000	NA	5,400	NA	NA	Various
LARWQCB			500	1,000	10,000	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Background for Arsenic			NA	NA	NA	NA	12	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Disposal Criteria																											
TTLC			NA	NA	NA	500	500	10,000	75	100	2,500	8,000	2,.500	1,000	20	3,500	2,000	100	500	700	2,400	5,000	NA	NA	NA	NA	NA
10 x STLC			NA	NA	NA	150	50	1,000	10.00	1,000	500	800	250	50	2.0	3,500	200	10	50.0	70	240	2,500	NA	NA	NA	NA	NA

NOTES:
Boring ID - soil boring identification
feet bgs - feet below the ground surface
TPHcc- total petroleum hydrocarbons carbon chain C_6 - C_{40} analyzed in general accordance with EPA Method No. 8015 (modified)
Title 22 Metals were analyzed in general accordance with EPA Method 6010/7471
VOCs - volatile organic compounds analyzed in general accordance with EPA Method No. 8260B.
TPHg - total petroleum hydrocarbons as gasoline
TPHd - total petroleum hydrocarbons as diesel fuel
TPHo - total petroleum hydrocarbons as oil
mg/kg - milligrams per kilograms
NA - not applicable/not available
ND - not detected above laboratory reporting limits
EPA-RSLi - EPA Region 9, Regional Screening Levels for industrial/commercial land use, dated May 2018
DTSC-SLi - California Department of Toxic Substances Control, Human and Ecological Risk Office, Note 3, Screening Levels for industrial/commercial land use, dated January 2018
LARWQCB - Los Angeles Regional Water Quality Control Board
Background for Arsenic - Department of Toxic Substance Control Final Report for Background Metals (Arsenic) at Los Angeles Unified School Sites, dated June, 2005
TTLC - Total Threshold Limit Concentration
10 x STLC -10 times the Soluble Threshold Limit Concentration

TABLE 2 - LABORATORY RESULTS OF GROUNDWATER SAMPLES

Boring ID	Sample Date	Sample Depth (feet bgs)	TPHg (C_4-C_{10})	VOCs (ug/l)							
				Benzene	Ethyl-benzene	n-Propyl-benzene	Toluene	1,2,4-TMB	1,3,5-TMB	Total Xylenes	Other VOCs
AB1	05/23/18	38	**6,540**	**35.3**	**128**	**21.6**	**277**	**193**	**67.1**	**505**	ND<10-100
AB2	05/23/18	40	**9,780**	**34.1**	**48.7**	ND	**185**	**58.8**	**14.0**	**236**	ND<10-100
AB6	05/23/18	45	**144**	ND	**2.31**	ND	**8.78**	**1.82**	ND	**10.4**	ND<1-10
MCLs			NA	1.0	300	NA	150	NA	NA	1,750	Various

NOTES:
Boring ID - soil boring identification
feet bgs - feet below the ground surface
TPHg - total petroleum hydrocarbons as gasoline analyzed in general accordance with EPA Method No. 8015 (modified)
VOCs - volatile organic compounds analyzed in general accordance with EPA Method No. 8260B.
ug/l - micrograms per liter
1,2,4-TMB - 1,2,4-trimethylbenzene
1,3,5-TMB - 1,3,5-trimethylbenzene
NA - not applicable/not available
ND - not detected above laboratory reporting limit
MCLs - California State Water Resources Control Board (SWRCB), Division of Drinking Water, Maximum Contaminant Levels for state drinking water, dated September 2016
Highlighted cell denotes a concentration that exceeds the MCL

TABLE 3 - LABORATORY RESULTS OF SOIL GAS SAMPLES

Boring ID	Sample Date	Sample Depth (feet bgs)	VOCs (ug/l)														
			Acetone	Carbon Disulfide	Chloro-form	Cyclo-hexane	Heptane	Hexane	Styrene	PCE	1,3,5-TMB	1,2,4-TMB	Benzene	Toluene	Ethyl-benzene	m,p-Xylene	o-Xylene	Other VOCs
AB1-5	05/25/18	5	ND<0.12	ND<0.16	ND<0.25	ND<0.17	**95**	**29**	ND<0.22	ND<0.35	**8.5**	**24**	**40**	**170**	**78**	**120**	**59**	ND<0.11-0.53
AB2-5	05/25/18	5	ND<0.12	ND<0.16	ND<0.25	ND<0.17	**21**	**38**	ND<0.22	ND<0.35	**1.3**	**3.5**	ND<0.16	**16**	**9.2**	**13**	**8**	ND<0.11-0.53
AB3-5	05/25/18	5	ND<0.12	ND<0.16	ND<0.25	ND<0.17	**32**	**160**	ND<0.22	ND<0.35	**0.50**	**3.1**	ND<0.16	**5.4**	**14**	**8.4**	**4**	ND<0.11-0.53
AB4-5	05/25/18	5	ND<0.12	ND<0.16	ND<0.25	**3.7**	**4.5**	**9.4**	ND<0.22	ND<0.35	**1.4**	**2.0**	**0.41**	**0.76**	**1.1**	**1.7**	**1.2**	ND<0.11-0.53
AB5-5	05/25/18	5	**0.27**	ND<0.16	ND<0.25	ND<0.17	ND<0.21	**0.58**	ND<0.22	ND<0.35	ND<0.25	ND<0.25	ND<0.16	**0.39**	ND<0.22	ND<0.22	ND<0.22	ND<0.11-0.53
AB6-5	05/25/18	5	**2.2**	**0.15**	**0.0087**	**0.35**	**0.33**	**0.28**	**0.096**	**0.012**	**0.057**	**0.18**	**0.13**	**0.62**	**0.24**	**0.46**	**0.21**	ND<0.0026-0.042
Future Occupants through Vapor Intrusion																		
EPA-RSLi			280,000	6,200	1.1	8,800	3,600	6,200	8,800	94	520	520	32	44,000	9.8	880	880	Various
DTSC-SLi			NA	NA	NA	NA	NA	NA	7,800	4.0	NA	NA	0.84	2,600	NA	NA	NA	Various
Current Occupants through Vapor Intrusion																		
EPA-RSLr			1,066	24	0.004	33	14	24	33	0.36	2.1	2.1	0.012	173	0.036	3.3	3.3	Various
DTSC-SLr			NA	NA	NA	NA	NA	NA	4,700	2.3	NA	NA	0.485	1,550	NA	NA	NA	Various

NOTES:

Boring ID - soil boring identification

feet bgs - feet below the ground surface

VOCs - volatile organic compounds analyzed in general accordance with EPA Method No. 8260B

ug/l - micrograms per liter

PCE - tetrachloroethylene

1,3,5-TMB - 1,3,5-trimethylbenzene

1,2,4-TMB - 1,2,4-trimethylbenzene

ND - not detected above laboratory reporting limits

EPA-RSLi - Environmental Protection Agency Regional Screening Levels for industrial/commercial land use, calculated using EPA's attenuation factor of 0.0005 for a future commercial development, dated May 2018

DTSC-SLi - Department of Toxic Substances Control, Note 3, Screening Levels, for industrial/commercial land use, calculated using the attenuation factor of 0.0005 for a future commercial development, dated January 2018

EPA-RSLr - Environmental Protection Agency Regional Screening Levels for residential land use, calculated using EPA's attenuation factor of 0.03 for an existing residential development (non-restrictive), dated May 2018

DTSC-SLr - Department of Toxic Substances Control, Note 3, Screening Levels, for residential land use, calculated using the attenuation factor of 0.0002 for an existing residential development (non-restrictive), dated January 2018

NA - not applicable/not available

A yellow highlighted cell indicates a concentration that exceeds a regulatory screening level for a current occupant through possible vapor intrusion.

A blue highlighted cell indicates a concentration that exceeds a regulatory screening level for both a current occupant and future occupant through possible vapor intrusion.

TABLE 4 - LABORATORY RESULTS OF SUB-SLAB SAMPLES

Boring ID	Sample Date	Sample Depth (feet bgs)	VOCs (ug/l)								
			Acetone	Carbon Disulfide	Isopropyl Alcohol	Heptane	PCE	TCE	Benzene	Toluene	Other VOCs
SS1	05/23/18	0.5	**0.26**	**0.017**	**0.16**	**0.0044**	**0.014**	**0.038**	**0.0070**	**0.0066**	ND<0.0026-0.042
SS2	05/23/18	0.5	**0.13**	**0.0033**	**0.10**	**0.0044**	**0.042**	**0.28**	**0.0073**	**0.0073**	ND<0.0026-0.042
EPA-RSLr			1,066	24	7	14	0.36	0.016	0.012	173	Various
DTSC-SLr			NA	NA	4.2	NA	0.009	NA	0.0019	6.2	Various

NOTES:
Boring ID - soil boring identification
feet bgs - feet below the ground surface
VOCs - volatile organic compounds analyzed in general accordance with EPA Method No. TO-15
ug/l - micrograms per liter
PCE - tetrachloroethylene
TCE - trichloroethene
ND - not detected above laboratory reporting limit
EPA RSLi - Environmental Protection Agency Regional Screening Levels for residential land use, calculated using EPA's attenuation factor of 0.03 for an existing residential development (non-restrictive), dated May 2018
DTSC-SLi - Department of Toxic Substances Control, Note 3, Screening Levels, for residential land use, calculated using the attenuation factor of 0.05 for an existing residential development (non-restrictive), dated January 2018
NA - not applicable/available
Highlighted cell indicates a concentration that exceeds a regulatory guideline

TABLE 5 - HUMAN HEALTH RISK EVALUATION CALCULATIONS

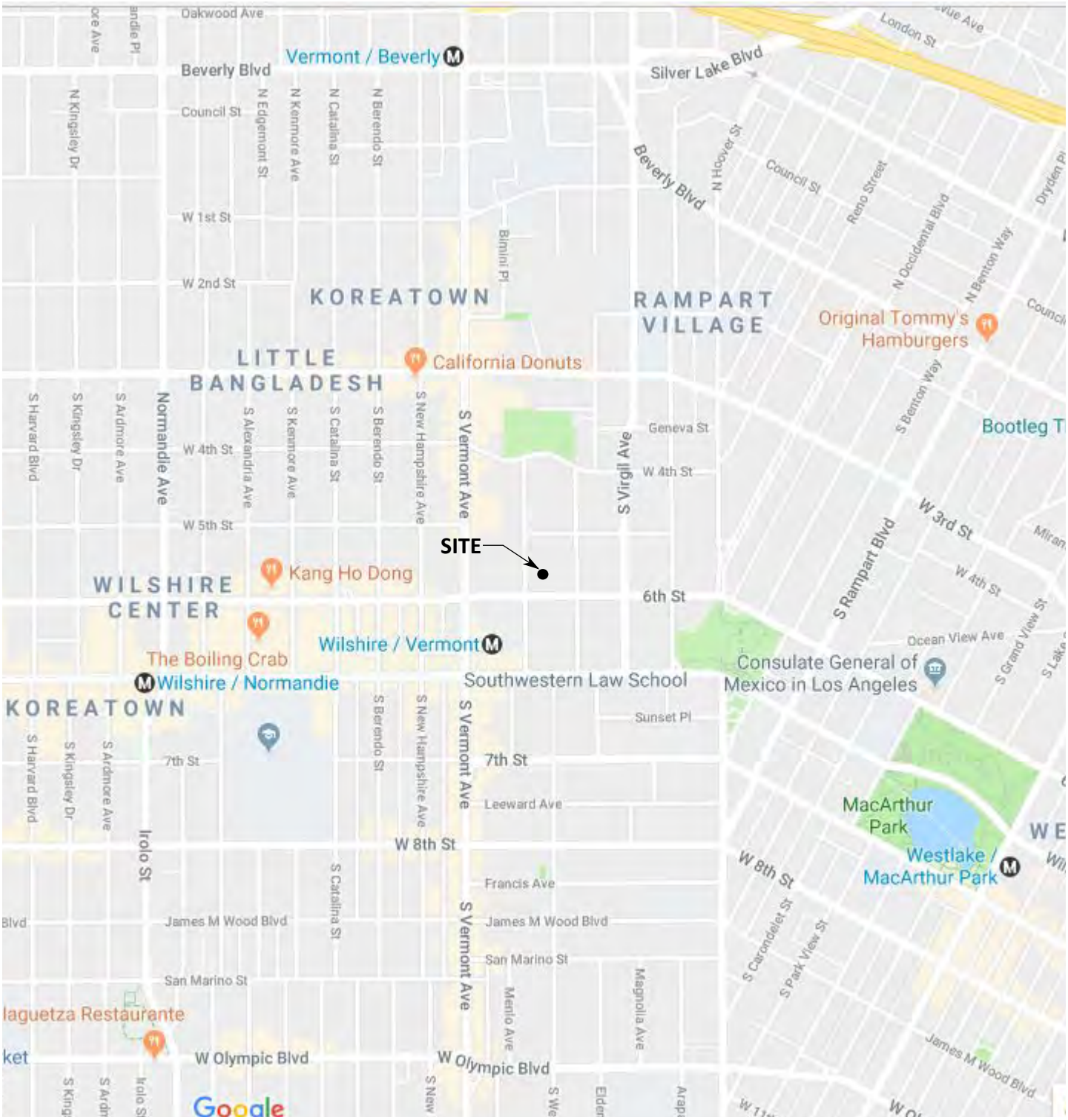
Detected VOC in Soil Gas Sample	Maximum Detected Sub-Slab Concentration (ug/l)	Maximum Detected Soil Gas Concentration (ug/l)	Incremental Lifetime Cancer Risk (ILCR)	Non-Cancer Hazard Index (HI)
Acetone	0.26	2.2	NA	9.6E-05
Chloroform	ND<0.005	0.0087	1.0E-08	1.3E-05
Carbon Disulfide	0.017	0.15	NA	2.8E-04
Styrene	ND<0.0043	0.096	NA	1.5E-05
Cyclohexane	ND<0.0035	3.7	NA	9.2E-05
Heptane	0.0044	95	NA	NA
Hexane	ND<0.0036	160	NA	3.3E-02
PCE	0.042	0.012	1.0E-06	1.4E-02
TCE	0.280	ND<0.27	4.7E-06	1.6E+00
1,3,5-TMB	ND<0.0050	8.5	NA	2.7E-02
1,2,4-TMB	ND<0.0050	24	NA	4.4E-01
Benzene	0.0073	40	6.5E-05	2.1E+00
Toluene	0.0073	170	NA	8.3E-02
Ethylbenzene	ND<0.0044	78	9.6E-06	1.1E-02
o-Xylene	ND<0.0044	120	NA	8.2E-02
m-Xylene	ND<0.0088	120	NA	1.7E-01
p-Xylene	ND<0.0088	59	NA	8.1E-02
Cumulative Risk Values			8.0E-05	4.6E+00
Target Risk Values for Residential/Sensitive Use Properties			1.0E-06	1.0E+00
Target Risk Values for Industrial/Commercial Properties			1.0E-05	1.0E+00
Exceeds / Does Not Exceed Target Risk			**Exceeds**	**Exceeds**

Notes:
VOC - volatile organic compound
ug/l - micrograms per liter
ILCR - Incremental Lifetime Cancer Risk from potential vapor intrusion to indoor air
HI - non-cancer Hazard Index from potential vapor intrusion to indoor air
PCE - tetrachloroethylene
TCE - trichloroethene
1,3,5-TMB - 1,3,5-Trimethylbenzene
1,2,4-TMB - 1,2,4-Trimethybenzene
ND - no detectable concentration above the laboratory reporting limit
NA - not applicable
DTSC - California Department of Toxic Substances Control
ILCR and HI values calculated using DTSC-modified EPA Johnson & Ettinger Soil Gas Screening Model (J&E Model) with commercial exposure parameters, dated February 2004
ILCR and HI values were calculated for soil gas and sub-slab concentrations. The higher value was used in the human health risk evaluation.
Yellow highlighted cell indicates an ILCR or HI value that exceeds the target risk value for residential/sensitive use properties
Blue highlighted cell indicates an ILCR or HI value that exceeds the target risk value for residential/sensitive use and industrial/commercial properties
The Soil Classification System (SCS) soil name "sand" with the SCS soil symbol of "S" was used in the J&E Model

TABLE 6 - LABORATORY RESULTS OF AMBIENT AIR SAMPLES

Sample ID	Sample Location	Sample Date	VOCs (ug/l)	
			Acetone	Other VOCs
IA1-1	Northern Classroom	07/20/18	ND<0.012	ND<0.0026-0.042
IA2-1	Northern Classroom	07/20/18	ND<0.012	ND<0.0026-0.042
IA3-1	Central Classroom	07/20/18	ND<0.012	ND<0.0026-0.042
IA4-1	Central Classroom	07/20/18	ND<0.012	ND<0.0026-0.042
IA5-1	Southern Classroom/Office Area	07/20/18	ND<0.012	ND<0.0026-0.042
IA6-1	Southern Classroom/Office Area	07/20/18	ND<0.012	ND<0.0026-0.042
IA7-1	Gymnasium/Auditorium	07/20/18	**0.058**	ND<0.0026-0.042
OA1-1	Upwind Location	07/20/18	ND<0.012	ND<0.0026-0.042
OA2-1	Downwind Location	07/20/18	ND<0.012	ND<0.0026-0.042
OA3-1	Upwind Location	07/20/18	ND<0.012	ND<0.0026-0.042
Indoor Air Screening Levels for Future Occupants				
EPA-RSLi			140	Various
DTSC-SLi			NA	Various
Indoor Air Screening Levels for Current Occupants				
EPA-RSLr			32	Various
DTSC-SLr			NA	Various

NOTES:
Sample ID - sample identification
feet bgs - feet below the ground surface
VOCs - volatile organic compounds analyzed in general accordance with EPA Method No. TO-15
ug/l - micrograms per liter
ND - not detected above laboratory reporting limit
EPA RSLi - Environmental Protection Agency Regional Screening Levels for industrial/commercial air, dated May 2018
DTSC-SLi - Department of Toxic Substances Control, Note 3, Screening Levels for industrial/commercial air, dated January 2018
EPA-RSLr - Environmental Protection Agency Regional Screening Levels for residential air, dated May 2018
DTSC-RSLr - Department of Toxic Substances Control, Note 3, Screening Levels for residential air, dated January 2018
NA - not applicable/available



N

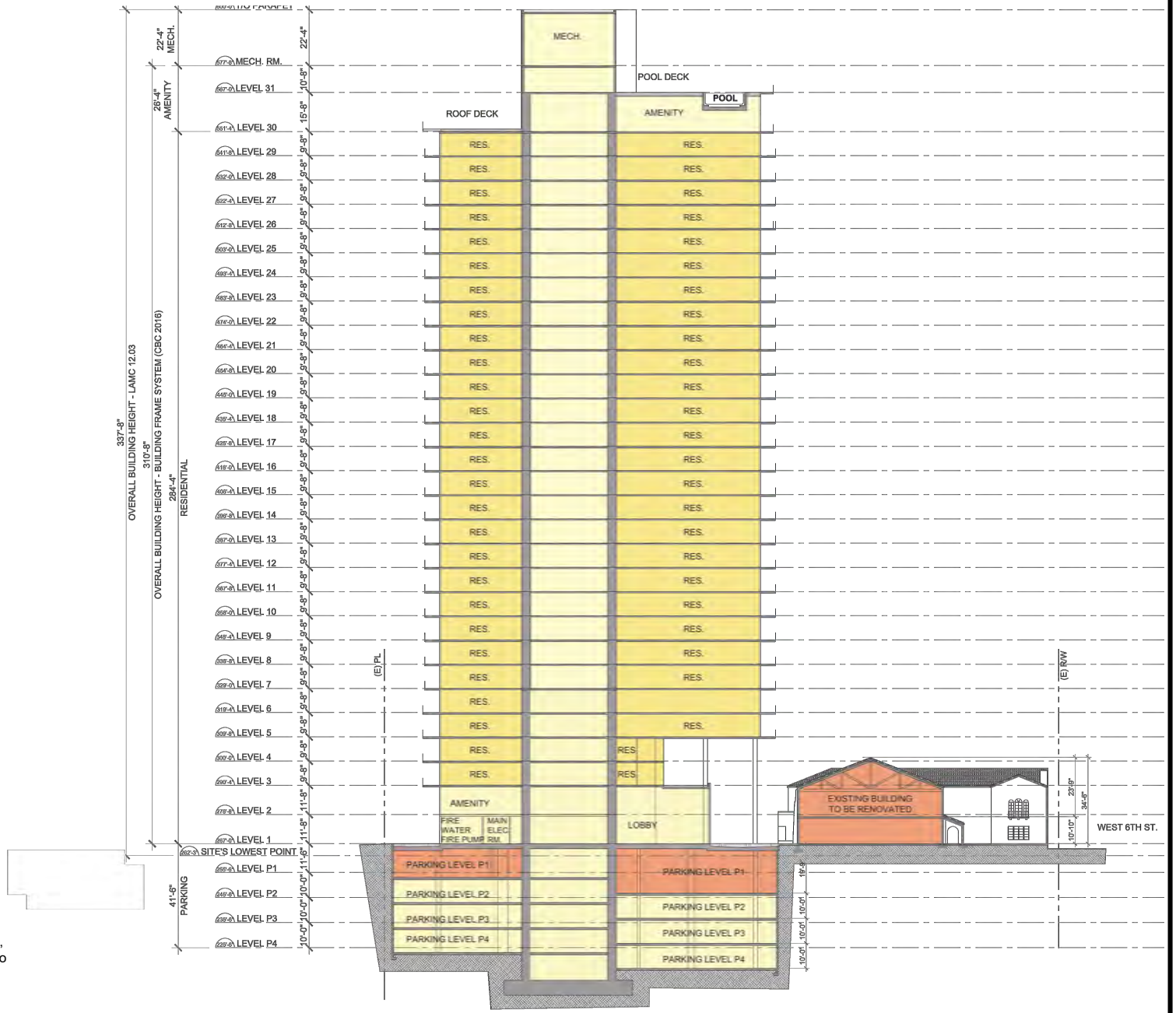
NO SCALE

NOTE: ALL DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.

HMC HAZARD MANAGEMENT CONSULTING	PROJECT NO. **101005001**	**SITE LOCATION MAP**	FIGURE **1**
	DATE **09/18**	3119 WEST 6TH STREET LOS ANGELES, CALIFORNIA	

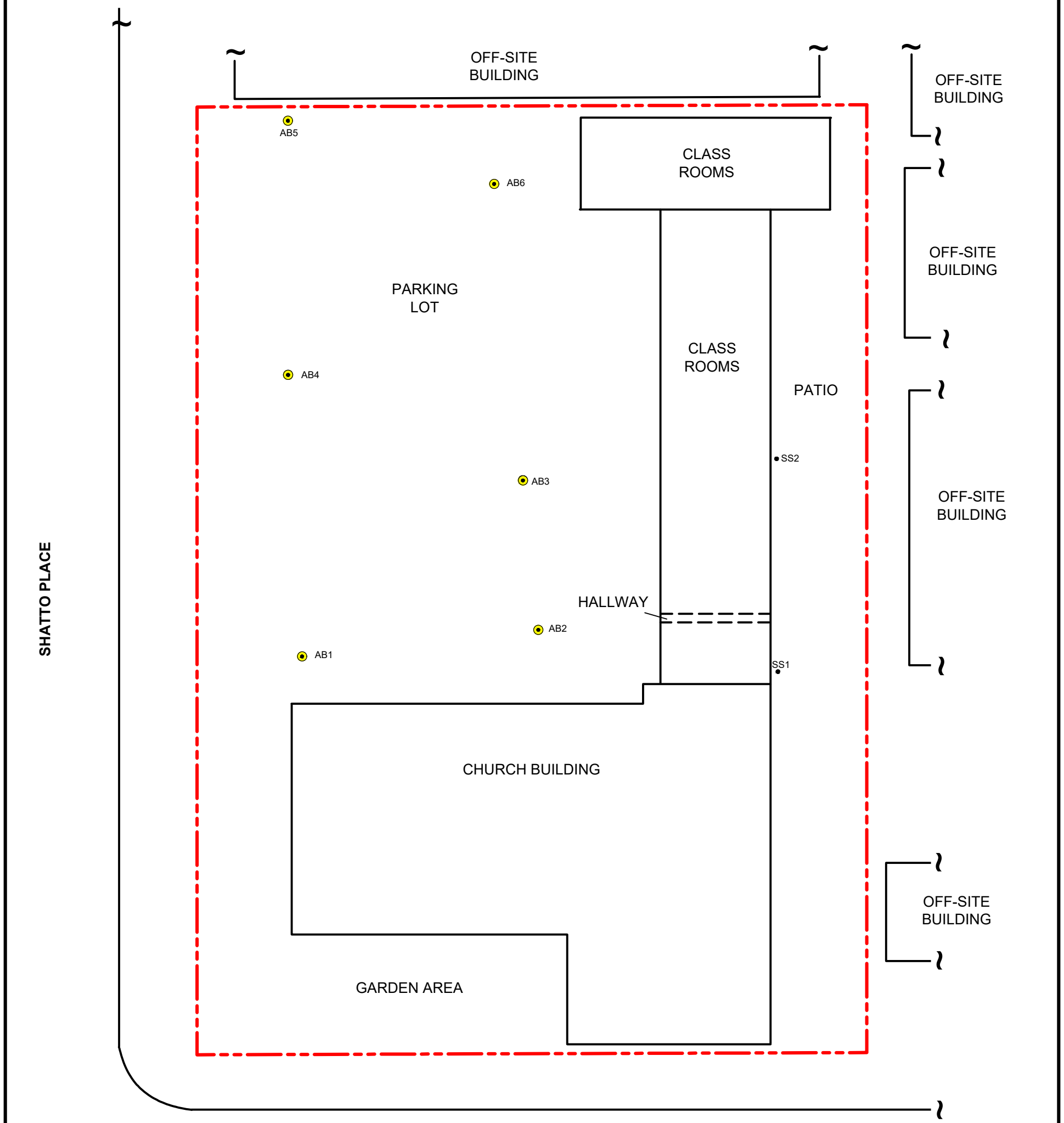
Section B – B

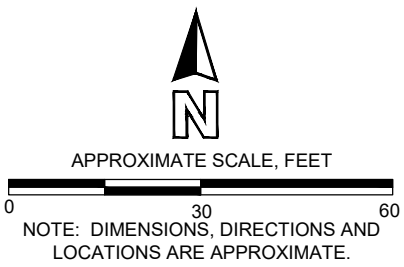
- Commercial / Commercial Parking
- Residential Parking / Common Areas
- Residential Areas



SOURCE: Chris Dikeakos Architectural Corp, Entitlement Application, 550 Shatto Place, A4.01, Section B-B, dated June 8, 2018

HMC HAZARD MANAGEMENT CONSULTING	PROJECT NO. **101005001**	PROPOSED BUILDING	FIGURE **2**
	DATE **09/18**	3119 WEST 6TH STREET LOS ANGELES, CALIFORNIA	





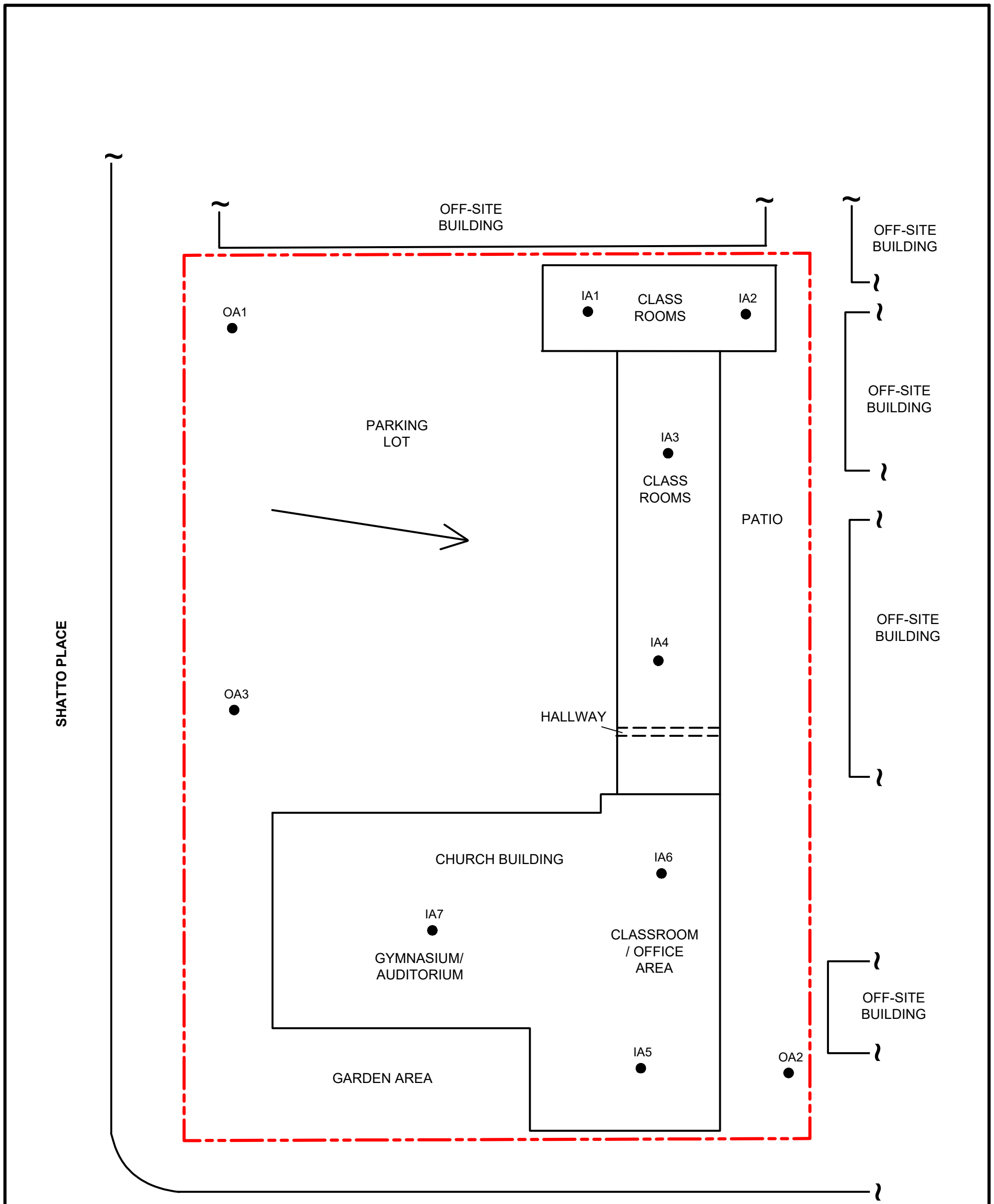
NOTE: DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.

LEGEND

- Approximate Site Property Boundary
- AB1 — Hydropunch Boring Location and Designation
- SS1 — Subslab Boring Location and Designation

HMC HAZARD MANAGEMENT CONSULTING

PROJECT NO. **101005001**	**CURRENT SITE LAYOUT AND SAMPLE LOCATION MAP**	FIGURE 3
DATE **09/18**	3119 WEST 6TH STREET LOS ANGELES, CALIFORNIA	



N

APPROXIMATE SCALE, FEET

0 30 60

NOTE: DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.

LEGEND

- Approximate Site Property Boundary
- IA1 ● Indoor Air Sample Location and Designation
- OA1 ● Outdoor Air Sample Location and Designation
- → Direction of Prevailing Winds

HMC HAZARD MANAGEMENT CONSULTING	PROJECT NO. **101005001**	**INDOOR AIR SAMPLE LOCATION MAP**	FIGURE 4
	DATE **09/18**	3119 WEST 6TH STREET LOS ANGELES, CALIFORNIA	

APPENDIX A

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC HEALTH APPROVED PERMIT

ENVIRONMENTAL HEALTH

Drinking Water Program

5050 Commerce Drive, Baldwin Park, CA 91706
Telephone: (626) 430-5420 • http://publichealth.lacounty.gov/eh/ep/dw/dw_main.htm

Work Plan Approval

WORK SITE ADDRESS	CITY	ZIP	EMAIL ADDRESS
3119 West 6th St	Los Angeles	90012	janderson@ardentenv.com

NOTICE:

- WORK PLAN APPROVALS ARE VALID FOR 180 DAYS. 30 DAY EXTENSIONS OF WORK PLAN APPROVALS ARE CONSIDERED ON AN INDIVIDUAL (CASE-BY-CASE) BASIS AND MAY BE SUBJECT TO ADDITIONAL PLAN REVIEW FEES (HOURLY RATE AS APPLICABLE).
- WORK PLAN MODIFICATIONS MAY BE REQUIRED IF WELL AND GEOLOGIC CONDITIONS ENCOUNTERED AT THE SITE INSPECTION ARE FOUND TO DIFFER FROM THE SCOPE OF WORK PRESENTED TO THE DEPARTMENT OF PUBLIC HEALTH—DRINKING WATER PROGRAM.
- WORK PLAN APPROVALS ARE LIMITED TO COMPLIANCE WITH THE CALIFORNIA WELL STANDARDS AND THE LOS ANGELES COUNTY CODE AND DOES NOT GRANT ANY RIGHTS TO CONSTRUCT, RENOVATE, OR DECOMMISSION ANY WELL. THE APPLICANT IS RESPONSIBLE FOR SECURING ALL OTHER NECESSARY PERMITS SUCH AS WATER RIGHTS, PROPERTY RIGHTS, COASTAL COMMISSION APPROVALS, USE COVENANTS, ENCROACHMENT PERMISSIONS, UTILITY LINE SETBACKS, CITY/COUNTY PUBLIC WORKS RIGHTS OF WAY, ETC.
- THIS PERMIT IS NOT COMPLETE UNTIL ALL OF THE FOLLOWING REQUIREMENTS ARE SIGNED BY THE DEPUTY HEALTH OFFICER. WORK SHALL NOT BE INITIATED WITHOUT A WORK PLAN APPROVAL STAMPED BY THE DEPARTMENT OF PUBLIC HEALTH—DRINKING WATER PROGRAM.

TO BE COMPLETED BY DEPARTMENT OF PUBLIC HEALTH—DRINKING WATER PROGRAM:

X	WORK PLAN APPROVED FOR: 4 Soil Borings	**PERMIT NUMBER:**	SR0144284	**DATE:**	5-14-2018

ADDITIONAL APPROVAL CONDITIONS:

- Work plan approval is issued for scope of work submitted to the Drinking Water Program. Any modifications to the scope of work will require additional work plan review.
- Ensure the boring/exploration hole is backfilled within 24 hours of boring construction.
- Ensure to backfill using a tremie pipe under pressure or equivalent equipment with approved cement grout, proceeding upward from the bottom of the boring/exploration hole.
- Ensure soil borings are sealed per California Well Standards 74-90
  - Cement grout mix ratio of 5-6 gallons of water per 94-pound bag of Portland cement.
  - Up to 6% of Bentonite may be added to the cement-based mix.
  - No hydrated Bentonite chips
- Borings/Exploration holes must comply with all applicable requirements published in the California Well Standards (Bulletins 74-81 and 74-90) and the Los Angeles County Code, Title 11.

APPROVED BY:

Belinda Larsen, REHS
21515 Vanowen St. Ste. 116
Canoga Park, Ca 91303
(818) 593-7308

5838

APPENDIX B

WELL LOGS

BORING LOG EXPLANATION SHEET

DEPTH (feet)	SAMPLES: Bulk	SAMPLES: Driven	BLOWS/ FOOT	SAMPLE ID	ORGANIC VAPORS (ppm)	SYMBOL	CLASSIFICATION U.S.C.C.	
0	■							Bulk sample.
		■						Modified split-barrel drive sampler.
		☒						No recovery with modified split-barrel drive sampler.
		▮						Continuous push 2.25-inch O.D. (1.5-inch I.D.) sampler.
		⁄						No recovery with a continuous push sampler.
5		▯	XX/XX					Continuous push 1.5-inch O.D. (1.0-inch I.D.) sampler.
10						▒	SM	ALLUVIUM: Solid line denotes formation change.
								Dashed line denotes unit change.
15								⚲ Seepage. Groundwater encountered during drilling. Groundwater measured after drilling.
								The total depth line is a solid line that is drawn at the bottom of the boring.

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ENVIRONMENTAL GROUP, INC.

BORING LOG

EXPLANATION OF BORING LOG SYMBOLS

PROJECT NO.	DATE	FIGURE

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ENVIRONMENTAL GROUP, INC.

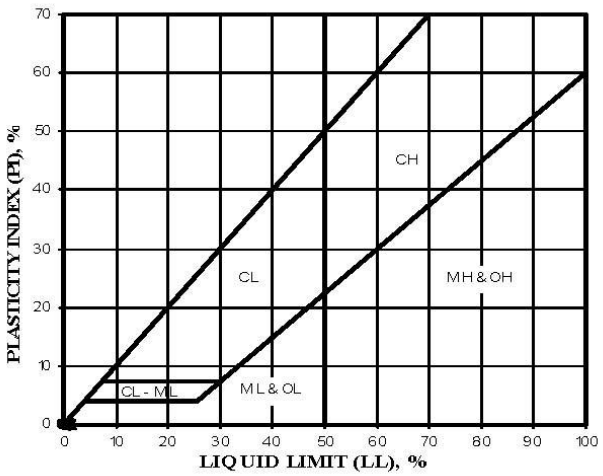
U.S.C.S. METHOD OF SOIL CLASSIFICATION

MAJOR DIVISIONS		SYMBOL		TYPICAL NAMES
COARSE-GRAINED SOILS (More than 1/2 of soil > No. 200 sieve size)	**GRAVELS** (More than 1/2 of coarse fraction > No. 4 sieve size)		GW	Well graded gravels or gravel-sand mixtures, little or no fines
			GP	Poorly graded gravels or gravel-sand mixtures, little or no fines
			GM	Silty gravels, gravel-sand-silt mixtures
			GC	Clayey gravels, gravel-sand-clay mixtures
	SANDS (More than 1/2 of coarse fraction < No. 4 sieve size)		SW	Well graded sands or gravelly sands, little or no fines
			SP	Poorly graded sands or gravelly sands, little or no fines
			SM	Silty sands, sand-silt mixtures
			SC	Clayey sands, sand-clay mixtures
FINE-GRAINED SOILS (More than 1/2 of soil < No. 200 sieve size)	**SILTS & CLAYS Liquid limit < 50**		ML	Inorganic silts and very fine sands, rock flour, silty or clayey fined sands or clayey silts
			CL	Inorganic clays of low to medium plasticity gravelly clays, sandy clays, silty clays, lean
			OL	Organic silts and organic silty clays of low plasticity
	SILTS & CLAYS Liquid limit > 50		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
			CH	Inorganic clays of high plasticity, fat clays
			OH	Organic clays of medium to high plasticity, organic silty clays, organic silts
HIGHLY ORGANIC SOILS			PT	Peat and other highly organic soils

GRAIN SIZE CHART

CLASSIFICATION	RANGE OF GRAIN SIZE	
	U.S. Standard Sieve Size	Grain Size in Millimeters
BOULDERS	Above 12"	Above 305
COBBLES	12" to 3"	305 to 76.2
GRAVEL Coarse Fine	3" to No. 4 3" to 3/4" 3/4" to No. 4	76.2 to 4.76 73.2 to 19.1 19.1 to 4.76
SAND Coarse Medium Fine	No. 4 to No. 200 No. 4 to No. 10 No. 10 to No. 40 No. 40 to No. 200	4.76 to 0.075 4.76 to 2.00 2.00 to 0.420 0.420 to 0.075
Silt & Clay	Below No. 200	Below 0.075

PLASTICITY



Ardent Environmental Group, Inc.
1827 Capital Street, Suite 103
Corona, California 92880
Telephone: 951-736-5334
Fax: 951-736-7560

WELL NUMBER AB1

CLIENT Hazard Management Consulting, Inc.
PROJECT NAME 3119 West 6th Street
PROJECT NUMBER 101005001
PROJECT LOCATION 3119 West 6th Street, Los Angeles
DATE STARTED 5/23/18 **COMPLETED** 5/23/18
GROUND ELEVATION ____ **HOLE SIZE** 2.25 inches
DRILLING CONTRACTOR Core Probe International
GROUND WATER LEVELS:
DRILLING METHOD Hand Auger/Direct Push
▽ **AT TIME OF DRILLING** 38.00 ft
LOGGED BY Jon Anderson **CHECKED BY** Paul Roberts
AT END OF DRILLING ---
NOTES
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	PID	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION	WELL DIAGRAM
0						Casing Top Elev: 0 (ft)
		0.0			0.3 4 inches ASPHALT.	
			SM		(SM) Dark yellowish orange (10 YR 6/6), damp, silty fine SAND, trace fine gravel.	Hydrated granular bentonite
		0.0			3.0 (ML) Dark yellowish brown (10 YR 4/2), moist, clayey SILT, race fine sand.	Dry granular bentonite
5		0.0	ML			#2/12 sand
		33.6				Hydrated granular bentonite
					8.0 (CL) Dark yellowish orange (10 YR 6/6), moist, silty CLAY.	Dry granular bentonite
10	AB1-10	0.0	CL			#2/12 sand
					13.5 (SM) Yellowish gray (5 Y 7/2), moist, silty fine SAND.	Hydrated granular bentonite
15			SM			
					Slight petroleum hydrocarbon odor.	Dry granular bentonite
	AB1-20	48.3				#2/12 sand
20					20.0	

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Ardent Environmental Group, Inc.
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Corona, California 92880
Telephone: 951-736-5334
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WELL NUMBER AB1

CLIENT Hazard Management Consulting, Inc.
PROJECT NAME 3119 West 6th Street
PROJECT NUMBER 101005001
PROJECT LOCATION 3119 West 6th Street, Los Angeles
DATE STARTED 5/23/18 **COMPLETED** 5/23/18
GROUND ELEVATION **HOLE SIZE** 2.25 inches
DRILLING CONTRACTOR Core Probe International
GROUND WATER LEVELS:
DRILLING METHOD Hand Auger/Direct Push
▽ **AT TIME OF DRILLING** 38.00 ft
LOGGED BY Jon Anderson **CHECKED BY** Paul Roberts
AT END OF DRILLING ---
NOTES
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	PID	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION	WELL DIAGRAM
20			SM		(SM) Yellowish gray (5 Y 7/2), moist, silty fine SAND. *(continued)*	
		1300.0	CL		22.0 (CL) Dark gray (N3), damp, silty CLAY, strong petroleum hydrocarbon odor.	
			SM		23.0 (SM) Yellowish gray (5 Y 7/2), damp, silty fine SAND, strong petroleum hydrocarbon odor, no staining.	
25		240.0	CL		26.0 (CL) Dark gray (N3), damp, silty CLAY, strong petroleum hydrocarbon odor.	
		24.3	SM		27.5 (SM) Light bluish gray (5 B 7/1), moist, silty fine SAND, petroleum hydrocarbon odor.	Hydrated granular bentonite
30						
35					▽ 39.0	

- Groundwater encountered at 38 feet.
- Stained and odorous soil noted from 20 - 30 feet.
- Groundwater samples collected using temporary 1-inch Schedule 40

(Continued Next Page)

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Corona, California 92880
Telephone: 951-736-5334
Fax: 951-736-7560

WELL NUMBER AB1

CLIENT Hazard Management Consulting, Inc.
PROJECT NAME 3119 West 6th Street
PROJECT NUMBER 101005001
PROJECT LOCATION 3119 West 6th Street, Los Angeles
DATE STARTED 5/23/18 **COMPLETED** 5/23/18
GROUND ELEVATION _____ **HOLE SIZE** 2.25 inches
DRILLING CONTRACTOR Core Probe International
GROUND WATER LEVELS:
DRILLING METHOD Hand Auger/Direct Push
▽ **AT TIME OF DRILLING** 38.00 ft
LOGGED BY Jon Anderson **CHECKED BY** Paul Roberts
AT END OF DRILLING ---
NOTES
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	PID	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION	WELL DIAGRAM
					PVC casing. • Bottom of borehole at 39.0 feet.	

GENERAL BH / TP / WELL - GINT STD US.GDT - 6/13/18 11:28 - C:\PROGRAM FILES (X86)\GINT\PROJECTS\101005001 WL GENERAL.GPJ

Ardent Environmental Group, Inc.
1827 Capital Street, Suite 103
Corona, California 92880
Telephone: 951-736-5334
Fax: 951-736-7560

WELL NUMBER AB2

CLIENT Hazard Management Consulting, Inc.
PROJECT NAME 3119 West 6th Street
PROJECT NUMBER 101005001
PROJECT LOCATION 3119 West 6th Street, Los Angeles
DATE STARTED 5/23/18 **COMPLETED** 5/23/18
GROUND ELEVATION _____ **HOLE SIZE** 2.25 inches
DRILLING CONTRACTOR Core Probe International
GROUND WATER LEVELS:
DRILLING METHOD Hand Auger/Direct Push
▽ **AT TIME OF DRILLING** 40.00 ft
LOGGED BY Jon Anderson **CHECKED BY** Paul Roberts
AT END OF DRILLING ---
NOTES
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	PID	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION	WELL DIAGRAM
0						Casing Top Elev: 0 (ft)
		0.0			0.3 4 inches ASPHALT.	
					(ML) Moderate yellowish brown (10 YR 5/4), moist, clayey SILT.	Hydrated granular bentonite
						Dry granular bentonite
5		0.0				#2/12 sand
		0.0				Hydrated granular bentonite
	AB2-10	0.0	ML			Dry granular bentonite
10						#2/12 sand
		50.6				
15		159.7				Hydrated granular bentonite
					Becomes olive gray (5 Y 3/2), damp, petroleum hydrocarbon odor noted.	
	AB2-20	200.9				Dry granular bentonite
20					20.0	#2/12 sand

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WELL NUMBER AB2

CLIENT Hazard Management Consulting, Inc.
PROJECT NAME 3119 West 6th Street
PROJECT NUMBER 101005001
PROJECT LOCATION 3119 West 6th Street, Los Angeles
DATE STARTED 5/23/18 **COMPLETED** 5/23/18
GROUND ELEVATION _____ **HOLE SIZE** 2.25 inches
DRILLING CONTRACTOR Core Probe International
GROUND WATER LEVELS:
DRILLING METHOD Hand Auger/Direct Push
▽ **AT TIME OF DRILLING** 40.00 ft
LOGGED BY Jon Anderson **CHECKED BY** Paul Roberts
AT END OF DRILLING ---
NOTES
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	PID	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION	WELL DIAGRAM
20					(ML) Olive gray (5 Y 3/2), damp, clayey SILT. *(continued)*	
		159.0	ML		22.0	
			SM		(SM) Yellowish gray (5 Y 7/2), moist, silty fine SAND, strong petroleum hydrocarbon odor.	
25					26.0	
					No lithological information collected. Hard drilling conditions.	
30						Hydrated granular bentonite
35						
40					40.0 ▽	

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WELL NUMBER AB2

CLIENT Hazard Management Consulting, Inc.
PROJECT NAME 3119 West 6th Street
PROJECT NUMBER 101005001
PROJECT LOCATION 3119 West 6th Street, Los Angeles
DATE STARTED 5/23/18 **COMPLETED** 5/23/18
GROUND ELEVATION _____ **HOLE SIZE** 2.25 inches
DRILLING CONTRACTOR Core Probe International
GROUND WATER LEVELS:
DRILLING METHOD Hand Auger/Direct Push
▽ **AT TIME OF DRILLING** 40.00 ft
LOGGED BY Jon Anderson **CHECKED BY** Paul Roberts
AT END OF DRILLING ---
NOTES
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	PID	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION	WELL DIAGRAM

- Groundwater encountered at 40 feet.
- Stained and odorous soil noted from 15 to 20 feet.
- Groundwater samples collected usind temporary 1-inch Schedule 40 PVC casing.
- Bottom of borehole at 40.0 feet.

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Ardent Environmental Group, Inc.
1827 Capital Street, Suite 103
Corona, California 92880
Telephone: 951-736-5334
Fax: 951-736-7560

WELL NUMBER AB3

CLIENT Hazard Management Consulting, Inc.
PROJECT NAME 3119 West 6th Street
PROJECT NUMBER 101005001
PROJECT LOCATION 3119 West 6th Street, Los Angeles
DATE STARTED 5/23/18 **COMPLETED** 5/23/18
GROUND ELEVATION _____ **HOLE SIZE** 2.25 inches
DRILLING CONTRACTOR Core Probe International
GROUND WATER LEVELS:
DRILLING METHOD Hand Auger/Direct Push
AT TIME OF DRILLING ---
LOGGED BY Jon Anderson **CHECKED BY** Paul Roberts
AT END OF DRILLING ---
NOTES
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	PID	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION	WELL DIAGRAM
0						Casing Top Elev: 0 (ft)
		0.0			0.3 4 inches ASPHALT. (ML) Moderate yellowish brown (10 YR 5/4), moist, clayey SILT.	Hydrated granular bentonite
						Dry granular bentonite
5		0.0				#2/12 sand
						Hydrated granular bentonite
	AB3-10	10.0	ML			Dry granular bentonite
10						#2/12 sand
						Hydrated granular bentonite
15					Becomes olive gray (5 Y 3/2), damp.	
						Dry granular bentonite
	AB3-20	5.0				#2/12 sand
20					20.0	

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WELL NUMBER AB3

CLIENT Hazard Management Consulting, Inc.
PROJECT NAME 3119 West 6th Street
PROJECT NUMBER 101005001
PROJECT LOCATION 3119 West 6th Street, Los Angeles
DATE STARTED 5/23/18 **COMPLETED** 5/23/18
GROUND ELEVATION _____ **HOLE SIZE** 2.25 inches
DRILLING CONTRACTOR Core Probe International
GROUND WATER LEVELS:
DRILLING METHOD Hand Auger/Direct Push
AT TIME OF DRILLING ---
LOGGED BY Jon Anderson **CHECKED BY** Paul Roberts
AT END OF DRILLING ---
NOTES _____
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	PID	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION	WELL DIAGRAM
					• No groundwater encountered. • No staining or odors noted. • No elevated PID readings. • Bottom of borehole at 20.0 feet.	

GENERAL BH / TP / WELL - GINT STD US.GDT - 6/13/18 11:28 - C:\PROGRAM FILES (X86)\GINT\PROJECTS\101005001 WL GENERAL.GPJ

Ardent Environmental Group, Inc.
1827 Capital Street, Suite 103
Corona, California 92880
Telephone: 951-736-5334
Fax: 951-736-7560

WELL NUMBER AB4

CLIENT Hazard Management Consulting, Inc.
PROJECT NAME 3119 West 6th Street
PROJECT NUMBER 101005001
PROJECT LOCATION 3119 West 6th Street, Los Angeles
DATE STARTED 5/23/18 **COMPLETED** 5/23/18
GROUND ELEVATION _____ **HOLE SIZE** 2.25 inches
DRILLING CONTRACTOR Core Probe International
GROUND WATER LEVELS:
DRILLING METHOD Hand Auger/Direct Push
AT TIME OF DRILLING ---
LOGGED BY Jon Anderson **CHECKED BY** Paul Roberts
AT END OF DRILLING ---
NOTES
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	PID	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION	WELL DIAGRAM
0						Casing Top Elev: 0 (ft)
					0.3 4 inches ASPHALT.	
		0.0			(ML) Moderate yellowish brown (10 YR 5/4), moist, clayey SILT.	Hydrated granular bentonite
5		0.0				Dry granular bentonite; #2/12 sand
						Hydrated granular bentonite
10	AB4-10	0.0	ML			Dry granular bentonite; #2/12 sand
15		0.0			Becomes olive gray (5 Y 3/2), damp.	Hydrated granular bentonite
20	AB4-20	0.0			20.0	Dry granular bentonite; #2/12 sand

(Continued Next Page)

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WELL NUMBER AB4

CLIENT Hazard Management Consulting, Inc.
PROJECT NAME 3119 West 6th Street
PROJECT NUMBER 101005001
PROJECT LOCATION 3119 West 6th Street, Los Angeles
DATE STARTED 5/23/18 **COMPLETED** 5/23/18
GROUND ELEVATION _____ **HOLE SIZE** 2.25 inches
DRILLING CONTRACTOR Core Probe International
GROUND WATER LEVELS:
DRILLING METHOD Hand Auger/Direct Push
AT TIME OF DRILLING ---
LOGGED BY Jon Anderson **CHECKED BY** Paul Roberts
AT END OF DRILLING ---
NOTES _____
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	PID	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION	WELL DIAGRAM
					• No groundwater encountered. • No staining or odors noted. • No elevated PID readings. • Bottom of borehole at 20.0 feet.	

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Ardent Environmental Group, Inc.
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Corona, California 92880
Telephone: 951-736-5334
Fax: 951-736-7560

WELL NUMBER AB5

CLIENT Hazard Management Consulting, Inc.
PROJECT NAME 3119 West 6th Street
PROJECT NUMBER 101005001
PROJECT LOCATION 3119 West 6th Street, Los Angeles
DATE STARTED 5/23/18 **COMPLETED** 5/23/18
GROUND ELEVATION _____ **HOLE SIZE** 2.25 inches
DRILLING CONTRACTOR Core Probe International
GROUND WATER LEVELS:
DRILLING METHOD Hand Auger/Direct Push
AT TIME OF DRILLING ---
LOGGED BY Jon Anderson **CHECKED BY** Paul Roberts
AT END OF DRILLING ---
NOTES _____
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	PID	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION	WELL DIAGRAM
0					0.3 4 inches ASPHALT.	Casing Top Elev: 0 (ft)
					FILL	
		0.0			(ML) Moderate yellowish brown (10 YR 5/4), damp, clayey SILT.	Hydrated granular bentonite
		0.0				Dry granular bentonite
5						#2/12 sand
			ML			Hydrated granular bentonite
						Dry granular bentonite
	AB5-10	0.0				#2/12 sand
10						
15					15.5	Hydrated granular bentonite
			SM		(SM) Yellowish gray (5 Y 7/2), moist, silt fine SAND, trace fine gravel.	
						Dry granular bentonite
	AB5-20	0.0				#2/12 sand
20					20.0	

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WELL NUMBER AB5

CLIENT Hazard Management Consulting, Inc.
PROJECT NAME 3119 West 6th Street
PROJECT NUMBER 101005001
PROJECT LOCATION 3119 West 6th Street, Los Angeles
DATE STARTED 5/23/18 **COMPLETED** 5/23/18
GROUND ELEVATION _____ **HOLE SIZE** 2.25 inches
DRILLING CONTRACTOR Core Probe International
GROUND WATER LEVELS:
DRILLING METHOD Hand Auger/Direct Push
AT TIME OF DRILLING ---
LOGGED BY Jon Anderson **CHECKED BY** Paul Roberts
AT END OF DRILLING ---
NOTES _____
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	PID	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION	WELL DIAGRAM
					• No groundwater encountered. • No staining or odors noted. • No elevated PID readings. • Soil vapor monitoring points constructed of 0.25-inch Nylaflow tubing. • Bottom of borehole at 20.0 feet.	

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Fax: 951-736-7560

WELL NUMBER AB6

CLIENT Hazard Management Consulting, Inc.
PROJECT NAME 3119 West 6th Street
PROJECT NUMBER 101005001
PROJECT LOCATION 3119 West 6th Street, Los Angeles
DATE STARTED 5/23/18 **COMPLETED** 5/23/18
GROUND ELEVATION _____ **HOLE SIZE** 2.25 inches
DRILLING CONTRACTOR Core Probe International
GROUND WATER LEVELS:
DRILLING METHOD Hand Auger/Direct Push
▽ **AT TIME OF DRILLING** 43.00 ft
LOGGED BY Jon Anderson **CHECKED BY** Paul Roberts
AT END OF DRILLING ---
NOTES
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	PID	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION	WELL DIAGRAM
0					0.3 4 inches ASPHALT.	Casing Top Elev: 0 (ft)
					FILL	
		0.0			(ML) Moderate yellowish brown (10 YR 5/4), damp, clayey SILT.	Hydrated granular bentonite
						Dry granular bentonite
5						#2/12 sand
		0.0	ML			Hydrated granular bentonite
						Dry granular bentonite
10	AB6-10	0.0				#2/12 sand
						Hydrated granular bentonite
15		0.0			15.5	
			SM		(SM) Yellowish gray (5 Y 7/2), moist, silty fine SAND, trace fine gravel.	Dry granular bentonite
	AB6-20					#2/12 sand
20		0.0				

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GENERAL BH / TP / WELL - GINT STD US.GDT - 6/13/18 11:28 - C:\PROGRAM FILES (X86)\GINT\PROJECTS\101005001 WL GENERAL.GPJ

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1827 Capital Street, Suite 103
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Telephone: 951-736-5334
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WELL NUMBER AB6

CLIENT Hazard Management Consulting, Inc.
PROJECT NAME 3119 West 6th Street
PROJECT NUMBER 101005001
PROJECT LOCATION 3119 West 6th Street, Los Angeles
DATE STARTED 5/23/18 **COMPLETED** 5/23/18
GROUND ELEVATION _____ **HOLE SIZE** 2.25 inches
DRILLING CONTRACTOR Core Probe International
GROUND WATER LEVELS:
DRILLING METHOD Hand Auger/Direct Push
▽ **AT TIME OF DRILLING** 43.00 ft
LOGGED BY Jon Anderson **CHECKED BY** Paul Roberts
AT END OF DRILLING ---
NOTES
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	PID	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION	WELL DIAGRAM
20					(SM) Yellowish gray (5 Y 7/2), moist, silty fine SAND, trace fine gravel. *(continued)*	
25		0.0				
30		0.0	SM		Becomer very pale orange (10 YR 5/2) at 28 feet.	
35		0.0				Hydrated granular bentonite
40		0.0			40.0	

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GENERAL BH / TP / WELL - GINT STD US.GDT - 6/13/18 11:28 - C:\PROGRAM FILES (X86)\GINT\PROJECTS\101005001 WL GENERAL.GPJ

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WELL NUMBER AB6

CLIENT Hazard Management Consulting, Inc.
PROJECT NAME 3119 West 6th Street
PROJECT NUMBER 101005001
PROJECT LOCATION 3119 West 6th Street, Los Angeles
DATE STARTED 5/23/18 **COMPLETED** 5/23/18
GROUND ELEVATION _____ **HOLE SIZE** 2.25 inches
DRILLING CONTRACTOR Core Probe International
GROUND WATER LEVELS:
DRILLING METHOD Hand Auger/Direct Push
▽ **AT TIME OF DRILLING** 43.00 ft
LOGGED BY Jon Anderson **CHECKED BY** Paul Roberts
AT END OF DRILLING ---
NOTES
AFTER DRILLING ---

DEPTH (ft)	SAMPLE TYPE NUMBER	PID	U.S.C.S.	GRAPHIC LOG	MATERIAL DESCRIPTION	WELL DIAGRAM
40			SM		(SM) Very pale orange (10 YR 5/2), moist, silty fine SAND, trace fine gravel. *(continued)*	
					41.0	
					No lithological information collected. Hard drilling conditions.	
					▽	
45					45.0	

- Groundwater encountered at 43 feet.
- No staining or odors noted.
- Groundwater samples collected using temporary 1-inch Schedule 40 PVC casing.
- Bottom of borehole at 45.0 feet.

GENERAL BH / TP / WELL - GINT STD US.GDT - 6/13/18 11:28 - C:\PROGRAM FILES (X86)\GINT\PROJECTS\101005001 WL GENERAL.GPJ

APPENDIX C

LABORTORY REPORTS

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

Date: May 31, 2018

Mr. Jon Anderson
Hazard Management Consulting, Inc.
211 W. Avenida Cordoba, Suite 200
San Clemente, CA 92672
Tel(951)736-5334 Email:Janderson@ardentenv.com

Project: **3119 W 6th St / 101005002**
Lab I.D.: **180524-110, -111, -112**

Dear Mr. Anderson:

The **analytical results** for the water samples, received by our lab on May 24, 2018, are attached. The samples were received chilled, intact, and accompanying chain of custody.

Enviro-Chem appreciates the opportunity to provide you and your company this and other services. Please do not hesitate to call us if you have any questions.

Sincerely,

Curtis Desilets
Vice President/Program Manager

for

Andy Wang
Laboratory Manager

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

LABORATORY REPORT

CUSTOMER: **Hazard Management Consulting, Inc.**
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(951)736-5334 Email:Janderson@ardentenv.com
PROJECT: **3119 W 6th St / 101005002**

SAMPLING DATE: 05/23/18 — DATE RECEIVED: 05/24/18
MATRIX: WATER — DATE ANALYZED: 05/29/18
REPORT TO: MR. JON ANDERSON — DATE REPORTED: 05/31/18

C4-C10 HYDROCARBONS
METHOD: EPA 5030B/8015B
UNIT: ug/L = MICROGRAM PER LITER = PPB

SAMPLE I.D.	LAB I.D.	C4-C10 RESULT	DF
AB1-38'	180524-110	6540	50
AB2-40'	180524-111	9780	50
AB6-45'	180524-112	144	1
Method Blank	---	ND	1
	PQL	50.0	

COMMENTS
C4-C10 = GASOLINE RANGE
PQL = PRACTICAL QUANTITATION LIMIT
DF = DILUTION FACTOR
ACTUAL DETECTION LIMIT = PQL X DF
ND = NON-DETECTED OR BELOW THE ACTUAL DETECTION LIMIT

Data Reviewed and Approved by: _____
CAL-DHS ELAP CERTIFICATE No.: 1555

Enviro Chem, Inc

1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909)590-5905 Fax (909)590-5907

Gas/BTEX QC

Date Analyzed: 5/29/2018 **Units:** ug/L (PPB)

Matrix: **WATER/VAPOR**

Matrix Spike (MS)/Matrix Spike Duplicate (MSD)

Spiked Sample Lab I.D.: **180523-36 MS/MSD**

Analyte	S.R.	spk conc	MS	%REC	MSD	%REC	%RPD	ACP %REC	ACP %RPD
Gasoline Range	0	500	474	95%	470	94%	1%	**75-125**	**<20%**

LCS STD RECOVERY:

Analyte	spk conc	LCS	% REC	ACP
Gasoline Range	500	550	110%	**75-125**

Surrogate Recovery	ACP %REC	%REC	%REC	%REC	%REC	%REC	%REC	%REC	%REC
Sample I.D.		MB	180523-5	180524-110	180524-111	180524-112			
BFB	70-130	129%	129%	127%	123%	142*%			

Surrogate Recovery	ACP %REC	%REC	%REC	%REC	%REC	%REC	%REC	%REC	%REC
Sample I.D.									
BFB	70-130								

Surrogate Recovery	ACP %REC	%REC	%REC	%REC	%REC	%REC
Sample I.D.						
BFB	70-130					

S.R. = Sample Result
spk conc = Spike Concentration
%REC = Percent Recovery
ACP %RPD = Acceptable Percent RPD Range
ACP %REC = Acceptable Percent Recovery Range

** = Surrogate fail due to matrix interference (If marked)*

Note: *LCS, MS, MSD are in control therefore results are in control.*

Analyzed and Reviewed By:

Final Reviewer:

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

LABORATORY REPORT

CUSTOMER: Hazard Management Consulting, Inc.
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(951)736-5334 Email:Janderson@ardentenv.com
PROJECT: 3119 W 6th St / 101005002

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:WATER DATE ANALYZED:05/26/18
REPORT TO:MR. JON ANDERSON DATE REPORTED:05/31/18

SAMPLE I.D.: **AB1-38'** LAB I.D.: 180524-110

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: ug/L = MICROGRAM PER LITER = PPB

PARAMETER	SAMPLE RESULT	PQL X10
ACETONE	ND	10
BENZENE	35.3	1
BROMOBENZENE	ND	1
BROMOCHLOROMETHANE	ND	1
BROMODICHLOROMETHANE	ND	1
BROMOFORM	ND	1
BROMOMETHANE	ND	1
2-BUTANONE (MEK)	ND	10
N-BUTYLBENZENE	ND	1
SEC-BUTYLBENZENE	ND	1
TERT-BUTYLBENZENE	ND	1
CARBON DISULFIDE	ND	5
CARBON TETRACHLORIDE	ND	1
CHLOROBENZENE	ND	1
CHLOROETHANE	ND	1
CHLOROFORM	ND	1
CHLOROMETHANE	ND	1
2-CHLOROTOLUENE	ND	1
4-CHLOROTOLUENE	ND	1
DIBROMOCHLOROMETHANE	ND	1
1,2-DIBROMO-3-CHLOROPROPANE	ND	1
1,2-DIBROMOETHANE	ND	1
DIBROMOMETHANE	ND	1
1,2-DICHLOROBENZENE	ND	1
1,3-DICHLOROBENZENE	ND	1
1,4-DICHLOROBENZENE	ND	1
DICHLORODIFLUOROMETHANE	ND	1
1,1-DICHLOROETHANE	ND	1
1,2-DICHLOROETHANE	ND	1
1,1-DICHLOROETHENE	ND	1
CIS-1,2-DICHLOROETHENE	ND	1
TRANS-1,2-DICHLOROETHENE	ND	1
1,2-DICHLOROPROPANE	ND	1
1,3-DICHLOROPROPANE	ND	1

----- TO BE CONTINUED ON PAGE #2 -----

DATA REVIEWED AND APPROVED BY: _____

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

LABORATORY REPORT

CUSTOMER: **Hazard Management Consulting, Inc.**
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(951)736-5334 Email:Janderson@ardentenv.com
PROJECT: **3119 W 6th St / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:WATER DATE ANALYZED:05/26/18
REPORT TO:MR. JON ANDERSON DATE REPORTED:05/31/18

SAMPLE I.D.: **AB1-38'** LAB I.D.: 180524-110

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: ug/L = MICROGRAM PER LITER = PPB

PARAMETER	SAMPLE RESULT	PQL X10
2,2-DICHLOROPROPANE	ND	1
1,1-DICHLOROPROPENE	ND	1
CIS-1,3-DICHLOROPROPENE	ND	1
TRANS-1,3-DICHLOROPROPENE	ND	1
ETHYLBENZENE	128	1
2-HEXANONE	ND	10
HEXACHLOROBUTADIENE	ND	1
ISOPROPYLBENZENE	ND	1
4-ISOPROPYLTOLUENE	ND	1
4-METHYL-2-PENTANONE (MIBK)	ND	10
METHYL tert-BUTYL ETHER (MTBE)	ND	3
METHYLENE CHLORIDE	ND	5
NAPHTHALENE	ND	1
N-PROPYLBENZENE	21.6	1
STYRENE	ND	1
1,1,1,2-TETRACHLOROETHANE	ND	1
1,1,2,2-TETRACHLOROETHANE	ND	1
TETRACHLOROETHENE (PCE)	ND	1
TOLUENE	277	1
1,2,3-TRICHLOROBENZENE	ND	1
1,2,4-TRICHLOROBENZENE	ND	1
1,1,1-TRICHLOROETHANE	ND	1
1,1,2-TRICHLOROETHANE	ND	1
TRICHLOROETHENE (TCE)	ND	1
TRICHLOROFLUOROMETHANE	ND	1
1,2,3-TRICHLOROPROPANE	ND	1
1,2,4-TRIMETHYLBENZENE	193	1
1,3,5-TRIMETHYLBENZENE	67.1	1
VINYL CHLORIDE	ND	1
M/P-XYLENE	317	2
O-XYLENE	188	1

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
DATA REVIEWED AND APPROVED BY:
CAL-DHS CERTIFICATE # 1555

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

LABORATORY REPORT

CUSTOMER: **Hazard Management Consulting, Inc.**
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(951)736-5334 Email:Janderson@ardentenv.com
PROJECT: **3119 W 6th St / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:WATER DATE ANALYZED:05/26/18
REPORT TO:MR. JON ANDERSON DATE REPORTED:05/31/18

SAMPLE I.D.: **AB2-40'** LAB I.D.: 180524-111

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: ug/L = MICROGRAM PER LITER = PPB

PARAMETER	SAMPLE RESULT	PQL X10
ACETONE	ND	10
BENZENE	34.1	1
BROMOBENZENE	ND	1
BROMOCHLOROMETHANE	ND	1
BROMODICHLOROMETHANE	ND	1
BROMOFORM	ND	1
BROMOMETHANE	ND	1
2-BUTANONE (MEK)	ND	10
N-BUTYLBENZENE	ND	1
SEC-BUTYLBENZENE	ND	1
TERT-BUTYLBENZENE	ND	1
CARBON DISULFIDE	ND	5
CARBON TETRACHLORIDE	ND	1
CHLOROBENZENE	ND	1
CHLOROETHANE	ND	1
CHLOROFORM	ND	1
CHLOROMETHANE	ND	1
2-CHLOROTOLUENE	ND	1
4-CHLOROTOLUENE	ND	1
DIBROMOCHLOROMETHANE	ND	1
1,2-DIBROMO-3-CHLOROPROPANE	ND	1
1,2-DIBROMOETHANE	ND	1
DIBROMOMETHANE	ND	1
1,2-DICHLOROBENZENE	ND	1
1,3-DICHLOROBENZENE	ND	1
1,4-DICHLOROBENZENE	ND	1
DICHLORODIFLUOROMETHANE	ND	1
1,1-DICHLOROETHANE	ND	1
1,2-DICHLOROETHANE	ND	1
1,1-DICHLOROETHENE	ND	1
CIS-1,2-DICHLOROETHENE	ND	1
TRANS-1,2-DICHLOROETHENE	ND	1
1,2-DICHLOROPROPANE	ND	1
1,3-DICHLOROPROPANE	ND	1

----- TO BE CONTINUED ON PAGE #2 -----

DATA REVIEWED AND APPROVED BY: _____

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

LABORATORY REPORT

CUSTOMER: **Hazard Management Consulting, Inc.**
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(951)736-5334 Email:Janderson@ardentenv.com
PROJECT: **3119 W 6th St / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:WATER DATE ANALYZED:05/26/18
REPORT TO:MR. JON ANDERSON DATE REPORTED:05/31/18

SAMPLE I.D.: **AB2-40'** LAB I.D.: 180524-111

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: ug/L = MICROGRAM PER LITER = PPB

PARAMETER	SAMPLE RESULT	PQL X10
2,2-DICHLOROPROPANE	ND	1
1,1-DICHLOROPROPENE	ND	1
CIS-1,3-DICHLOROPROPENE	ND	1
TRANS-1,3-DICHLOROPROPENE	ND	1
ETHYLBENZENE	48.7	1
2-HEXANONE	ND	10
HEXACHLOROBUTADIENE	ND	1
ISOPROPYLBENZENE	ND	1
4-ISOPROPYLTOLUENE	ND	1
4-METHYL-2-PENTANONE (MIBK)	ND	10
METHYL tert-BUTYL ETHER (MTBE)	ND	3
METHYLENE CHLORIDE	ND	5
NAPHTHALENE	ND	1
N-PROPYLBENZENE	ND	1
STYRENE	ND	1
1,1,1,2-TETRACHLOROETHANE	ND	1
1,1,2,2-TETRACHLOROETHANE	ND	1
TETRACHLOROETHENE (PCE)	ND	1
TOLUENE	185	1
1,2,3-TRICHLOROBENZENE	ND	1
1,2,4-TRICHLOROBENZENE	ND	1
1,1,1-TRICHLOROETHANE	ND	1
1,1,2-TRICHLOROETHANE	ND	1
TRICHLOROETHENE (TCE)	ND	1
TRICHLOROFLUOROMETHANE	ND	1
1,2,3-TRICHLOROPROPANE	ND	1
1,2,4-TRIMETHYLBENZENE	58.8	1
1,3,5-TRIMETHYLBENZENE	14.0	1
VINYL CHLORIDE	ND	1
M/P-XYLENE	138	2
O-XYLENE	97.5	1

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
DATA REVIEWED AND APPROVED BY:
CAL-DHS CERTIFICATE # 1555

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

LABORATORY REPORT

CUSTOMER: **Hazard Management Consulting, Inc.**
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(951)736-5334 Email:Janderson@ardentenv.com
PROJECT: **3119 W 6th St / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:WATER DATE ANALYZED:05/26/18
REPORT TO:MR. JON ANDERSON DATE REPORTED:05/31/18

SAMPLE I.D.: **AB6-45'** LAB I.D.: 180524-112

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: ug/L = MICROGRAM PER LITER = PPB

PARAMETER	SAMPLE RESULT	PQL X1
ACETONE	ND	10
BENZENE	ND	1
BROMOBENZENE	ND	1
BROMOCHLOROMETHANE	ND	1
BROMODICHLOROMETHANE	ND	1
BROMOFORM	ND	1
BROMOMETHANE	ND	1
2-BUTANONE (MEK)	ND	10
N-BUTYLBENZENE	ND	1
SEC-BUTYLBENZENE	ND	1
TERT-BUTYLBENZENE	ND	1
CARBON DISULFIDE	ND	5
CARBON TETRACHLORIDE	ND	1
CHLOROBENZENE	ND	1
CHLOROETHANE	ND	1
CHLOROFORM	ND	1
CHLOROMETHANE	ND	1
2-CHLOROTOLUENE	ND	1
4-CHLOROTOLUENE	ND	1
DIBROMOCHLOROMETHANE	ND	1
1,2-DIBROMO-3-CHLOROPROPANE	ND	1
1,2-DIBROMOETHANE	ND	1
DIBROMOMETHANE	ND	1
1,2-DICHLOROBENZENE	ND	1
1,3-DICHLOROBENZENE	ND	1
1,4-DICHLOROBENZENE	ND	1
DICHLORODIFLUOROMETHANE	ND	1
1,1-DICHLOROETHANE	ND	1
1,2-DICHLOROETHANE	ND	1
1,1-DICHLOROETHENE	ND	1
CIS-1,2-DICHLOROETHENE	ND	1
TRANS-1,2-DICHLOROETHENE	ND	1
1,2-DICHLOROPROPANE	ND	1
1,3-DICHLOROPROPANE	ND	1

----- TO BE CONTINUED ON PAGE #2 -----

DATA REVIEWED AND APPROVED BY: _____

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

LABORATORY REPORT

CUSTOMER: **Hazard Management Consulting, Inc.**
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(951)736-5334 Email:Janderson@ardentenv.com
PROJECT: **3119 W 6th St / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:WATER DATE ANALYZED:05/26/18
REPORT TO:MR. JON ANDERSON DATE REPORTED:05/31/18

SAMPLE I.D.: **AB6-45'** LAB I.D.: 180524-112

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: ug/L = MICROGRAM PER LITER = PPB

PARAMETER	SAMPLE RESULT	PQL X1
2,2-DICHLOROPROPANE	ND	1
1,1-DICHLOROPROPENE	ND	1
CIS-1,3-DICHLOROPROPENE	ND	1
TRANS-1,3-DICHLOROPROPENE	ND	1
ETHYLBENZENE	2.31	1
2-HEXANONE	ND	10
HEXACHLOROBUTADIENE	ND	1
ISOPROPYLBENZENE	ND	1
4-ISOPROPYLTOLUENE	ND	1
4-METHYL-2-PENTANONE (MIBK)	ND	10
METHYL tert-BUTYL ETHER (MTBE)	ND	3
METHYLENE CHLORIDE	ND	5
NAPHTHALENE	ND	1
N-PROPYLBENZENE	ND	1
STYRENE	ND	1
1,1,1,2-TETRACHLOROETHANE	ND	1
1,1,2,2-TETRACHLOROETHANE	ND	1
TETRACHLOROETHENE (PCE)	ND	1
TOLUENE	8.78	1
1,2,3-TRICHLOROBENZENE	ND	1
1,2,4-TRICHLOROBENZENE	ND	1
1,1,1-TRICHLOROETHANE	ND	1
1,1,2-TRICHLOROETHANE	ND	1
TRICHLOROETHENE (TCE)	ND	1
TRICHLOROFLUOROMETHANE	ND	1
1,2,3-TRICHLOROPROPANE	ND	1
1,2,4-TRIMETHYLBENZENE	1.82	1
1,3,5-TRIMETHYLBENZENE	ND	1
VINYL CHLORIDE	ND	1
M/P-XYLENE	7.23	2
O-XYLENE	3.12	1

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
DATA REVIEWED AND APPROVED BY:
CAL-DHS CERTIFICATE # 1555

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

METHOD BLANK REPORT

CUSTOMER: Hazard Management Consulting, Inc.
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(951)736-5334 Email:Janderson@ardentenv.com
PROJECT: 3119 W 6th St / 101005002

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:WATER DATE ANALYZED:05/25/18
REPORT TO:MR. JON ANDERSON DATE REPORTED:05/31/18

METHOD BLANK REPORT FOR LAB I.D.: 180524-110, -111, -112

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: ug/L = MICROGRAM PER LITER = PPB

PARAMETER	SAMPLE RESULT	PQL X1
ACETONE	ND	10
BENZENE	ND	1
BROMOBENZENE	ND	1
BROMOCHLOROMETHANE	ND	1
BROMODICHLOROMETHANE	ND	1
BROMOFORM	ND	1
BROMOMETHANE	ND	1
2-BUTANONE (MEK)	ND	10
N-BUTYLBENZENE	ND	1
SEC-BUTYLBENZENE	ND	1
TERT-BUTYLBENZENE	ND	1
CARBON DISULFIDE	ND	5
CARBON TETRACHLORIDE	ND	1
CHLOROBENZENE	ND	1
CHLOROETHANE	ND	1
CHLOROFORM	ND	1
CHLOROMETHANE	ND	1
2-CHLOROTOLUENE	ND	1
4-CHLOROTOLUENE	ND	1
DIBROMOCHLOROMETHANE	ND	1
1,2-DIBROMO-3-CHLOROPROPANE	ND	1
1,2-DIBROMOETHANE	ND	1
DIBROMOMETHANE	ND	1
1,2-DICHLOROBENZENE	ND	1
1,3-DICHLOROBENZENE	ND	1
1,4-DICHLOROBENZENE	ND	1
DICHLORODIFLUOROMETHANE	ND	1
1,1-DICHLOROETHANE	ND	1
1,2-DICHLOROETHANE	ND	1
1,1-DICHLOROETHENE	ND	1
CIS-1,2-DICHLOROETHENE	ND	1
TRANS-1,2-DICHLOROETHENE	ND	1
1,2-DICHLOROPROPANE	ND	1
1,3-DICHLOROPROPANE	ND	1

----- TO BE CONTINUED ON PAGE #2 -----

DATA REVIEWED AND APPROVED BY: _____

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

METHOD BLANK REPORT

CUSTOMER: Hazard Management Consulting, Inc.
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(951)736-5334 Email:Janderson@ardentenv.com
PROJECT: 3119 W 6th St / 101005002

SAMPLING DATE:05/23/18
MATRIX:WATER
REPORT TO:MR. JON ANDERSON

DATE RECEIVED:05/24/18
DATE ANALYZED:05/25/18
DATE REPORTED:05/31/18

METHOD BLANK REPORT FOR LAB I.D.: 180524-110, -111, -112

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: ug/L = MICROGRAM PER LITER = PPB

PARAMETER	SAMPLE RESULT	PQL X1
2,2-DICHLOROPROPANE	ND	1
1,1-DICHLOROPROPENE	ND	1
CIS-1,3-DICHLOROPROPENE	ND	1
TRANS-1,3-DICHLOROPROPENE	ND	1
ETHYLBENZENE	ND	1
2-HEXANONE	ND	10
HEXACHLOROBUTADIENE	ND	1
ISOPROPYLBENZENE	ND	1
4-ISOPROPYLTOLUENE	ND	1
4-METHYL-2-PENTANONE (MIBK)	ND	10
METHYL tert-BUTYL ETHER (MTBE)	ND	3
METHYLENE CHLORIDE	ND	5
NAPHTHALENE	ND	1
N-PROPYLBENZENE	ND	1
STYRENE	ND	1
1,1,1,2-TETRACHLOROETHANE	ND	1
1,1,2,2-TETRACHLOROETHANE	ND	1
TETRACHLOROETHENE (PCE)	ND	1
TOLUENE	ND	1
1,2,3-TRICHLOROBENZENE	ND	1
1,2,4-TRICHLOROBENZENE	ND	1
1,1,1-TRICHLOROETHANE	ND	1
1,1,2-TRICHLOROETHANE	ND	1
TRICHLOROETHENE (TCE)	ND	1
TRICHLOROFLUOROMETHANE	ND	1
1,2,3-TRICHLOROPROPANE	ND	1
1,2,4-TRIMETHYLBENZENE	ND	1
1,3,5-TRIMETHYLBENZENE	ND	1
VINYL CHLORIDE	ND	1
M/P-XYLENE	ND	2
O-XYLENE	ND	1

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
DATA REVIEWED AND APPROVED BY:
CAL-DHS CERTIFICATE # 1555

Enviro-Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909)590-5905 Fax (909)590-5907

8260B QA/QC Report

Date Analyzed: 5/25-26/2018 Matrix: Water/Liquid
Machine: B Unit: ug/L (PPB)

Matrix Spike (MS)/Matrix Spike Duplicate (MSD)
Spiked Sample Lab I.D.: 180524-1 MS/MSD

Analyte	S.R.	spk conc	MS	%RC	MSD	%RC	%RPD	ACP %RC	ACP RPD
Benzene	0	25.0	24.1	96%	26.1	104%	8%	75-125	0-20
Chlorobenzene	0	25.0	25.3	101%	27.9	112%	10%	75-125	0-20
1,1-Dichloroethene	0	25.0	19.4	78%	18.9	76%	2%	75-125	0-20
Toluene	0	25.0	23.5	94%	27.2	109%	15%	75-125	0-20
Trichloroethene (TCE)	0	25.0	23.6	94%	28.2	113%	18%	75-125	0-20

Lab Control Spike (LCS):

Analyte	spk conc	LCS	%RC	ACP %RC
Benzene	25.0	25.1	100%	75-125
Chlorobenzene	25.0	25.2	101%	75-125
Chloroform	25.0	22.5	90%	75-125
1,1-Dichloroethene	25.0	19.3	77%	75-125
Ethylbenzene	25.0	23.6	94%	75-125
o-Xylene	25.0	24.8	99%	75-125
m,p-Xylene	50.0	45.3	91%	75-125
Toluene	25.0	24.5	98%	75-125
1,1,1-Trichloroethane	25.0	22.9	92%	75-125
Trichloroethene (TCE)	25.0	24.7	99%	75-125

Surrogate Recovery	spk conc	ACP %RC	MB %RC	%RC	%RC	%RC	%RC	%RC	%RC
Sample I.D.			M-BLK	180523-28	180524-1	180524-2	180524-3	180524-110	180524-111
Dibromofluoromethane	25.0	70-130	80%	89%	92%	88%	91%	81%	91%
Toluene-d8	25.0	70-130	93%	97%	96%	94%	94%	96%	94%
4-Bromofluorobenzene	25.0	70-130	90%	93%	86%	87%	87%	102%	101%

Surrogate Recovery	spk conc	ACP %RC	%RC	%RC	%RC	%RC	%RC	%RC	%RC
Sample I.D			180524-112	180524-100	180524-101	180524-105	180524-29	180524-30	
Dibromofluoromethane	25.0	70-130	104%	88%	134*%	98%	93%	104%	
Toluene-d8	25.0	70-130	96%	94%	100%	98%	98%	67*%	
4-Bromofluorobenzene	25.0	70-130	8%	94%	84%	101%	104%	58*%	

Surrogate Recovery	spk conc	ACP %RC	%RC	%RC	%RC	%RC	%RC	%RC	%RC
Sample I.D.									
Dibromofluoromethane	25.0	70-130							
Toluene-d8	25.0	70-130							
4-Bromofluorobenzene	25.0	70-130							

** = Surrogate fail due to matrix interference; LCS, MS, MSD are in control therefore the analysis is in control.*
S.R. = Sample Results *%RC = Percent Recovery*
spk conc = Spike Concentration *ACP %RC = Accepted Percent Recovery*
MS = Matrix Spike *MSD = Matrix Spike Duplicate*

Analyzed/Reviewed By: _____

Final Reviewer: _____

Enviro-Chem, Inc. Laboratories
1214 E. Lexington Avenue,
Pomona, CA 91766
Tel: (909) 590-5905 Fax: (909) 590-5907
CA-DHS ELAP CERTIFICATE #1555

Turnaround Time
0 Same Day
0 24 Hours
0 48 Hours
0 72 Hours
0 1 Week (Standard)
Other:

SAMPLE ID	LAB ID	SAMPLING DATE	SAMPLING TIME	MATRIX	No. OF CONTAINERS	TEMPERATURE	PRESERVATION	Analysis Required: VOCs 8260B; TPH gas 8015M	COMMENTS
AB1-38'	18052710	5-23-18	13:09	GW	4		HCL	X	
AB2-40'	-111		14:19						
AB6-45'	-112		14:45						
					VOCs				

Misc./PO#

Company Name: HAZARD MANAGEMENT CONSULTING, Inc
Address: 211 W Arrellaga Carbon, Suite 200
City/State/Zip: San Clemente / CA / 92672

Project Contact: Jon Anderson / Paul Roberts
Tel: 1-951-736-5334
Fax/Email: Janderson@carbonmgt.com

Sampler's Signature: Jon Anderson
Project Name/ID: 3119 W 6th St. 101005007

Relinquished by: Jon Anderson	Received by:	Date & Time: 05/24/18	Instructions for Sample Storage After Analysis:
Relinquished by:	Received by:	Date & Time: 05/24/18 1420	O Dispose of O Return to Client O Store (30 Days)
Relinquished by:	Received by:	Date & Time:	O Other:

CHAIN OF CUSTODY RECORD

Date: 5-23-18

WHITE WITH SAMPLE • YELLOW TO CLIENT

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

04 June 2018

Jonathan Anderson
Ardent Enviromental Group, Inc.
1827 Capital St., Suite 103
Corona, CA 92880

RE: Hazard Management - 3119 West 6th Street

Enclosed are the results of analyses for samples received by the laboratory on 05/25/18 12:40. If you have any questions concerning this report, please feel free to contact me.

Sincerely,

Mike Jaroudi
Project Manager

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

ANALYTICAL REPORT FOR SAMPLES

Sample ID	Laboratory ID	Matrix	Date Sampled	Date Received
AB1-5'	T181750-01	Air	05/24/18 11:42	05/25/18 12:40
AB2-5'	T181750-02	Air	05/24/18 11:56	05/25/18 12:40
AB3-5'	T181750-03	Air	05/24/18 12:04	05/25/18 12:40
AB4-5'	T181750-04	Air	05/24/18 12:12	05/25/18 12:40
AB5-5'	T181750-05	Air	05/24/18 12:21	05/25/18 12:40
AB6-5'	T181750-06	Air	05/24/18 12:29	05/25/18 12:40

SunStar Laboratories, Inc.

Mike Jaroudi, Project Manager

The results in this report apply to the samples analyzed in accordance with the chain of custody document. This analytical report must be reproduced in its entirety.

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

DETECTIONS SUMMARY

Sample ID: AB1-5' **Laboratory ID:** T181750-01

Analyte	Result	Reporting Limit	Units	Method	Notes
Heptane	**95**	0.21	ug/l Air	TO-15	TO-14
Hexane	**29**	0.18	ug/l Air	TO-15	TO-14
1,3,5-Trimethylbenzene	**8.5**	0.25	ug/l Air	TO-15	TO-14
1,2,4-Trimethylbenzene	**24**	0.25	ug/l Air	TO-15	TO-14
Benzene	**40**	0.16	ug/l Air	TO-15	TO-14
Toluene	**170**	0.19	ug/l Air	TO-15	TO-14
Ethylbenzene	**78**	0.22	ug/l Air	TO-15	TO-14
m,p-Xylene	**120**	0.22	ug/l Air	TO-15	TO-14
o-Xylene	**59**	0.22	ug/l Air	TO-15	TO-14

Sample ID: AB2-5' **Laboratory ID:** T181750-02

Analyte	Result	Reporting Limit	Units	Method	Notes
Heptane	**21**	0.21	ug/l Air	TO-15	TO-14
Hexane	**38**	0.18	ug/l Air	TO-15	TO-14
1,3,5-Trimethylbenzene	**1.3**	0.25	ug/l Air	TO-15	TO-14
1,2,4-Trimethylbenzene	**3.5**	0.25	ug/l Air	TO-15	TO-14
Toluene	**16**	0.19	ug/l Air	TO-15	TO-14
Ethylbenzene	**9.2**	0.22	ug/l Air	TO-15	TO-14
m,p-Xylene	**13**	0.22	ug/l Air	TO-15	TO-14
o-Xylene	**8.2**	0.22	ug/l Air	TO-15	TO-14

Sample ID: AB3-5' **Laboratory ID:** T181750-03

Analyte	Result	Reporting Limit	Units	Method	Notes
Heptane	**32**	0.21	ug/l Air	TO-15	TO-14
Hexane	**160**	0.18	ug/l Air	TO-15	TO-14
1,3,5-Trimethylbenzene	**0.50**	0.25	ug/l Air	TO-15	TO-14
1,2,4-Trimethylbenzene	**3.1**	0.25	ug/l Air	TO-15	TO-14
Toluene	**5.4**	0.19	ug/l Air	TO-15	TO-14
Ethylbenzene	**14**	0.22	ug/l Air	TO-15	TO-14

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Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

Sample ID: AB3-5' **Laboratory ID:** T181750-03

Analyte	Result	Reporting Limit	Units	Method	Notes
m,p-Xylene	**8.4**	0.22	ug/l Air	TO-15	TO-14
o-Xylene	**4.4**	0.22	ug/l Air	TO-15	TO-14

Sample ID: AB4-5' **Laboratory ID:** T181750-04

Analyte	Result	Reporting Limit	Units	Method	Notes
Cyclohexane	**3.7**	0.17	ug/l Air	TO-15	TO-14
Heptane	**4.5**	0.21	ug/l Air	TO-15	TO-14
Hexane	**9.4**	0.18	ug/l Air	TO-15	TO-14
1,3,5-Trimethylbenzene	**1.4**	0.25	ug/l Air	TO-15	TO-14
1,2,4-Trimethylbenzene	**2.0**	0.25	ug/l Air	TO-15	TO-14
Benzene	**0.41**	0.16	ug/l Air	TO-15	TO-14
Toluene	**0.76**	0.19	ug/l Air	TO-15	TO-14
Ethylbenzene	**1.1**	0.22	ug/l Air	TO-15	TO-14
m,p-Xylene	**1.7**	0.22	ug/l Air	TO-15	TO-14
o-Xylene	**1.2**	0.22	ug/l Air	TO-15	TO-14

Sample ID: AB5-5' **Laboratory ID:** T181750-05

Analyte	Result	Reporting Limit	Units	Method	Notes
Acetone	**0.27**	0.12	ug/l Air	TO-15	TO-14
Hexane	**0.58**	0.18	ug/l Air	TO-15	TO-14
Toluene	**0.39**	0.19	ug/l Air	TO-15	TO-14

Sample ID: AB6-5' **Laboratory ID:** T181750-06

Analyte	Result	Reporting Limit	Units	Method	Notes
Acetone	**2.2**	0.012	ug/l Air	TO-15	
Carbon Disulfide	**0.15**	0.0032	ug/l Air	TO-15	
Chloroform	**0.0087**	0.0050	ug/l Air	TO-15	
Cyclohexane	**0.35**	0.0035	ug/l Air	TO-15	
Heptane	**0.33**	0.0042	ug/l Air	TO-15	
Hexane	**0.28**	0.0036	ug/l Air	TO-15	
Styrene	**0.096**	0.0043	ug/l Air	TO-15	

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1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

Sample ID: AB6-5' **Laboratory ID:** T181750-06

Analyte	Result	Reporting Limit	Units	Method	Notes
Tetrachloroethene	**0.012**	0.0069	ug/l Air	TO-15	
1,3,5-Trimethylbenzene	**0.057**	0.0050	ug/l Air	TO-15	
1,2,4-Trimethylbenzene	**0.18**	0.0050	ug/l Air	TO-15	
Benzene	**0.13**	0.0033	ug/l Air	TO-15	
Toluene	**0.62**	0.0038	ug/l Air	TO-15	
Ethylbenzene	**0.24**	0.0044	ug/l Air	TO-15	
m,p-Xylene	**0.46**	0.0088	ug/l Air	TO-15	
o-Xylene	**0.21**	0.0044	ug/l Air	TO-15	

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1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

AB1-5'

T181750-01 (Air)

SunStar Laboratories, Inc.

TO-15

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Acetone	ND	0.12	ug/l Air	1.84	8052911	05/29/18	05/31/18	TO-15	TO-14
1,3-Butadiene	ND	0.11	"	"	"	"	"	"	TO-14
Carbon Disulfide	ND	0.16	"	"	"	"	"	"	TO-14
1,1,2-trichloro-1,2,2-trifluoroethane (CFC 113)	ND	0.39	"	"	"	"	"	"	TO-14
Isopropyl alcohol	ND	0.13	"	"	"	"	"	"	TO-14
Bromodichloromethane	ND	0.34	"	"	"	"	"	"	TO-14
Bromoform	ND	0.53	"	"	"	"	"	"	TO-14
Bromomethane	ND	0.20	"	"	"	"	"	"	TO-14
Carbon tetrachloride	ND	0.32	"	"	"	"	"	"	TO-14
Chlorobenzene	ND	0.23	"	"	"	"	"	"	TO-14
Chloroethane	ND	0.13	"	"	"	"	"	"	TO-14
Chloroform	ND	0.25	"	"	"	"	"	"	TO-14
Chloromethane	ND	0.11	"	"	"	"	"	"	TO-14
Cyclohexane	ND	0.17	"	"	"	"	"	"	TO-14
Heptane	**95**	0.21	"	"	"	"	"	"	TO-14
Hexane	**29**	0.18	"	"	"	"	"	"	TO-14
Dibromochloromethane	ND	0.43	"	"	"	"	"	"	TO-14
1,2-Dibromoethane (EDB)	ND	0.39	"	"	"	"	"	"	TO-14
1,2-Dichlorobenzene	ND	0.31	"	"	"	"	"	"	TO-14
1,3-Dichlorobenzene	ND	0.31	"	"	"	"	"	"	TO-14
1,4-Dichlorobenzene	ND	0.31	"	"	"	"	"	"	TO-14
Dichlorodifluoromethane	ND	0.25	"	"	"	"	"	"	TO-14
1,1-Dichloroethane	ND	0.21	"	"	"	"	"	"	TO-14
1,2-Dichloroethane	ND	0.21	"	"	"	"	"	"	TO-14
1,1-Dichloroethene	ND	0.20	"	"	"	"	"	"	TO-14
cis-1,2-Dichloroethene	ND	0.20	"	"	"	"	"	"	TO-14
trans-1,2-Dichloroethene	ND	0.20	"	"	"	"	"	"	TO-14
1,2-Dichloropropane	ND	0.24	"	"	"	"	"	"	TO-14
cis-1,3-Dichloropropene	ND	0.23	"	"	"	"	"	"	TO-14
trans-1,3-Dichloropropene	ND	0.23	"	"	"	"	"	"	TO-14
4-Ethyltoluene	ND	0.25	"	"	"	"	"	"	TO-14

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1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
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AB1-5'

T181750-01 (Air)

SunStar Laboratories, Inc.

TO-15

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Methylene chloride	ND	0.18	ug/l Air	1.84	8052911	05/29/18	05/31/18	TO-15	TO-14
Styrene	ND	0.22	"	"	"	"	"	"	TO-14
1,1,2,2-Tetrachloroethane	ND	0.35	"	"	"	"	"	"	TO-14
Tetrahydrofuran	ND	0.15	"	"	"	"	"	"	TO-14
Tetrachloroethene	ND	0.35	"	"	"	"	"	"	TO-14
1,1,2-Trichloroethane	ND	0.28	"	"	"	"	"	"	TO-14
1,1,1-Trichloroethane	ND	0.28	"	"	"	"	"	"	TO-14
Trichloroethene	ND	0.27	"	"	"	"	"	"	TO-14
Trichlorofluoromethane	ND	0.29	"	"	"	"	"	"	TO-14
1,3,5-Trimethylbenzene	**8.5**	0.25	"	"	"	"	"	"	TO-14
1,2,4-Trimethylbenzene	**24**	0.25	"	"	"	"	"	"	TO-14
Vinyl acetate	ND	0.18	"	"	"	"	"	"	TO-14
Vinyl chloride	ND	0.13	"	"	"	"	"	"	TO-14
1,4-Dioxane	ND	0.18	"	"	"	"	"	"	TO-14
2-Butanone (MEK)	ND	0.15	"	"	"	"	"	"	TO-14
Methyl isobutyl ketone	ND	0.21	"	"	"	"	"	"	TO-14
Benzene	**40**	0.16	"	"	"	"	"	"	TO-14
Toluene	**170**	0.19	"	"	"	"	"	"	TO-14
Ethylbenzene	**78**	0.22	"	"	"	"	"	"	TO-14
m,p-Xylene	**120**	0.22	"	"	"	"	"	"	TO-14
o-Xylene	**59**	0.22	"	"	"	"	"	"	TO-14

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1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

AB2-5'

T181750-02 (Air)

SunStar Laboratories, Inc.

TO-15

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Acetone	ND	0.12	ug/l Air	1.82	8052911	05/29/18	05/31/18	TO-15	TO-14
1,3-Butadiene	ND	0.11	"	"	"	"	"	"	TO-14
Carbon Disulfide	ND	0.16	"	"	"	"	"	"	TO-14
1,1,2-trichloro-1,2,2-trifluoroethane (CFC 113)	ND	0.39	"	"	"	"	"	"	TO-14
Isopropyl alcohol	ND	0.13	"	"	"	"	"	"	TO-14
Bromodichloromethane	ND	0.34	"	"	"	"	"	"	TO-14
Bromoform	ND	0.53	"	"	"	"	"	"	TO-14
Bromomethane	ND	0.20	"	"	"	"	"	"	TO-14
Carbon tetrachloride	ND	0.32	"	"	"	"	"	"	TO-14
Chlorobenzene	ND	0.23	"	"	"	"	"	"	TO-14
Chloroethane	ND	0.13	"	"	"	"	"	"	TO-14
Chloroform	ND	0.25	"	"	"	"	"	"	TO-14
Chloromethane	ND	0.11	"	"	"	"	"	"	TO-14
Cyclohexane	ND	0.17	"	"	"	"	"	"	TO-14
Heptane	**21**	0.21	"	"	"	"	"	"	TO-14
Hexane	**38**	0.18	"	"	"	"	"	"	TO-14
Dibromochloromethane	ND	0.43	"	"	"	"	"	"	TO-14
1,2-Dibromoethane (EDB)	ND	0.39	"	"	"	"	"	"	TO-14
1,2-Dichlorobenzene	ND	0.31	"	"	"	"	"	"	TO-14
1,3-Dichlorobenzene	ND	0.31	"	"	"	"	"	"	TO-14
1,4-Dichlorobenzene	ND	0.31	"	"	"	"	"	"	TO-14
Dichlorodifluoromethane	ND	0.25	"	"	"	"	"	"	TO-14
1,1-Dichloroethane	ND	0.21	"	"	"	"	"	"	TO-14
1,2-Dichloroethane	ND	0.21	"	"	"	"	"	"	TO-14
1,1-Dichloroethene	ND	0.20	"	"	"	"	"	"	TO-14
cis-1,2-Dichloroethene	ND	0.20	"	"	"	"	"	"	TO-14
trans-1,2-Dichloroethene	ND	0.20	"	"	"	"	"	"	TO-14
1,2-Dichloropropane	ND	0.24	"	"	"	"	"	"	TO-14
cis-1,3-Dichloropropene	ND	0.23	"	"	"	"	"	"	TO-14
trans-1,3-Dichloropropene	ND	0.23	"	"	"	"	"	"	TO-14
4-Ethyltoluene	ND	0.25	"	"	"	"	"	"	TO-14

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AB2-5'

T181750-02 (Air)

SunStar Laboratories, Inc.

TO-15

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Methylene chloride	ND	0.18	ug/l Air	1.82	8052911	05/29/18	05/31/18	TO-15	TO-14
Styrene	ND	0.22	"	"	"	"	"	"	TO-14
1,1,2,2-Tetrachloroethane	ND	0.35	"	"	"	"	"	"	TO-14
Tetrahydrofuran	ND	0.15	"	"	"	"	"	"	TO-14
Tetrachloroethene	ND	0.35	"	"	"	"	"	"	TO-14
1,1,2-Trichloroethane	ND	0.28	"	"	"	"	"	"	TO-14
1,1,1-Trichloroethane	ND	0.28	"	"	"	"	"	"	TO-14
Trichloroethene	ND	0.27	"	"	"	"	"	"	TO-14
Trichlorofluoromethane	ND	0.29	"	"	"	"	"	"	TO-14
1,3,5-Trimethylbenzene	**1.3**	0.25	"	"	"	"	"	"	TO-14
1,2,4-Trimethylbenzene	**3.5**	0.25	"	"	"	"	"	"	TO-14
Vinyl acetate	ND	0.18	"	"	"	"	"	"	TO-14
Vinyl chloride	ND	0.13	"	"	"	"	"	"	TO-14
1,4-Dioxane	ND	0.18	"	"	"	"	"	"	TO-14
2-Butanone (MEK)	ND	0.15	"	"	"	"	"	"	TO-14
Methyl isobutyl ketone	ND	0.21	"	"	"	"	"	"	TO-14
Benzene	ND	0.16	"	"	"	"	"	"	TO-14
Toluene	**16**	0.19	"	"	"	"	"	"	TO-14
Ethylbenzene	**9.2**	0.22	"	"	"	"	"	"	TO-14
m,p-Xylene	**13**	0.22	"	"	"	"	"	"	TO-14
o-Xylene	**8.2**	0.22	"	"	"	"	"	"	TO-14

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1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

AB3-5'

T181750-03 (Air)

SunStar Laboratories, Inc.

TO-15

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Acetone	ND	0.12	ug/l Air	1.84	8052911	05/29/18	05/31/18	TO-15	TO-14
1,3-Butadiene	ND	0.11	"	"	"	"	"	"	TO-14
Carbon Disulfide	ND	0.16	"	"	"	"	"	"	TO-14
1,1,2-trichloro-1,2,2-trifluoroethane (CFC 113)	ND	0.39	"	"	"	"	"	"	TO-14
Isopropyl alcohol	ND	0.13	"	"	"	"	"	"	TO-14
Bromodichloromethane	ND	0.34	"	"	"	"	"	"	TO-14
Bromoform	ND	0.53	"	"	"	"	"	"	TO-14
Bromomethane	ND	0.20	"	"	"	"	"	"	TO-14
Carbon tetrachloride	ND	0.32	"	"	"	"	"	"	TO-14
Chlorobenzene	ND	0.23	"	"	"	"	"	"	TO-14
Chloroethane	ND	0.13	"	"	"	"	"	"	TO-14
Chloroform	ND	0.25	"	"	"	"	"	"	TO-14
Chloromethane	ND	0.11	"	"	"	"	"	"	TO-14
Cyclohexane	ND	0.17	"	"	"	"	"	"	TO-14
Heptane	**32**	0.21	"	"	"	"	"	"	TO-14
Hexane	**160**	0.18	"	"	"	"	"	"	TO-14
Dibromochloromethane	ND	0.43	"	"	"	"	"	"	TO-14
1,2-Dibromoethane (EDB)	ND	0.39	"	"	"	"	"	"	TO-14
1,2-Dichlorobenzene	ND	0.31	"	"	"	"	"	"	TO-14
1,3-Dichlorobenzene	ND	0.31	"	"	"	"	"	"	TO-14
1,4-Dichlorobenzene	ND	0.31	"	"	"	"	"	"	TO-14
Dichlorodifluoromethane	ND	0.25	"	"	"	"	"	"	TO-14
1,1-Dichloroethane	ND	0.21	"	"	"	"	"	"	TO-14
1,2-Dichloroethane	ND	0.21	"	"	"	"	"	"	TO-14
1,1-Dichloroethene	ND	0.20	"	"	"	"	"	"	TO-14
cis-1,2-Dichloroethene	ND	0.20	"	"	"	"	"	"	TO-14
trans-1,2-Dichloroethene	ND	0.20	"	"	"	"	"	"	TO-14
1,2-Dichloropropane	ND	0.24	"	"	"	"	"	"	TO-14
cis-1,3-Dichloropropene	ND	0.23	"	"	"	"	"	"	TO-14
trans-1,3-Dichloropropene	ND	0.23	"	"	"	"	"	"	TO-14
4-Ethyltoluene	ND	0.25	"	"	"	"	"	"	TO-14

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1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

AB3-5'

T181750-03 (Air)

SunStar Laboratories, Inc.

TO-15

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Methylene chloride	ND	0.18	ug/l Air	1.84	8052911	05/29/18	05/31/18	TO-15	TO-14
Styrene	ND	0.22	"	"	"	"	"	"	TO-14
1,1,2,2-Tetrachloroethane	ND	0.35	"	"	"	"	"	"	TO-14
Tetrahydrofuran	ND	0.15	"	"	"	"	"	"	TO-14
Tetrachloroethene	ND	0.35	"	"	"	"	"	"	TO-14
1,1,2-Trichloroethane	ND	0.28	"	"	"	"	"	"	TO-14
1,1,1-Trichloroethane	ND	0.28	"	"	"	"	"	"	TO-14
Trichloroethene	ND	0.27	"	"	"	"	"	"	TO-14
Trichlorofluoromethane	ND	0.29	"	"	"	"	"	"	TO-14
1,3,5-Trimethylbenzene	**0.50**	0.25	"	"	"	"	"	"	TO-14
1,2,4-Trimethylbenzene	**3.1**	0.25	"	"	"	"	"	"	TO-14
Vinyl acetate	ND	0.18	"	"	"	"	"	"	TO-14
Vinyl chloride	ND	0.13	"	"	"	"	"	"	TO-14
1,4-Dioxane	ND	0.18	"	"	"	"	"	"	TO-14
2-Butanone (MEK)	ND	0.15	"	"	"	"	"	"	TO-14
Methyl isobutyl ketone	ND	0.21	"	"	"	"	"	"	TO-14
Benzene	ND	0.16	"	"	"	"	"	"	TO-14
Toluene	**5.4**	0.19	"	"	"	"	"	"	TO-14
Ethylbenzene	**14**	0.22	"	"	"	"	"	"	TO-14
m,p-Xylene	**8.4**	0.22	"	"	"	"	"	"	TO-14
o-Xylene	**4.4**	0.22	"	"	"	"	"	"	TO-14

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Mike Jaroudi, Project Manager

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Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

AB4-5'

T181750-04 (Air)

SunStar Laboratories, Inc.

TO-15

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Acetone	ND	0.12	ug/l Air	1.85	8052911	05/29/18	05/29/18	TO-15	TO-14
1,3-Butadiene	ND	0.11	"	"	"	"	"	"	TO-14
Carbon Disulfide	ND	0.16	"	"	"	"	"	"	TO-14
1,1,2-trichloro-1,2,2-trifluoroethane (CFC 113)	ND	0.39	"	"	"	"	"	"	TO-14
Isopropyl alcohol	ND	0.13	"	"	"	"	"	"	TO-14
Bromodichloromethane	ND	0.34	"	"	"	"	"	"	TO-14
Bromoform	ND	0.53	"	"	"	"	"	"	TO-14
Bromomethane	ND	0.20	"	"	"	"	"	"	TO-14
Carbon tetrachloride	ND	0.32	"	"	"	"	"	"	TO-14
Chlorobenzene	ND	0.23	"	"	"	"	"	"	TO-14
Chloroethane	ND	0.13	"	"	"	"	"	"	TO-14
Chloroform	ND	0.25	"	"	"	"	"	"	TO-14
Chloromethane	ND	0.11	"	"	"	"	"	"	TO-14
Cyclohexane	**3.7**	0.17	"	"	"	"	"	"	TO-14
Heptane	**4.5**	0.21	"	"	"	"	"	"	TO-14
Hexane	**9.4**	0.18	"	"	"	"	"	"	TO-14
Dibromochloromethane	ND	0.43	"	"	"	"	"	"	TO-14
1,2-Dibromoethane (EDB)	ND	0.39	"	"	"	"	"	"	TO-14
1,2-Dichlorobenzene	ND	0.31	"	"	"	"	"	"	TO-14
1,3-Dichlorobenzene	ND	0.31	"	"	"	"	"	"	TO-14
1,4-Dichlorobenzene	ND	0.31	"	"	"	"	"	"	TO-14
Dichlorodifluoromethane	ND	0.25	"	"	"	"	"	"	TO-14
1,1-Dichloroethane	ND	0.21	"	"	"	"	"	"	TO-14
1,2-Dichloroethane	ND	0.21	"	"	"	"	"	"	TO-14
1,1-Dichloroethene	ND	0.20	"	"	"	"	"	"	TO-14
cis-1,2-Dichloroethene	ND	0.20	"	"	"	"	"	"	TO-14
trans-1,2-Dichloroethene	ND	0.20	"	"	"	"	"	"	TO-14
1,2-Dichloropropane	ND	0.24	"	"	"	"	"	"	TO-14
cis-1,3-Dichloropropene	ND	0.23	"	"	"	"	"	"	TO-14
trans-1,3-Dichloropropene	ND	0.23	"	"	"	"	"	"	TO-14
4-Ethyltoluene	ND	0.25	"	"	"	"	"	"	TO-14

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Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

AB4-5'

T181750-04 (Air)

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
TO-15									
Methylene chloride	ND	0.18	ug/l Air	1.85	8052911	05/29/18	05/29/18	TO-15	TO-14
Styrene	ND	0.22	"	"	"	"	"	"	TO-14
1,1,2,2-Tetrachloroethane	ND	0.35	"	"	"	"	"	"	TO-14
Tetrahydrofuran	ND	0.15	"	"	"	"	"	"	TO-14
Tetrachloroethene	ND	0.35	"	"	"	"	"	"	TO-14
1,1,2-Trichloroethane	ND	0.28	"	"	"	"	"	"	TO-14
1,1,1-Trichloroethane	ND	0.28	"	"	"	"	"	"	TO-14
Trichloroethene	ND	0.27	"	"	"	"	"	"	TO-14
Trichlorofluoromethane	ND	0.29	"	"	"	"	"	"	TO-14
1,3,5-Trimethylbenzene	**1.4**	0.25	"	"	"	"	"	"	TO-14
1,2,4-Trimethylbenzene	**2.0**	0.25	"	"	"	"	"	"	TO-14
Vinyl acetate	ND	0.18	"	"	"	"	"	"	TO-14
Vinyl chloride	ND	0.13	"	"	"	"	"	"	TO-14
1,4-Dioxane	ND	0.18	"	"	"	"	"	"	TO-14
2-Butanone (MEK)	ND	0.15	"	"	"	"	"	"	TO-14
Methyl isobutyl ketone	ND	0.21	"	"	"	"	"	"	TO-14
Benzene	**0.41**	0.16	"	"	"	"	"	"	TO-14
Toluene	**0.76**	0.19	"	"	"	"	"	"	TO-14
Ethylbenzene	**1.1**	0.22	"	"	"	"	"	"	TO-14
m,p-Xylene	**1.7**	0.22	"	"	"	"	"	"	TO-14
o-Xylene	**1.2**	0.22	"	"	"	"	"	"	TO-14

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Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

AB5-5'

T181750-05 (Air)

SunStar Laboratories, Inc.

TO-15

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Acetone	**0.27**	0.12	ug/l Air	1.85	8052911	05/29/18	05/31/18	TO-15	TO-14
1,3-Butadiene	ND	0.11	"	"	"	"	"	"	TO-14
Carbon Disulfide	ND	0.16	"	"	"	"	"	"	TO-14
1,1,2-trichloro-1,2,2-trifluoroethane (CFC 113)	ND	0.39	"	"	"	"	"	"	TO-14
Isopropyl alcohol	ND	0.13	"	"	"	"	"	"	TO-14
Bromodichloromethane	ND	0.34	"	"	"	"	"	"	TO-14
Bromoform	ND	0.53	"	"	"	"	"	"	TO-14
Bromomethane	ND	0.20	"	"	"	"	"	"	TO-14
Carbon tetrachloride	ND	0.32	"	"	"	"	"	"	TO-14
Chlorobenzene	ND	0.23	"	"	"	"	"	"	TO-14
Chloroethane	ND	0.13	"	"	"	"	"	"	TO-14
Chloroform	ND	0.25	"	"	"	"	"	"	TO-14
Chloromethane	ND	0.11	"	"	"	"	"	"	TO-14
Cyclohexane	ND	0.17	"	"	"	"	"	"	TO-14
Heptane	ND	0.21	"	"	"	"	"	"	TO-14
Hexane	**0.58**	0.18	"	"	"	"	"	"	TO-14
Dibromochloromethane	ND	0.43	"	"	"	"	"	"	TO-14
1,2-Dibromoethane (EDB)	ND	0.39	"	"	"	"	"	"	TO-14
1,2-Dichlorobenzene	ND	0.31	"	"	"	"	"	"	TO-14
1,3-Dichlorobenzene	ND	0.31	"	"	"	"	"	"	TO-14
1,4-Dichlorobenzene	ND	0.31	"	"	"	"	"	"	TO-14
Dichlorodifluoromethane	ND	0.25	"	"	"	"	"	"	TO-14
1,1-Dichloroethane	ND	0.21	"	"	"	"	"	"	TO-14
1,2-Dichloroethane	ND	0.21	"	"	"	"	"	"	TO-14
1,1-Dichloroethene	ND	0.20	"	"	"	"	"	"	TO-14
cis-1,2-Dichloroethene	ND	0.20	"	"	"	"	"	"	TO-14
trans-1,2-Dichloroethene	ND	0.20	"	"	"	"	"	"	TO-14
1,2-Dichloropropane	ND	0.24	"	"	"	"	"	"	TO-14
cis-1,3-Dichloropropene	ND	0.23	"	"	"	"	"	"	TO-14
trans-1,3-Dichloropropene	ND	0.23	"	"	"	"	"	"	TO-14
4-Ethyltoluene	ND	0.25	"	"	"	"	"	"	TO-14

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Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

AB5-5'

T181750-05 (Air)

SunStar Laboratories, Inc.

TO-15

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Methylene chloride	ND	0.18	ug/l Air	1.85	8052911	05/29/18	05/31/18	TO-15	TO-14
Styrene	ND	0.22	"	"	"	"	"	"	TO-14
1,1,2,2-Tetrachloroethane	ND	0.35	"	"	"	"	"	"	TO-14
Tetrahydrofuran	ND	0.15	"	"	"	"	"	"	TO-14
Tetrachloroethene	ND	0.35	"	"	"	"	"	"	TO-14
1,1,2-Trichloroethane	ND	0.28	"	"	"	"	"	"	TO-14
1,1,1-Trichloroethane	ND	0.28	"	"	"	"	"	"	TO-14
Trichloroethene	ND	0.27	"	"	"	"	"	"	TO-14
Trichlorofluoromethane	ND	0.29	"	"	"	"	"	"	TO-14
1,3,5-Trimethylbenzene	ND	0.25	"	"	"	"	"	"	TO-14
1,2,4-Trimethylbenzene	ND	0.25	"	"	"	"	"	"	TO-14
Vinyl acetate	ND	0.18	"	"	"	"	"	"	TO-14
Vinyl chloride	ND	0.13	"	"	"	"	"	"	TO-14
1,4-Dioxane	ND	0.18	"	"	"	"	"	"	TO-14
2-Butanone (MEK)	ND	0.15	"	"	"	"	"	"	TO-14
Methyl isobutyl ketone	ND	0.21	"	"	"	"	"	"	TO-14
Benzene	ND	0.16	"	"	"	"	"	"	TO-14
Toluene	**0.39**	0.19	"	"	"	"	"	"	TO-14
Ethylbenzene	ND	0.22	"	"	"	"	"	"	TO-14
m,p-Xylene	ND	0.22	"	"	"	"	"	"	TO-14
o-Xylene	ND	0.22	"	"	"	"	"	"	TO-14

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Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

AB6-5'

T181750-06 (Air)

SunStar Laboratories, Inc.

TO-15

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Acetone	**2.2**	0.012	ug/l Air	1.87	8052911	05/29/18	06/04/18	TO-15	
1,3-Butadiene	ND	0.0045	"	"	"	"	"	"	
Carbon Disulfide	**0.15**	0.0032	"	"	"	"	"	"	
1,1,2-trichloro-1,2,2-trifluoroethane (CFC 113)	ND	0.0077	"	"	"	"	"	"	
Isopropyl alcohol	ND	0.013	"	"	"	"	"	"	
Bromodichloromethane	ND	0.0068	"	"	"	"	"	"	
Bromoform	ND	0.011	"	"	"	"	"	"	
Bromomethane	ND	0.0040	"	"	"	"	"	"	
Carbon tetrachloride	ND	0.0064	"	"	"	"	"	"	
Chlorobenzene	ND	0.0047	"	"	"	"	"	"	
Chloroethane	ND	0.0027	"	"	"	"	"	"	
Chloroform	**0.0087**	0.0050	"	"	"	"	"	"	
Chloromethane	ND	0.011	"	"	"	"	"	"	
Cyclohexane	**0.35**	0.0035	"	"	"	"	"	"	
Heptane	**0.33**	0.0042	"	"	"	"	"	"	
Hexane	**0.28**	0.0036	"	"	"	"	"	"	
Dibromochloromethane	ND	0.0087	"	"	"	"	"	"	
1,2-Dibromoethane (EDB)	ND	0.0078	"	"	"	"	"	"	
1,2-Dichlorobenzene	ND	0.0061	"	"	"	"	"	"	
1,3-Dichlorobenzene	ND	0.0061	"	"	"	"	"	"	
1,4-Dichlorobenzene	ND	0.0061	"	"	"	"	"	"	
Dichlorodifluoromethane	ND	0.0050	"	"	"	"	"	"	
1,1-Dichloroethane	ND	0.0041	"	"	"	"	"	"	
1,2-Dichloroethane	ND	0.0041	"	"	"	"	"	"	
1,1-Dichloroethene	ND	0.0040	"	"	"	"	"	"	
cis-1,2-Dichloroethene	ND	0.0040	"	"	"	"	"	"	
trans-1,2-Dichloroethene	ND	0.0040	"	"	"	"	"	"	
1,2-Dichloropropane	ND	0.0047	"	"	"	"	"	"	
cis-1,3-Dichloropropene	ND	0.0046	"	"	"	"	"	"	
trans-1,3-Dichloropropene	ND	0.0046	"	"	"	"	"	"	
4-Ethyltoluene	ND	0.0050	"	"	"	"	"	"	
Methylene chloride	ND	0.0035	"	"	"	"	"	"	

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1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

AB6-5'

T181750-06 (Air)

SunStar Laboratories, Inc.

TO-15

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Styrene	**0.096**	0.0043	ug/l Air	1.87	8052911	05/29/18	06/04/18	TO-15	
1,1,2,2-Tetrachloroethane	ND	0.0070	"	"	"	"	"	"	
Tetrahydrofuran	ND	0.0030	"	"	"	"	"	"	
Tetrachloroethene	**0.012**	0.0069	"	"	"	"	"	"	
1,1,2-Trichloroethane	ND	0.0056	"	"	"	"	"	"	
1,1,1-Trichloroethane	ND	0.0056	"	"	"	"	"	"	
Trichloroethene	ND	0.0055	"	"	"	"	"	"	
Trichlorofluoromethane	ND	0.0057	"	"	"	"	"	"	
1,3,5-Trimethylbenzene	**0.057**	0.0050	"	"	"	"	"	"	
1,2,4-Trimethylbenzene	**0.18**	0.0050	"	"	"	"	"	"	
Vinyl acetate	ND	0.0036	"	"	"	"	"	"	
Vinyl chloride	ND	0.0026	"	"	"	"	"	"	
1,4-Dioxane	ND	0.018	"	"	"	"	"	"	
2-Butanone (MEK)	ND	0.015	"	"	"	"	"	"	
Methyl isobutyl ketone	ND	0.042	"	"	"	"	"	"	
Benzene	**0.13**	0.0033	"	"	"	"	"	"	
Toluene	**0.62**	0.0038	"	"	"	"	"	"	
Ethylbenzene	**0.24**	0.0044	"	"	"	"	"	"	
m,p-Xylene	**0.46**	0.0088	"	"	"	"	"	"	
o-Xylene	**0.21**	0.0044	"	"	"	"	"	"	
Surrogate: 4-Bromofluorobenzene		*92.5 %*	*40-160*		*"*	*"*	*"*	*"*	

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Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

TO-15 - Quality Control

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 8052911 - Canister Analysis										
Blank (8052911-BLK1)				Prepared: 05/29/18 Analyzed: 05/31/18						
Acetone	ND	0.012	ug/l Air							
1,3-Butadiene	ND	0.0045	"							
Carbon Disulfide	ND	0.0032	"							
1,1,2-trichloro-1,2,2-trifluoroethane (CFC 113)	ND	0.0077	"							
Isopropyl alcohol	ND	0.013	"							
Bromodichloromethane	ND	0.0068	"							
Bromoform	ND	0.011	"							
Bromomethane	ND	0.0040	"							
Carbon tetrachloride	ND	0.0064	"							
Chlorobenzene	ND	0.0047	"							
Chloroethane	ND	0.0027	"							
Chloroform	ND	0.0050	"							
Chloromethane	ND	0.011	"							
Cyclohexane	ND	0.0035	"							
Heptane	ND	0.0042	"							
Hexane	ND	0.0036	"							
Dibromochloromethane	ND	0.0087	"							
1,2-Dibromoethane (EDB)	ND	0.0078	"							
1,2-Dichlorobenzene	ND	0.0061	"							
1,3-Dichlorobenzene	ND	0.0061	"							
1,4-Dichlorobenzene	ND	0.0061	"							
Dichlorodifluoromethane	ND	0.0050	"							
1,1-Dichloroethane	ND	0.0041	"							
1,2-Dichloroethane	ND	0.0041	"							
1,1-Dichloroethene	ND	0.0040	"							
cis-1,2-Dichloroethene	ND	0.0040	"							
trans-1,2-Dichloroethene	ND	0.0040	"							
1,2-Dichloropropane	ND	0.0047	"							
cis-1,3-Dichloropropene	ND	0.0046	"							
trans-1,3-Dichloropropene	ND	0.0046	"							
4-Ethyltoluene	ND	0.0050	"							
Methylene chloride	ND	0.0035	"							
Styrene	ND	0.0043	"							
1,1,2,2-Tetrachloroethane	ND	0.0070	"							
Tetrahydrofuran	ND	0.0030	"							

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Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

TO-15 - Quality Control

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 8052911 - Canister Analysis										
Blank (8052911-BLK1)				Prepared: 05/29/18 Analyzed: 05/31/18						
Tetrachloroethene	ND	0.0069	ug/l Air							
1,1,2-Trichloroethane	ND	0.0056	"							
1,1,1-Trichloroethane	ND	0.0056	"							
Trichloroethene	ND	0.0055	"							
Trichlorofluoromethane	ND	0.0057	"							
1,3,5-Trimethylbenzene	ND	0.0050	"							
1,2,4-Trimethylbenzene	ND	0.0050	"							
Vinyl acetate	ND	0.0036	"							
Vinyl chloride	ND	0.0026	"							
1,4-Dioxane	ND	0.018	"							
2-Butanone (MEK)	ND	0.015	"							
Methyl isobutyl ketone	ND	0.042	"							
Benzene	ND	0.0033	"							
Toluene	ND	0.0038	"							
Ethylbenzene	ND	0.0044	"							
m,p-Xylene	ND	0.0088	"							
o-Xylene	ND	0.0044	"							
Surrogate: 4-Bromofluorobenzene	*0.0468*		*"*	*0.0453*		*103*	*40-160*			
Duplicate (8052911-DUP1)			**Source: T181748-01**	Prepared: 05/29/18 Analyzed: 05/31/18						
Acetone	0.256	0.012	ug/l Air		0.256			0.349	30	
1,3-Butadiene	ND	0.0045	"		ND				30	
Carbon Disulfide	0.0168	0.0032	"		0.0167			0.995	30	
1,1,2-trichloro-1,2,2-trifluoroethane (CFC 113)	ND	0.0077	"		ND				30	
Isopropyl alcohol	0.160	0.013	"		0.160			0.0550	30	
Bromodichloromethane	ND	0.0068	"		ND				30	
Bromoform	ND	0.011	"		ND				30	
Bromomethane	ND	0.0040	"		ND				30	
Carbon tetrachloride	ND	0.0064	"		ND				30	
Chlorobenzene	ND	0.0047	"		ND				30	
Chloroethane	ND	0.0027	"		ND				30	
Chloroform	ND	0.0050	"		ND				30	
Chloromethane	ND	0.011	"		ND				30	
Cyclohexane	ND	0.0035	"		ND				30	
Heptane	0.00330	0.0042	"		0.00440			28.6	30	

SunStar Laboratories, Inc.

The results in this report apply to the samples analyzed in accordance with the chain of custody document. This analytical report must be reproduced in its entirety.

Mike Jaroudi, Project Manager

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

TO-15 - Quality Control

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 8052911 - Canister Analysis										
Duplicate (8052911-DUP1)		**Source: T181748-01**		Prepared: 05/29/18 Analyzed: 05/31/18						
Hexane	ND	0.0036	ug/l Air		ND				30	
Dibromochloromethane	ND	0.0087	"		ND				30	
1,2-Dibromoethane (EDB)	ND	0.0078	"		ND				30	
1,2-Dichlorobenzene	ND	0.0061	"		ND				30	
1,3-Dichlorobenzene	ND	0.0061	"		ND				30	
1,4-Dichlorobenzene	ND	0.0061	"		ND				30	
Dichlorodifluoromethane	ND	0.0050	"		ND				30	
1,1-Dichloroethane	ND	0.0041	"		ND				30	
1,2-Dichloroethane	ND	0.0041	"		ND				30	
1,1-Dichloroethene	ND	0.0040	"		ND				30	
cis-1,2-Dichloroethene	ND	0.0040	"		ND				30	
trans-1,2-Dichloroethene	ND	0.0040	"		ND				30	
1,2-Dichloropropane	ND	0.0047	"		ND				30	
cis-1,3-Dichloropropene	ND	0.0046	"		ND				30	
trans-1,3-Dichloropropene	ND	0.0046	"		ND				30	
4-Ethyltoluene	ND	0.0050	"		ND				30	
Methylene chloride	ND	0.0035	"		ND				30	
Styrene	ND	0.0043	"		0.00229				30	
1,1,2,2-Tetrachloroethane	ND	0.0070	"		ND				30	
Tetrahydrofuran	ND	0.0030	"		ND				30	
Tetrachloroethene	0.0123	0.0069	"		0.0137			11.2	30	
1,1,2-Trichloroethane	ND	0.0056	"		ND				30	
1,1,1-Trichloroethane	ND	0.0056	"		ND				30	
Trichloroethene	0.0325	0.0055	"		0.0379			15.3	30	
Trichlorofluoromethane	ND	0.0057	"		ND				30	
1,3,5-Trimethylbenzene	ND	0.0050	"		ND				30	
1,2,4-Trimethylbenzene	0.00167	0.0050	"		0.00202			19.0	30	
Vinyl acetate	ND	0.0036	"		ND				30	
Vinyl chloride	ND	0.0026	"		ND				30	
1,4-Dioxane	ND	0.018	"		ND				30	
2-Butanone (MEK)	ND	0.015	"		ND				30	
Methyl isobutyl ketone	ND	0.042	"		ND				30	
Benzene	0.00692	0.0033	"		0.00698			0.823	30	
Toluene	0.00641	0.0038	"		0.00661			3.11	30	
Ethylbenzene	ND	0.0044	"		ND				30	
m,p-Xylene	0.00645	0.0088	"		0.00731			12.4	30	

SunStar Laboratories, Inc.

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Mike Jaroudi, Project Manager

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

TO-15 - Quality Control

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 8052911 - Canister Analysis										
Duplicate (8052911-DUP1)		**Source: T181748-01**		Prepared: 05/29/18 Analyzed: 05/31/18						
o-Xylene	0.00218	0.0044	ug/l Air		0.00264			19.4	30	
Surrogate: 4-Bromofluorobenzene	*0.0474*		*"*	*0.0453*		*105*	*40-160*			

SunStar Laboratories, Inc.

The results in this report apply to the samples analyzed in accordance with the chain of custody document. This analytical report must be reproduced in its entirety.

Mike Jaroudi, Project Manager

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 17:11

Notes and Definitions

TO-14	TO-15 analysis of sample was not performed due to high concentration of analyte(s). Sample was analyzed utilizing method TO-14 and reporting limit has been adjusted accordingly.
DET	Analyte DETECTED
ND	Analyte NOT DETECTED at or above the reporting limit
NR	Not Reported
dry	Sample results reported on a dry weight basis
RPD	Relative Percent Difference

SunStar Laboratories, Inc.

The results in this report apply to the samples analyzed in accordance with the chain of custody document. This analytical report must be reproduced in its entirety.

Mike Jaroudi, Project Manager

AIR LABORATORY

Chain of Custody Record

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE
25712 Commercentre Drive, Lake Forest, CA 92630
949-297-5020

Client: HAZARD MANAGEMENT CONSULTING Inc
Address: 211 W. AVENIDA CORDOBA, SUITE
Phone: 951-736-5334 Fax:
Project Manager: Jon Anderson / PAUL ROBERTS

Date: 5-24-18 Page: 1 Of 1
Project Name: 3119 WEST 6TH Street
Collector: Jon Anderson Client Project #: 10100500 1
Batch #: T181750 EDF #:

Sample ID	Date Sampled	Start Time	Finish Time	Sample Type: Soil Gas / Indoor Air	Container Type: Summa Can / Tedlar	Initial Pressure	Final Pressure	TO-3	TO-14	TO-15	8015m Methane	8015m Gasoline	Fixed Gases by TCD		Summa Can # / Comments	Laboratory ID #
AB1-5'	5/24/18	11:42	11:48	SG	Summa	-28	-5			X					SSAT-0355	01
AB2-5'	"	11:56	12:02	"	"	-27	-5			"					SSAT-0490	02
AB3-5'	"	12:04	12:10	"	"	-28	-5			"					SSAT-0793	03
AB4-5'	"	12:12	12:18	"	"	-28	-5			"					SSAT-0232	04
AB5-5'	"	12:21	12:27	"	"	-28	-5			"					SSAT-0353	05
AB6-5'	"	12:29	12:35	"	"	-27	-5			"					SSAT-0756	06

Relinquished by: (signature) Date / Time
Received by: (signature) Date / Time 5-25-18 1042
Relinquished by: (signature) Date / Time 5-25-18 1240
Received by: (signature) Date / Time 10:42 5-25-18 1240
Relinquished by: (signature) Date / Time
Received by: (signature) Date / Time

Total # of containers
Chain of Custody seals Y/N/NA
Seals intact? Y/N/NA
Received good condition/cold

Turn around time: STD

Notes
Email RESULTS TO
JANDERSON@SSLABS.COM

* TO-15 SIM analysis available upon prior notification. **(Precertified Summa cans needed)**

COCAL 165722

SunStar Laboratories Inc.
25712 Commercentre Dr.
Lake Forest, CA 92630

(949)297-5020
(949)297-5027 fax
(530)304-5525 Bill Hannell

Form F-LP0005-1.2

Effective Date: 01/01/2017

T181750

* PLEASE DO ***NOT*** WRITE ON OR PLACE LABELS ON SUMMA CANS

SunStar Laboratories — Celebrating 20 years!

Canister Data Sheet

Client: ARDENT_JON_5-10-18_12+2

Shipping Information				Sampling Information					
Canister Serial #		CHECK Date	Pressure (-30 +/- 2 psia)	Sample ID	Sample Date	Initial Pressure	Final Pressure	Sample Start Time	Sample Finish Time
SSAT:	0353	5/4/2018	-30	AB5-5'	5/24/18	-28	-5	12:21	12:27
SSAT:	0737	5/4/2016	-30	AB4-5'	5/24/18	-28	-5	12:12	12:18
SSAT:	0221	5/3/2018	-30						
SSAT:	0793	5/3/2018	-30	AB3-5'	5/24/18	-28	-5	12:04	12:10
SSAT:	0217	5/4/2018	-30	SS2	5-23-18	-30	-5	14:56	15:03
SSAT:	0490	5/4/2018	-30	AB2-5'	5/24/18	-27	-5	11:56	12:02
SSAT:	0355	5/4/2018	-30	AB1-5'	5/24/18	-25	-5	11:42	11:48
SSAT:	0388	5/4/2018	-30	SS1	5-23-18	-30	-5	14:47	14:53
SSAT:	0756	5/4/2018	-30	AB6-5'	5/24/18	-27	-5	12:24	12:27
SSAT:	0090	5/4/2018	-30						
SSAT:	0448	5/9/2018	30	NITROGEN FILLED					
SSAT:	0741	5/9/2018	30	NITROGEN FILLED					
SSAT:	2104	5/9/2018	N/A	MANIFOLD (150)					
SSAT:	2097	5/9/2018	N/A	MANIFOLD (150)					

SunStar Laboratories — Celebrating 20 Years!

SAMPLE RECEIVING REVIEW SHEET

Batch/Work Order #: T181750

Client Name: Ardent Environmental

Project: Hazard Management - 3119 West 6th Street

Delivered by: ☐ **Client** ☒ **SunStar Courier** ☐ **GSO** ☐ **FedEx** ☐ **Other**

If Courier, Received by: Dan

Date/Time Courier Received: 5-25-18 10:42

Lab Received by: Sunny

Date/Time Lab Received: 5-25-18 12:40

Total number of coolers received: 0

Temperature:	Cooler #1	- °C +/- the CF (- 0.2°C)	=	-	°C corrected temperature
Temperature:	Cooler #2	°C +/- the CF (- 0.2°C)	=		°C corrected temperature
Temperature:	Cooler #3	°C +/- the CF (- 0.2°C)	=		°C corrected temperature

Temperature criteria = ≤ 6°C (no frozen containers)	Within criteria?	☐ **Yes** ☐ **No**
If NO:		
Samples received on ice?	☐ Yes	☐ **No → Complete Non-Conformance Sheet**
If on ice, samples received same day collected?	☐ Yes → Acceptable	☐ **No → Complete Non-Conformance Sheet**

Custody seals intact on cooler/sample	☐ Yes	☐ No*	☒ N/A
Sample containers intact	☒ Yes	☐ No*	
Sample labels match Chain of Custody IDs	☒ Yes	☐ No*	
Total number of containers received match COC	☒ Yes	☐ No*	
Proper containers received for analyses requested on COC	☒ Yes	☐ No*	
Proper preservative indicated on COC/containers for analyses requested	☐ Yes	☐ No*	☒ N/A
Complete shipment received in good condition with correct temperatures, containers, labels, volumes preservatives and within method specified holding times	☒ **Yes**	☐ **No***	

* Complete Non-Conformance Receiving Sheet if checked

Cooler/Sample Review - Initials and date: DM 5-25-18

Comments:

(949) 297-5020 ■ www.sunstarlabs.com ■ 25712 Commercentre Drive ■ Lake Forest, CA 92630

SunStar Laboratories — Celebrating 20 Years!

T181750

Project Name: 3119 WEST 6TH STREET (101005001)				KATHERINE
Company: ARDENT				
Name: JON ANDERSON				
Item		**Quantity**	**Unit**	
2 oz Jars 24/CS				
4 oz Jars 24/CS				
8 oz Jars 12/CS				
40 ml unpreserved VOAs 100/box				
40 ml HCL-preserved VOAs 72/box				
250 ml Poly 24/CS				
1 Liter Poly 12/CS				
500 ml Poly 16/CS				
500 ml Amber Bottle Wide 12/CS				
1 Liter Amber Bottle 12/CS				
1 Gallon Poly 4/box				
5035 kits:(2)Sodium Bisulfate VOAs 72/box				
	(1) Methanol VOA 72/box			
	(1)Syringe 50/pack			
Lock-N-Load Handle 1/pack				
Tedlar Bags 10/pack				
Sub Slab insert w/ washer & N/F				
Soil Gas SS 16" Drop Tubes				
Gas Extraction Fittings				
Soil Gas Filters				

		# Sent	Used	Unused	Unreturned
Batch Certified Summa Canisters	400cc				
	1L	2-NITRO		1-NITRO	
	3L				
	6L				
Individually Certified Summa Canisters	400cc				
	1L	12	6	2	
	3L				
	6L				

150/63 Manifolds, Var. Sampler, etc. Calibrated Correctly - Gauge Reads at 0	X
Manifolds: Inst. Sampler, Variable Sampler	2-MANIFOLDS (150) CHARGE FOR 1
Swagelok Fittings: Nuts/Ferrules, Ts	NONE REQUESTED
Cooler (Sm, Med, Lrg) Number & Quantity	
Other: Poly Tube, Valves,Silicon Tape, etc.	
Prepared By: DFLYNN	**Date:** 5/10/18
Reviewed By:	**Date:**

Asset Check-In Receipt

SunStar Laboratories Inc.

T181750

Check-In Date: 5/25/2018

User Name: Marteski, Dan

Asset Tag	Asset Type	Serial No	Location	Customer No.	Customer Name
0221 - unused	1000cc: 1000cc Summa	0221	Sunstar Labs, Tustin Air Lab	Ardent-Jon	Jon Anderson
0353	1000cc: 1000cc Summa	0353	Sunstar Labs, Lake Forest Air Lab	Ardent-Jon	Jon Anderson
0355	1000cc: 1000cc Summa	0355	Sunstar Labs, Lake Forest Air Lab	Ardent-Jon	Jon Anderson
0367 - unused	1000cc: 1000cc Summa	0367	Sunstar Labs, Lake Forest Air Lab	Ardent-Jon	Jon Anderson
0490	1000cc: 1000cc Summa	0490	Sunstar Labs, Lake Forest Air Lab	Ardent-Jon	Jon Anderson
0737	1000cc: 1000cc Summa	0737	Sunstar Labs, SunStar Labs - South	Ardent-Jon	Jon Anderson
0741 - N - unused	1000cc: 1000cc Summa	0741	Sunstar Labs, SunStar Labs - South	Ardent-Jon	Jon Anderson
0756	1000cc: 1000cc Summa	0756	Sunstar Labs, SunStar Labs - South	Ardent-Jon	Jon Anderson
0793	1000cc: 1000cc Summa	0793	Sunstar Labs, SunStar Labs - South	Ardent-Jon	Jon Anderson
2097	Chameleon-150: Chameleon 150 Manifold	2097	Sunstar Labs, SunStar Labs - South	Ardent-Jon	Jon Anderson

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

WORK ORDER

T181750

Client: **Ardent Enviromental Group, Inc.** **Project Manager:** **Mike Jaroudi**

Project: **Hazard Management - 3119 West 6th Street** **Project Number:** **101005001**

Report To:

Ardent Enviromental Group, Inc.
Jonathan Anderson
1827 Capital St., Suite 103
Corona, CA 92880

Date Due:	06/04/18 17:00 (5 day TAT)		
Received By:	Sunny Lounethone	Date Received:	05/25/18 12:40
Logged In By:	Dan Marteski	Date Logged In:	05/25/18 13:42

Samples Received at:

Custody Seals	No	Received On Ice	No
Containers Intact	Yes		
COC/Labels Agree	Yes		
Preservation Confirı	No		

Analysis	Due	TAT	Expires	Comments
T181750-01 AB1-5' [Air] Sampled 05/24/18 11:42 (GMT-08:00) Pacific Time (US &				
TO-15	06/04/18 15:00	5	06/23/18 11:42	
T181750-02 AB2-5' [Air] Sampled 05/24/18 11:56 (GMT-08:00) Pacific Time (US &				
TO-15	06/04/18 15:00	5	06/23/18 11:56	
T181750-03 AB3-5' [Air] Sampled 05/24/18 12:04 (GMT-08:00) Pacific Time (US &				
TO-15	06/04/18 15:00	5	06/23/18 12:04	
T181750-04 AB4-5' [Air] Sampled 05/24/18 12:12 (GMT-08:00) Pacific Time (US &				
TO-15	06/04/18 15:00	5	06/23/18 12:12	
T181750-05 AB5-5' [Air] Sampled 05/24/18 12:21 (GMT-08:00) Pacific Time (US &				
TO-15	06/04/18 15:00	5	06/23/18 12:21	
T181750-06 AB6-5' [Air] Sampled 05/24/18 12:29 (GMT-08:00) Pacific Time (US &				
TO-15	06/04/18 15:00	5	06/23/18 12:29	

Reviewed By Date

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

Date: May 31, 2018

Mr. Paul Roberts
Hazard Management Consulting, Inc.
211 W. Avenida Cordoba, Suite 200
San Clemente, CA 92672
Tel(949)689-5165 Email:PRoberts@ardentenv.com

Project: **3119 W 6th Street / 101005002**
Lab I.D.: **180524-113 through -124**

Dear Mr. Roberts:

The **analytical results** for the soil samples, received by our lab on May 24, 2018, are attached. The samples were received intact, and accompanying chain of custody.

Enviro-Chem appreciates the opportunity to provide you and your company this and other services. Please do not hesitate to call us if you have any questions.

Sincerely,

Curtis Desilets
Vice President/Program Manager

for

Andy Wang
Laboratory Manager

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

LABORATORY REPORT

CUSTOMER: Hazard Management Consulting, Inc.
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(949)689-5165 Email:PRoberts@ardentenv.com

PROJECT: 3119 W 6th Street / 101005002

SAMPLING DATE:05/23/18
MATRIX:SOIL
REPORTED TO:MR. PAUL ROBERTS

DATE RECEIVED:05/24/18
DATE EXTRACTED:05/29/18
DATE ANALYZED:05/29/18
DATE REPORTED:05/31/18

TOTAL PETROLEUM HYDROCARBONS(TPH) - CARBON CHAIN ANALYSIS
METHOD: EPA 8015B
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

SAMPLE I.D.	LAB I.D.	C6-C12	C13-C22	C23-C40	DF
AB1-10'	180524-113	ND	ND	ND	1
AB1-20'	180524-114	ND	ND	ND	1
AB2-10'	180524-115	ND	ND	ND	1
AB2-20'	180524-116	ND	ND	ND	1
AB3-10'	180524-117	ND	ND	ND	1
AB3-20'	180524-118	ND	ND	ND	1
AB4-10'	180524-119	ND	ND	ND	1
AB4-20'	180524-120	ND	ND	ND	1
AB5-10'	180524-121	ND	ND	ND	1
AB5-20'	180524-122	ND	ND	ND	1
AB6-10'	180524-123	ND	ND	ND	1
AB6-20'	180524-124	ND	ND	ND	1
METHOD BLANK		ND	ND	ND	1
	PQL	10	10	50	

COMMENTS
C6-C12 = GASOLINE RANGE
C13-C22 = DIESEL RANGE
C23-C40 = MOTOR OIL RANGE
DF = DILUTION FACTOR
PQL = PRACTICAL QUANTITATION LIMIT
ACTUAL DETECTION LIMIT = DF X PQL
ND = NON-DETECTED OR BELOW THE ACTUAL DETECTION LIMIT

Data Reviewed and Approved by: _____
CAL-DHS ELAP CERTIFICATE No.: 1555

Enviro Chem, Inc

1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909)590-5905 Fax (909)590-5907

8015B QA/QC Report

Date Analyzed: 5/29/2018 **Units:** mg/Kg (ppm)

Matrix: **Soil/Solid/Sludge/Liquid**

Matrix Spike (MS)/Matrix Spike Duplicate (MSD)

Spiked Sample Lab I.D.: **180524-113 MS/MSD**

Analyte	SR	spk conc	MS	%MS	MSD	%MSD	%RPD	ACP %MS	ACP RPD
C10~C23 Range	0	200	224	**112%**	233	**117%**	**4%**	**75-125**	**0-20%**

LCS STD RECOVERY:

Analyte	spk conc	LCS	% REC	ACP
C10~C23 Range	200	246	**123%**	**75-125**

Analyzed and Reviewed By: _____

Final Reviewer: _____

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

LABORATORY REPORT

CUSTOMER: **Hazard Management Consulting, Inc.**
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(949)689-5165 Email:PRoberts@ardentenv.com

PROJECT: **3119 W 6th Street / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25&29/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB1-10'** LAB I.D.: 180524-113

TOTAL THRESHOLD LIMIT CONCENTRATION ANALYSIS
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

ELEMENT ANALYZED	SAMPLE RESULT	PQL	DF	TTLC LIMIT	STLC LIMIT	EPA METHOD
Antimony(Sb)	ND	1.0	1	500	15	6010B
Arsenic(As)	3.12	0.3	1	500	5.0	6010B
Barium(Ba)	139	5.0	1	10,000	100	6010B
Beryllium(Be)	ND	0.5	1	75	0.75	6010B
Cadmium(Cd)	ND	0.5	1	100	1.0	6010B
Chromium Total(Cr)	81.9 **	0.5	1	2,500	560/5@	6010B
Chromium VI (Cr6)	--	0.1	-	500	5.0	7196A
Cobalt(Co)	8.02	1.0	1	8,000	80	6010B
Copper(Cu)	24.5	1.0	1	2,500	25	6010B
Lead(Pb)	2.49	0.5	1	1,000	5.0	6010B
Mercury(Hg)	0.026	0.01	1	20	0.2	7471A
Molybdenum(Mo)	ND	5.0	1	3,500	350	6010B
Nickel(Ni)	19.2	2.5	1	2,000	20	6010B
Selenium(Se)	ND	1.0	1	100	1.0	6010B
Silver(Ag)	ND	1.0	1	500	5.0	6010B
Thallium(Tl)	ND	1.0	1	700	7.0	6010B
Vanadium(V)	67.5	5.0	1	2,400	24	6010B
Zinc(Zn)	84.4	0.5	1	5,000	250	6010B

COMMENTS
DF = Dilution Factor
PQL = Practical Quantitation Limit
Actual Detection Limit = PQL X DF
ND = Below the Actual Detection Limit or non-detected
TTLC = Total Threshold Limit Concentration
STLC = Soluble Threshold Limit Concentration
@ = Must meet both the STLC Limit at 560 and EPA-TCLP Limit at 5
* = STLC analysis for the metal is recommended (if marked)
** = Additional Analysis required, please call to discuss (if marked)
*** = The concentration exceeds the TTLC Limit, and the sample is defined as hazardous waste as per CCR-TITLE 22 (if marked)
-- = Not analyzed/not requested

Data Reviewed and Approved by: _____
CAL-DHS ELAP CERTIFICATE No.: 1555

Enviro – Chem, Inc.
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LABORATORY REPORT

CUSTOMER: **Hazard Management Consulting, Inc.**
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(949)689-5165 Email:PRoberts@ardentenv.com

PROJECT: **3119 W 6th Street / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25&29/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB1-20'** LAB I.D.: 180524-114

TOTAL THRESHOLD LIMIT CONCENTRATION ANALYSIS
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

ELEMENT ANALYZED	SAMPLE RESULT	PQL	DF	TTLC LIMIT	STLC LIMIT	EPA METHOD
Antimony(Sb)	ND	1.0	1	500	15	6010B
Arsenic(As)	2.15	0.3	1	500	5.0	6010B
Barium(Ba)	84.8	5.0	1	10,000	100	6010B
Beryllium(Be)	ND	0.5	1	75	0.75	6010B
Cadmium(Cd)	ND	0.5	1	100	1.0	6010B
Chromium Total(Cr)	67.2 **	0.5	1	2,500	560/5@	6010B
Chromium VI (Cr6)	--	0.1	-	500	5.0	7196A
Cobalt(Co)	1.96	1.0	1	8,000	80	6010B
Copper(Cu)	2.90	1.0	1	2,500	25	6010B
Lead(Pb)	1.60	0.5	1	1,000	5.0	6010B
Mercury(Hg)	ND	0.01	1	20	0.2	7471A
Molybdenum(Mo)	ND	5.0	1	3,500	350	6010B
Nickel(Ni)	ND	2.5	1	2,000	20	6010B
Selenium(Se)	ND	1.0	1	100	1.0	6010B
Silver(Ag)	ND	1.0	1	500	5.0	6010B
Thallium(Tl)	ND	1.0	1	700	7.0	6010B
Vanadium(V)	47.0	5.0	1	2,400	24	6010B
Zinc(Zn)	7.19	0.5	1	5,000	250	6010B

COMMENTS
DF = Dilution Factor
PQL = Practical Quantitation Limit
Actual Detection Limit = PQL X DF
ND = Below the Actual Detection Limit or non-detected
TTLC = Total Threshold Limit Concentration
STLC = Soluble Threshold Limit Concentration
@ = Must meet both the STLC Limit at 560 and EPA-TCLP Limit at 5
* = STLC analysis for the metal is recommended (if marked)
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PROJECT: **3119 W 6th Street / 101005002**

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SAMPLE I.D.: **AB2-10'** LAB I.D.: 180524-115

TOTAL THRESHOLD LIMIT CONCENTRATION ANALYSIS
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

ELEMENT ANALYZED	SAMPLE RESULT	PQL	DF	TTLC LIMIT	STLC LIMIT	EPA METHOD
Antimony(Sb)	ND	1.0	1	500	15	6010B
Arsenic(As)	2.93	0.3	1	500	5.0	6010B
Barium(Ba)	94.7	5.0	1	10,000	100	6010B
Beryllium(Be)	ND	0.5	1	75	0.75	6010B
Cadmium(Cd)	ND	0.5	1	100	1.0	6010B
Chromium Total(Cr)	40.7	0.5	1	2,500	560/5@	6010B
Chromium VI (Cr6)	--	0.1	-	500	5.0	7196A
Cobalt(Co)	5.52	1.0	1	8,000	80	6010B
Copper(Cu)	9.61	1.0	1	2,500	25	6010B
Lead(Pb)	1.58	0.5	1	1,000	5.0	6010B
Mercury(Hg)	ND	0.01	1	20	0.2	7471A
Molybdenum(Mo)	ND	5.0	1	3,500	350	6010B
Nickel(Ni)	11.4	2.5	1	2,000	20	6010B
Selenium(Se)	ND	1.0	1	100	1.0	6010B
Silver(Ag)	ND	1.0	1	500	5.0	6010B
Thallium(Tl)	ND	1.0	1	700	7.0	6010B
Vanadium(V)	39.2	5.0	1	2,400	24	6010B
Zinc(Zn)	40.4	0.5	1	5,000	250	6010B

COMMENTS
DF = Dilution Factor
PQL = Practical Quantitation Limit
Actual Detection Limit = PQL X DF
ND = Below the Actual Detection Limit or non-detected
TTLC = Total Threshold Limit Concentration
STLC = Soluble Threshold Limit Concentration
@ = Must meet both the STLC Limit at 560 and EPA-TCLP Limit at 5
* = STLC analysis for the metal is recommended (if marked)
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REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB2-20'** LAB I.D.: 180524-116

TOTAL THRESHOLD LIMIT CONCENTRATION ANALYSIS
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

ELEMENT ANALYZED	SAMPLE RESULT	PQL	DF	TTLC LIMIT	STLC LIMIT	EPA METHOD
Antimony(Sb)	ND	1.0	1	500	15	6010B
Arsenic(As)	1.09	0.3	1	500	5.0	6010B
Barium(Ba)	43.7	5.0	1	10,000	100	6010B
Beryllium(Be)	ND	0.5	1	75	0.75	6010B
Cadmium(Cd)	ND	0.5	1	100	1.0	6010B
Chromium Total(Cr)	40.7	0.5	1	2,500	560/5@	6010B
Chromium VI (Cr6)	--	0.1	-	500	5.0	7196A
Cobalt(Co)	2.45	1.0	1	8,000	80	6010B
Copper(Cu)	2.93	1.0	1	2,500	25	6010B
Lead(Pb)	1.20	0.5	1	1,000	5.0	6010B
Mercury(Hg)	ND	0.01	1	20	0.2	7471A
Molybdenum(Mo)	ND	5.0	1	3,500	350	6010B
Nickel(Ni)	ND	2.5	1	2,000	20	6010B
Selenium(Se)	ND	1.0	1	100	1.0	6010B
Silver(Ag)	ND	1.0	1	500	5.0	6010B
Thallium(Tl)	ND	1.0	1	700	7.0	6010B
Vanadium(V)	24.9	5.0	1	2,400	24	6010B
Zinc(Zn)	14.7	0.5	1	5,000	250	6010B

COMMENTS
DF = Dilution Factor
PQL = Practical Quantitation Limit
Actual Detection Limit = PQL X DF
ND = Below the Actual Detection Limit or non-detected
TTLC = Total Threshold Limit Concentration
STLC = Soluble Threshold Limit Concentration
@ = Must meet both the STLC Limit at 560 and EPA-TCLP Limit at 5
* = STLC analysis for the metal is recommended (if marked)
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SAMPLE I.D.: **AB3-10'** LAB I.D.: 180524-117

TOTAL THRESHOLD LIMIT CONCENTRATION ANALYSIS
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

ELEMENT ANALYZED	SAMPLE RESULT	PQL	DF	TTLC LIMIT	STLC LIMIT	EPA METHOD
Antimony(Sb)	ND	1.0	1	500	15	6010B
Arsenic(As)	3.25	0.3	1	500	5.0	6010B
Barium(Ba)	77.5	5.0	1	10,000	100	6010B
Beryllium(Be)	ND	0.5	1	75	0.75	6010B
Cadmium(Cd)	ND	0.5	1	100	1.0	6010B
Chromium Total(Cr)	62.5 **	0.5	1	2,500	560/5@	6010B
Chromium VI (Cr6)	--	0.1	-	500	5.0	7196A
Cobalt(Co)	5.89	1.0	1	8,000	80	6010B
Copper(Cu)	16.8	1.0	1	2,500	25	6010B
Lead(Pb)	0.729	0.5	1	1,000	5.0	6010B
Mercury(Hg)	0.022	0.01	1	20	0.2	7471A
Molybdenum(Mo)	ND	5.0	1	3,500	350	6010B
Nickel(Ni)	10.6	2.5	1	2,000	20	6010B
Selenium(Se)	ND	1.0	1	100	1.0	6010B
Silver(Ag)	ND	1.0	1	500	5.0	6010B
Thallium(Tl)	ND	1.0	1	700	7.0	6010B
Vanadium(V)	48.0	5.0	1	2,400	24	6010B
Zinc(Zn)	56.2	0.5	1	5,000	250	6010B

COMMENTS
DF = Dilution Factor
PQL = Practical Quantitation Limit
Actual Detection Limit = PQL X DF
ND = Below the Actual Detection Limit or non-detected
TTLC = Total Threshold Limit Concentration
STLC = Soluble Threshold Limit Concentration
@ = Must meet both the STLC Limit at 560 and EPA-TCLP Limit at 5
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SAMPLE I.D.: **AB3-20'** LAB I.D.: 180524-118

TOTAL THRESHOLD LIMIT CONCENTRATION ANALYSIS
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

ELEMENT ANALYZED	SAMPLE RESULT	PQL	DF	TTLC LIMIT	STLC LIMIT	EPA METHOD
Antimony(Sb)	ND	1.0	1	500	15	6010B
Arsenic(As)	0.691	0.3	1	500	5.0	6010B
Barium(Ba)	58.7	5.0	1	10,000	100	6010B
Beryllium(Be)	ND	0.5	1	75	0.75	6010B
Cadmium(Cd)	ND	0.5	1	100	1.0	6010B
Chromium Total(Cr)	32.6	0.5	1	2,500	560/5@	6010B
Chromium VI (Cr6)	--	0.1	-	500	5.0	7196A
Cobalt(Co)	1.30	1.0	1	8,000	80	6010B
Copper(Cu)	2.12	1.0	1	2,500	25	6010B
Lead(Pb)	1.23	0.5	1	1,000	5.0	6010B
Mercury(Hg)	0.014	0.01	1	20	0.2	7471A
Molybdenum(Mo)	ND	5.0	1	3,500	350	6010B
Nickel(Ni)	ND	2.5	1	2,000	20	6010B
Selenium(Se)	ND	1.0	1	100	1.0	6010B
Silver(Ag)	ND	1.0	1	500	5.0	6010B
Thallium(Tl)	ND	1.0	1	700	7.0	6010B
Vanadium(V)	22.9	5.0	1	2,400	24	6010B
Zinc(Zn)	7.37	0.5	1	5,000	250	6010B

COMMENTS
DF = Dilution Factor
PQL = Practical Quantitation Limit
Actual Detection Limit = PQL X DF
ND = Below the Actual Detection Limit or non-detected
TTLC = Total Threshold Limit Concentration
STLC = Soluble Threshold Limit Concentration
@ = Must meet both the STLC Limit at 560 and EPA-TCLP Limit at 5
* = STLC analysis for the metal is recommended (if marked)
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SAMPLE I.D.: **AB4-10'** LAB I.D.: 180524-119

TOTAL THRESHOLD LIMIT CONCENTRATION ANALYSIS
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

ELEMENT ANALYZED	SAMPLE RESULT	PQL	DF	TTLC LIMIT	STLC LIMIT	EPA METHOD
Antimony(Sb)	ND	1.0	1	500	15	6010B
Arsenic(As)	2.21	0.3	1	500	5.0	6010B
Barium(Ba)	118	5.0	1	10,000	100	6010B
Beryllium(Be)	ND	0.5	1	75	0.75	6010B
Cadmium(Cd)	ND	0.5	1	100	1.0	6010B
Chromium Total(Cr)	62.4 **	0.5	1	2,500	560/5@	6010B
Chromium VI (Cr6)	--	0.1	-	500	5.0	7196A
Cobalt(Co)	7.24	1.0	1	8,000	80	6010B
Copper(Cu)	18.3	1.0	1	2,500	25	6010B
Lead(Pb)	2.20	0.5	1	1,000	5.0	6010B
Mercury(Hg)	0.021	0.01	1	20	0.2	7471A
Molybdenum(Mo)	5.52	5.0	1	3,500	350	6010B
Nickel(Ni)	12.7	2.5	1	2,000	20	6010B
Selenium(Se)	ND	1.0	1	100	1.0	6010B
Silver(Ag)	ND	1.0	1	500	5.0	6010B
Thallium(Tl)	ND	1.0	1	700	7.0	6010B
Vanadium(V)	52.5	5.0	1	2,400	24	6010B
Zinc(Zn)	60.3	0.5	1	5,000	250	6010B

COMMENTS
DF = Dilution Factor
PQL = Practical Quantitation Limit
Actual Detection Limit = PQL X DF
ND = Below the Actual Detection Limit or non-detected
TTLC = Total Threshold Limit Concentration
STLC = Soluble Threshold Limit Concentration
@ = Must meet both the STLC Limit at 560 and EPA-TCLP Limit at 5
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SAMPLE I.D.: **AB4-20'** LAB I.D.: 180524-120

TOTAL THRESHOLD LIMIT CONCENTRATION ANALYSIS
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

ELEMENT ANALYZED	SAMPLE RESULT	PQL	DF	TTLC LIMIT	STLC LIMIT	EPA METHOD
Antimony(Sb)	ND	1.0	1	500	15	6010B
Arsenic(As)	0.669	0.3	1	500	5.0	6010B
Barium(Ba)	55.9	5.0	1	10,000	100	6010B
Beryllium(Be)	ND	0.5	1	75	0.75	6010B
Cadmium(Cd)	ND	0.5	1	100	1.0	6010B
Chromium Total(Cr)	23.7	0.5	1	2,500	560/5@	6010B
Chromium VI (Cr6)	--	0.1	-	500	5.0	7196A
Cobalt(Co)	1.30	1.0	1	8,000	80	6010B
Copper(Cu)	1.77	1.0	1	2,500	25	6010B
Lead(Pb)	1.21	0.5	1	1,000	5.0	6010B
Mercury(Hg)	ND	0.01	1	20	0.2	7471A
Molybdenum(Mo)	ND	5.0	1	3,500	350	6010B
Nickel(Ni)	ND	2.5	1	2,000	20	6010B
Selenium(Se)	ND	1.0	1	100	1.0	6010B
Silver(Ag)	ND	1.0	1	500	5.0	6010B
Thallium(Tl)	ND	1.0	1	700	7.0	6010B
Vanadium(V)	13.3	5.0	1	2,400	24	6010B
Zinc(Zn)	8.36	0.5	1	5,000	250	6010B

COMMENTS
DF = Dilution Factor
PQL = Practical Quantitation Limit
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ND = Below the Actual Detection Limit or non-detected
TTLC = Total Threshold Limit Concentration
STLC = Soluble Threshold Limit Concentration
@ = Must meet both the STLC Limit at 560 and EPA-TCLP Limit at 5
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-- = Not analyzed/not requested

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SAMPLE I.D.: **AB5-10'** LAB I.D.: 180524-121

TOTAL THRESHOLD LIMIT CONCENTRATION ANALYSIS
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

ELEMENT ANALYZED	SAMPLE RESULT	PQL	DF	TTLC LIMIT	STLC LIMIT	EPA METHOD
Antimony(Sb)	ND	1.0	1	500	15	6010B
Arsenic(As)	5.64	0.3	1	500	5.0	6010B
Barium(Ba)	5.07	5.0	1	10,000	100	6010B
Beryllium(Be)	ND	0.5	1	75	0.75	6010B
Cadmium(Cd)	ND	0.5	1	100	1.0	6010B
Chromium Total(Cr)	92.3 **	0.5	1	2,500	560/5@	6010B
Chromium VI (Cr6)	--	0.1	-	500	5.0	7196A
Cobalt(Co)	9.45	1.0	1	8,000	80	6010B
Copper(Cu)	23.0	1.0	1	2,500	25	6010B
Lead(Pb)	2.44	0.5	1	1,000	5.0	6010B
Mercury(Hg)	0.014	0.01	1	20	0.2	7471A
Molybdenum(Mo)	ND	5.0	1	3,500	350	6010B
Nickel(Ni)	19.0	2.5	1	2,000	20	6010B
Selenium(Se)	ND	1.0	1	100	1.0	6010B
Silver(Ag)	ND	1.0	1	500	5.0	6010B
Thallium(Tl)	ND	1.0	1	700	7.0	6010B
Vanadium(V)	61.1	5.0	1	2,400	24	6010B
Zinc(Zn)	74.7	0.5	1	5,000	250	6010B

COMMENTS
DF = Dilution Factor
PQL = Practical Quantitation Limit
Actual Detection Limit = PQL X DF
ND = Below the Actual Detection Limit or non-detected
TTLC = Total Threshold Limit Concentration
STLC = Soluble Threshold Limit Concentration
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REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB5-20'** LAB I.D.: 180524-122

TOTAL THRESHOLD LIMIT CONCENTRATION ANALYSIS
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

ELEMENT ANALYZED	SAMPLE RESULT	PQL	DF	TTLC LIMIT	STLC LIMIT	EPA METHOD
Antimony(Sb)	ND	1.0	1	500	15	6010B
Arsenic(As)	0.838	0.3	1	500	5.0	6010B
Barium(Ba)	43.9	5.0	1	10,000	100	6010B
Beryllium(Be)	ND	0.5	1	75	0.75	6010B
Cadmium(Cd)	ND	0.5	1	100	1.0	6010B
Chromium Total(Cr)	26.2	0.5	1	2,500	560/5@	6010B
Chromium VI (Cr6)	--	0.1	-	500	5.0	7196A
Cobalt(Co)	1.72	1.0	1	8,000	80	6010B
Copper(Cu)	27.3	1.0	1	2,500	25	6010B
Lead(Pb)	0.774	0.5	1	1,000	5.0	6010B
Mercury(Hg)	ND	0.01	1	20	0.2	7471A
Molybdenum(Mo)	ND	5.0	1	3,500	350	6010B
Nickel(Ni)	ND	2.5	1	2,000	20	6010B
Selenium(Se)	ND	1.0	1	100	1.0	6010B
Silver(Ag)	ND	1.0	1	500	5.0	6010B
Thallium(Tl)	ND	1.0	1	700	7.0	6010B
Vanadium(V)	26.2	5.0	1	2,400	24	6010B
Zinc(Zn)	10.3	0.5	1	5,000	250	6010B

COMMENTS
DF = Dilution Factor
PQL = Practical Quantitation Limit
Actual Detection Limit = PQL X DF
ND = Below the Actual Detection Limit or non-detected
TTLC = Total Threshold Limit Concentration
STLC = Soluble Threshold Limit Concentration
@ = Must meet both the STLC Limit at 560 and EPA-TCLP Limit at 5
* = STLC analysis for the metal is recommended (if marked)
** = Additional Analysis required, please call to discuss (if marked)
*** = The concentration exceeds the TTLC Limit, and the sample is defined as hazardous waste as per CCR-TITLE 22 (if marked)
-- = Not analyzed/not requested

Data Reviewed and Approved by: _____
CAL-DHS ELAP CERTIFICATE No.: 1555

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

LABORATORY REPORT

CUSTOMER: **Hazard Management Consulting, Inc.**
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(949)689-5165 Email:PRoberts@ardentenv.com

PROJECT: **3119 W 6th Street / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25&29/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB6-10'** LAB I.D.: 180524-123

TOTAL THRESHOLD LIMIT CONCENTRATION ANALYSIS
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

ELEMENT ANALYZED	SAMPLE RESULT	PQL	DF	TTLC LIMIT	STLC LIMIT	EPA METHOD
Antimony(Sb)	ND	1.0	1	500	15	6010B
Arsenic(As)	0.689	0.3	1	500	5.0	6010B
Barium(Ba)	48.1	5.0	1	10,000	100	6010B
Beryllium(Be)	ND	0.5	1	75	0.75	6010B
Cadmium(Cd)	ND	0.5	1	100	1.0	6010B
Chromium Total(Cr)	36.5	0.5	1	2,500	560/5@	6010B
Chromium VI (Cr6)	--	0.1	-	500	5.0	7196A
Cobalt(Co)	3.69	1.0	1	8,000	80	6010B
Copper(Cu)	6.04	1.0	1	2,500	25	6010B
Lead(Pb)	1.67	0.5	1	1,000	5.0	6010B
Mercury(Hg)	0.030	0.01	1	20	0.2	7471A
Molybdenum(Mo)	ND	5.0	1	3,500	350	6010B
Nickel(Ni)	5.82	2.5	1	2,000	20	6010B
Selenium(Se)	ND	1.0	1	100	1.0	6010B
Silver(Ag)	ND	1.0	1	500	5.0	6010B
Thallium(Tl)	ND	1.0	1	700	7.0	6010B
Vanadium(V)	26.7	5.0	1	2,400	24	6010B
Zinc(Zn)	28.1	0.5	1	5,000	250	6010B

COMMENTS
DF = Dilution Factor
PQL = Practical Quantitation Limit
Actual Detection Limit = PQL X DF
ND = Below the Actual Detection Limit or non-detected
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STLC = Soluble Threshold Limit Concentration
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* = STLC analysis for the metal is recommended (if marked)
** = Additional Analysis required, please call to discuss (if marked)
*** = The concentration exceeds the TTLC Limit, and the sample is defined as hazardous waste as per CCR-TITLE 22 (if marked)
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Data Reviewed and Approved by: _____
CAL-DHS ELAP CERTIFICATE No.: 1555

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PROJECT: **3119 W 6th Street / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25&29/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB6-20'** LAB I.D.: 180524-124

TOTAL THRESHOLD LIMIT CONCENTRATION ANALYSIS
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

ELEMENT ANALYZED	SAMPLE RESULT	PQL	DF	TTLC LIMIT	STLC LIMIT	EPA METHOD
Antimony(Sb)	ND	1.0	1	500	15	6010B
Arsenic(As)	1.81	0.3	1	500	5.0	6010B
Barium(Ba)	62.3	5.0	1	10,000	100	6010B
Beryllium(Be)	ND	0.5	1	75	0.75	6010B
Cadmium(Cd)	ND	0.5	1	100	1.0	6010B
Chromium Total(Cr)	23.8	0.5	1	2,500	560/5@	6010B
Chromium VI (Cr6)	--	0.1	-	500	5.0	7196A
Cobalt(Co)	1.48	1.0	1	8,000	80	6010B
Copper(Cu)	2.77	1.0	1	2,500	25	6010B
Lead(Pb)	1.49	0.5	1	1,000	5.0	6010B
Mercury(Hg)	0.014	0.01	1	20	0.2	7471A
Molybdenum(Mo)	6.91	5.0	1	3,500	350	6010B
Nickel(Ni)	ND	2.5	1	2,000	20	6010B
Selenium(Se)	ND	1.0	1	100	1.0	6010B
Silver(Ag)	2.93	1.0	1	500	5.0	6010B
Thallium(Tl)	ND	1.0	1	700	7.0	6010B
Vanadium(V)	16.6	5.0	1	2,400	24	6010B
Zinc(Zn)	8.21	0.5	1	5,000	250	6010B

COMMENTS
DF = Dilution Factor
PQL = Practical Quantitation Limit
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ND = Below the Actual Detection Limit or non-detected
TTLC = Total Threshold Limit Concentration
STLC = Soluble Threshold Limit Concentration
@ = Must meet both the STLC Limit at 560 and EPA-TCLP Limit at 5
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** = Additional Analysis required, please call to discuss (if marked)
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Data Reviewed and Approved by: _____
CAL-DHS ELAP CERTIFICATE No.: 1555

Enviro – Chem, Inc.
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METHOD BLANK REPORT

CUSTOMER: **Hazard Management Consulting, Inc.**
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Tel(949)689-5165 Email:PRoberts@ardentenv.com

PROJECT: **3119 W 6th Street / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25&29/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

METHOD BLANK REPORT FOR LAB I.D.: 180524-113 THROUGH -124

TOTAL THRESHOLD LIMIT CONCENTRATION ANALYSIS
UNIT: MG/KG = MILLIGRAM PER KILOGRAM = PPM

ELEMENT ANALYZED	SAMPLE RESULT	PQL	DF	TTLC LIMIT	STLC LIMIT	EPA METHOD
Antimony(Sb)	ND	1.0	1	500	15	6010B
Arsenic(As)	ND	0.3	1	500	5.0	6010B
Barium(Ba)	ND	5.0	1	10,000	100	6010B
Beryllium(Be)	ND	0.5	1	75	0.75	6010B
Cadmium(Cd)	ND	0.5	1	100	1.0	6010B
Chromium Total(Cr)	ND	0.5	1	2,500	560/5@	6010B
Chromium VI (Cr6)	--	0.1	-	500	5.0	7196A
Cobalt(Co)	ND	1.0	1	8,000	80	6010B
Copper(Cu)	ND	1.0	1	2,500	25	6010B
Lead(Pb)	ND	0.5	1	1,000	5.0	6010B
Mercury(Hg)	ND	0.01	1	20	0.2	7471A
Molybdenum(Mo)	ND	5.0	1	3,500	350	6010B
Nickel(Ni)	ND	2.5	1	2,000	20	6010B
Selenium(Se)	ND	1.0	1	100	1.0	6010B
Silver(Ag)	ND	1.0	1	500	5.0	6010B
Thallium(Tl)	ND	1.0	1	700	7.0	6010B
Vanadium(V)	ND	5.0	1	2,400	24	6010B
Zinc(Zn)	ND	0.5	1	5,000	250	6010B

COMMENTS
DF = Dilution Factor
PQL = Practical Quantitation Limit
Actual Detection Limit = PQL X DF
ND = Below the Actual Detection Limit or non-detected
TTLC = Total Threshold Limit Concentration
STLC = Soluble Threshold Limit Concentration
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Data Reviewed and Approved by: _____
CAL-DHS ELAP CERTIFICATE No.: 1555

QA/QC for Metals Analysis --TTLC--SOLID/SOIL *MATRIX*

Matrix Spike/ Matrix Spike Duplicate/ LCS :

ANALYSIS DATE: 5/29/2018 — **Unit : mg/Kg(ppm)**

Analysis	Spk.Sample ID	CONC.	LCS %Rec.	LCS STATUS	Sample Result	Spike Conc.	MS	% Rec MS	MSD	% Rec MSD	% RPD
Chromium(Cr)	180524-122	50.0	109	PASS	26.2	50.0	74.1	96%	73.0	94%	2%
Lead(Pb)	180524-122	50.0	97	PASS	0.774	50.0	44.5	87%	45.0	88%	1%
Nickel(Ni)	180524-122	50.0	99	PASS	2.03	50.0	46.2	88%	46.7	89%	1%

ANALYSIS DATE. : 5/25/2018

Analysis	Spk.Sample ID	LCS CONC.	LCS %Rec.	LCS STATUS	Sample Result	Spike Conc.	MS	% Rec MS	MSD	% Rec MSD	% RPD
Mercury (Hg)	180524-76	0.125	94	PASS	0	0.125	0.108	86%	0.108	86%	0%

MS/MSD Status:

Analysis	%MS	%MSD	%LCS	%RPD
Chromium(Cr)	PASS	PASS	PASS	PASS
Lead(Pb)	PASS	PASS	PASS	PASS
Nickel(Ni)	PASS	PASS	PASS	PASS
Mercury (Hg)	PASS	PASS	PASS	PASS
Accepted Range	**75 ~ 125**	**75 ~ 125**	**85 ~ 115**	**0 ~ 20**

ANALYST: _____

FINAL REVIEWER: _____

*=Fail due to matrix interference

Note:LCS is in control therefore results are in control

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PROJECT: **3119 W 6th Street / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB1-10'** LAB I.D.: 180524-113

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
ACETONE	ND	0.020
BENZENE	ND	0.005
BROMOBENZENE	ND	0.005
BROMOCHLOROMETHANE	ND	0.005
BROMODICHLOROMETHANE	ND	0.005
BROMOFORM	ND	0.005
BROMOMETHANE	ND	0.005
2-BUTANONE (MEK)	ND	0.020
N-BUTYLBENZENE	ND	0.005
SEC-BUTYLBENZENE	ND	0.005
TERT-BUTYLBENZENE	ND	0.005
CARBON DISULFIDE	ND	0.010
CARBON TETRACHLORIDE	ND	0.005
CHLOROBENZENE	ND	0.005
CHLOROETHANE	ND	0.005
CHLOROFORM	ND	0.005
CHLOROMETHANE	ND	0.005
2-CHLOROTOLUENE	ND	0.005
4-CHLOROTOLUENE	ND	0.005
DIBROMOCHLOROMETHANE	ND	0.005
1,2-DIBROMO-3-CHLOROPROPANE	ND	0.005
1,2-DIBROMOETHANE	ND	0.005
DIBROMOMETHANE	ND	0.005
1,2-DICHLOROBENZENE	ND	0.005
1,3-DICHLOROBENZENE	ND	0.005
1,4-DICHLOROBENZENE	ND	0.005
DICHLORODIFLUOROMETHANE	ND	0.005
1,1-DICHLOROETHANE	ND	0.005
1,2-DICHLOROETHANE	ND	0.005
1,1-DICHLOROETHENE	ND	0.005
CIS-1,2-DICHLOROETHENE	ND	0.005
TRANS-1,2-DICHLOROETHENE	ND	0.005
1,2-DICHLOROPROPANE	ND	0.005

----- TO BE CONTINUED ON PAGE #2 -----

DATA REVIEWED AND APPROVED BY: _____

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MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB1-10'** LAB I.D.: 180524-113

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
1,3-DICHLOROPROPANE	ND	0.005
2,2-DICHLOROPROPANE	ND	0.005
1,1-DICHLOROPROPENE	ND	0.005
CIS-1,3-DICHLOROPROPENE	ND	0.005
TRANS-1,3-DICHLOROPROPENE	ND	0.005
ETHYLBENZENE	ND	0.005
2-HEXANONE	ND	0.020
HEXACHLOROBUTADIENE	ND	0.005
ISOPROPYLBENZENE	ND	0.005
4-ISOPROPYLTOLUENE	ND	0.005
4-METHYL-2-PENTANONE (MIBK)	ND	0.020
METHYL tert-BUTYL ETHER (MTBE)	ND	0.005
METHYLENE CHLORIDE	ND	0.010
NAPHTHALENE	ND	0.005
N-PROPYLBENZENE	ND	0.005
STYRENE	ND	0.005
1,1,1,2-TETRACHLOROETHANE	ND	0.005
1,1,2,2-TETRACHLOROETHANE	ND	0.005
TETRACHLOROETHENE (PCE)	ND	0.005
TOLUENE	ND	0.005
1,2,3-TRICHLOROBENZENE	ND	0.005
1,2,4-TRICHLOROBENZENE	ND	0.005
1,1,1-TRICHLOROETHANE	ND	0.005
1,1,2-TRICHLOROETHANE	ND	0.005
TRICHLOROETHENE (TCE)	ND	0.005
TRICHLOROFLUOROMETHANE	ND	0.005
1,2,3-TRICHLOROPROPANE	ND	0.005
1,2,4-TRIMETHYLBENZENE	ND	0.005
1,3,5-TRIMETHYLBENZENE	ND	0.005
VINYL CHLORIDE	ND	0.005
M/P-XYLENE	ND	0.010
O-XYLENE	ND	0.005

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
DATA REVIEWED AND APPROVED BY:
CAL-DHS CERTIFICATE # 1555

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SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB1-20'** LAB I.D.: 180524-114

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
ACETONE	ND	0.020
BENZENE	ND	0.005
BROMOBENZENE	ND	0.005
BROMOCHLOROMETHANE	ND	0.005
BROMODICHLOROMETHANE	ND	0.005
BROMOFORM	ND	0.005
BROMOMETHANE	ND	0.005
2-BUTANONE (MEK)	ND	0.020
N-BUTYLBENZENE	ND	0.005
SEC-BUTYLBENZENE	ND	0.005
TERT-BUTYLBENZENE	ND	0.005
CARBON DISULFIDE	ND	0.010
CARBON TETRACHLORIDE	ND	0.005
CHLOROBENZENE	ND	0.005
CHLOROETHANE	ND	0.005
CHLOROFORM	ND	0.005
CHLOROMETHANE	ND	0.005
2-CHLOROTOLUENE	ND	0.005
4-CHLOROTOLUENE	ND	0.005
DIBROMOCHLOROMETHANE	ND	0.005
1,2-DIBROMO-3-CHLOROPROPANE	ND	0.005
1,2-DIBROMOETHANE	ND	0.005
DIBROMOMETHANE	ND	0.005
1,2-DICHLOROBENZENE	ND	0.005
1,3-DICHLOROBENZENE	ND	0.005
1,4-DICHLOROBENZENE	ND	0.005
DICHLORODIFLUOROMETHANE	ND	0.005
1,1-DICHLOROETHANE	ND	0.005
1,2-DICHLOROETHANE	ND	0.005
1,1-DICHLOROETHENE	ND	0.005
CIS-1,2-DICHLOROETHENE	ND	0.005
TRANS-1,2-DICHLOROETHENE	ND	0.005
1,2-DICHLOROPROPANE	ND	0.005

----- TO BE CONTINUED ON PAGE #2 -----

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SAMPLE I.D.: **AB1-20'** LAB I.D.: 180524-114

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
1,3-DICHLOROPROPANE	ND	0.005
2,2-DICHLOROPROPANE	ND	0.005
1,1-DICHLOROPROPENE	ND	0.005
CIS-1,3-DICHLOROPROPENE	ND	0.005
TRANS-1,3-DICHLOROPROPENE	ND	0.005
ETHYLBENZENE	ND	0.005
2-HEXANONE	ND	0.020
HEXACHLOROBUTADIENE	ND	0.005
ISOPROPYLBENZENE	ND	0.005
4-ISOPROPYLTOLUENE	ND	0.005
4-METHYL-2-PENTANONE (MIBK)	ND	0.020
METHYL tert-BUTYL ETHER (MTBE)	ND	0.005
METHYLENE CHLORIDE	ND	0.010
NAPHTHALENE	ND	0.005
N-PROPYLBENZENE	ND	0.005
STYRENE	ND	0.005
1,1,1,2-TETRACHLOROETHANE	ND	0.005
1,1,2,2-TETRACHLOROETHANE	ND	0.005
TETRACHLOROETHENE (PCE)	ND	0.005
TOLUENE	ND	0.005
1,2,3-TRICHLOROBENZENE	ND	0.005
1,2,4-TRICHLOROBENZENE	ND	0.005
1,1,1-TRICHLOROETHANE	ND	0.005
1,1,2-TRICHLOROETHANE	ND	0.005
TRICHLOROETHENE (TCE)	ND	0.005
TRICHLOROFLUOROMETHANE	ND	0.005
1,2,3-TRICHLOROPROPANE	ND	0.005
1,2,4-TRIMETHYLBENZENE	0.007	0.005
1,3,5-TRIMETHYLBENZENE	ND	0.005
VINYL CHLORIDE	ND	0.005
M/P-XYLENE	ND	0.010
O-XYLENE	ND	0.005

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
DATA REVIEWED AND APPROVED BY:
CAL-DHS CERTIFICATE # 1555

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SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB2-10'** LAB I.D.: 180524-115

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
ACETONE	ND	0.020
BENZENE	ND	0.005
BROMOBENZENE	ND	0.005
BROMOCHLOROMETHANE	ND	0.005
BROMODICHLOROMETHANE	ND	0.005
BROMOFORM	ND	0.005
BROMOMETHANE	ND	0.005
2-BUTANONE (MEK)	ND	0.020
N-BUTYLBENZENE	ND	0.005
SEC-BUTYLBENZENE	ND	0.005
TERT-BUTYLBENZENE	ND	0.005
CARBON DISULFIDE	ND	0.010
CARBON TETRACHLORIDE	ND	0.005
CHLOROBENZENE	ND	0.005
CHLOROETHANE	ND	0.005
CHLOROFORM	ND	0.005
CHLOROMETHANE	ND	0.005
2-CHLOROTOLUENE	ND	0.005
4-CHLOROTOLUENE	ND	0.005
DIBROMOCHLOROMETHANE	ND	0.005
1,2-DIBROMO-3-CHLOROPROPANE	ND	0.005
1,2-DIBROMOETHANE	ND	0.005
DIBROMOMETHANE	ND	0.005
1,2-DICHLOROBENZENE	ND	0.005
1,3-DICHLOROBENZENE	ND	0.005
1,4-DICHLOROBENZENE	ND	0.005
DICHLORODIFLUOROMETHANE	ND	0.005
1,1-DICHLOROETHANE	ND	0.005
1,2-DICHLOROETHANE	ND	0.005
1,1-DICHLOROETHENE	ND	0.005
CIS-1,2-DICHLOROETHENE	ND	0.005
TRANS-1,2-DICHLOROETHENE	ND	0.005
1,2-DICHLOROPROPANE	ND	0.005

----- TO BE CONTINUED ON PAGE #2 -----

DATA REVIEWED AND APPROVED BY: _____

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LABORATORY REPORT

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Tel(949)689-5165 Email:PRoberts@ardentenv.com

PROJECT: **3119 W 6th Street / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB2-10'** LAB I.D.: 180524-115

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
1,3-DICHLOROPROPANE	ND	0.005
2,2-DICHLOROPROPANE	ND	0.005
1,1-DICHLOROPROPENE	ND	0.005
CIS-1,3-DICHLOROPROPENE	ND	0.005
TRANS-1,3-DICHLOROPROPENE	ND	0.005
ETHYLBENZENE	ND	0.005
2-HEXANONE	ND	0.020
HEXACHLOROBUTADIENE	ND	0.005
ISOPROPYLBENZENE	ND	0.005
4-ISOPROPYLTOLUENE	ND	0.005
4-METHYL-2-PENTANONE (MIBK)	ND	0.020
METHYL tert-BUTYL ETHER (MTBE)	ND	0.005
METHYLENE CHLORIDE	ND	0.010
NAPHTHALENE	ND	0.005
N-PROPYLBENZENE	ND	0.005
STYRENE	ND	0.005
1,1,1,2-TETRACHLOROETHANE	ND	0.005
1,1,2,2-TETRACHLOROETHANE	ND	0.005
TETRACHLOROETHENE (PCE)	ND	0.005
TOLUENE	ND	0.005
1,2,3-TRICHLOROBENZENE	ND	0.005
1,2,4-TRICHLOROBENZENE	ND	0.005
1,1,1-TRICHLOROETHANE	ND	0.005
1,1,2-TRICHLOROETHANE	ND	0.005
TRICHLOROETHENE (TCE)	ND	0.005
TRICHLOROFLUOROMETHANE	ND	0.005
1,2,3-TRICHLOROPROPANE	ND	0.005
1,2,4-TRIMETHYLBENZENE	ND	0.005
1,3,5-TRIMETHYLBENZENE	ND	0.005
VINYL CHLORIDE	ND	0.005
M/P-XYLENE	ND	0.010
O-XYLENE	ND	0.005

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
DATA REVIEWED AND APPROVED BY:
CAL-DHS CERTIFICATE # 1555

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PROJECT: **3119 W 6th Street / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB2-20'** LAB I.D.: 180524-116

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
ACETONE	0.035	0.020
BENZENE	ND	0.005
BROMOBENZENE	ND	0.005
BROMOCHLOROMETHANE	ND	0.005
BROMODICHLOROMETHANE	ND	0.005
BROMOFORM	ND	0.005
BROMOMETHANE	ND	0.005
2-BUTANONE (MEK)	ND	0.020
N-BUTYLBENZENE	ND	0.005
SEC-BUTYLBENZENE	ND	0.005
TERT-BUTYLBENZENE	ND	0.005
CARBON DISULFIDE	ND	0.010
CARBON TETRACHLORIDE	ND	0.005
CHLOROBENZENE	ND	0.005
CHLOROETHANE	ND	0.005
CHLOROFORM	ND	0.005
CHLOROMETHANE	ND	0.005
2-CHLOROTOLUENE	ND	0.005
4-CHLOROTOLUENE	ND	0.005
DIBROMOCHLOROMETHANE	ND	0.005
1,2-DIBROMO-3-CHLOROPROPANE	ND	0.005
1,2-DIBROMOETHANE	ND	0.005
DIBROMOMETHANE	ND	0.005
1,2-DICHLOROBENZENE	ND	0.005
1,3-DICHLOROBENZENE	ND	0.005
1,4-DICHLOROBENZENE	ND	0.005
DICHLORODIFLUOROMETHANE	ND	0.005
1,1-DICHLOROETHANE	ND	0.005
1,2-DICHLOROETHANE	ND	0.005
1,1-DICHLOROETHENE	ND	0.005
CIS-1,2-DICHLOROETHENE	ND	0.005
TRANS-1,2-DICHLOROETHENE	ND	0.005
1,2-DICHLOROPROPANE	ND	0.005

----- TO BE CONTINUED ON PAGE #2 -----

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PROJECT: **3119 W 6th Street / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB2-20'** LAB I.D.: 180524-116

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
1,3-DICHLOROPROPANE	ND	0.005
2,2-DICHLOROPROPANE	ND	0.005
1,1-DICHLOROPROPENE	ND	0.005
CIS-1,3-DICHLOROPROPENE	ND	0.005
TRANS-1,3-DICHLOROPROPENE	ND	0.005
ETHYLBENZENE	ND	0.005
2-HEXANONE	ND	0.020
HEXACHLOROBUTADIENE	ND	0.005
ISOPROPYLBENZENE	ND	0.005
4-ISOPROPYLTOLUENE	ND	0.005
4-METHYL-2-PENTANONE (MIBK)	ND	0.020
METHYL tert-BUTYL ETHER (MTBE)	ND	0.005
METHYLENE CHLORIDE	ND	0.010
NAPHTHALENE	ND	0.005
N-PROPYLBENZENE	ND	0.005
STYRENE	ND	0.005
1,1,1,2-TETRACHLOROETHANE	ND	0.005
1,1,2,2-TETRACHLOROETHANE	ND	0.005
TETRACHLOROETHENE (PCE)	ND	0.005
TOLUENE	0.005	0.005
1,2,3-TRICHLOROBENZENE	ND	0.005
1,2,4-TRICHLOROBENZENE	ND	0.005
1,1,1-TRICHLOROETHANE	ND	0.005
1,1,2-TRICHLOROETHANE	ND	0.005
TRICHLOROETHENE (TCE)	ND	0.005
TRICHLOROFLUOROMETHANE	ND	0.005
1,2,3-TRICHLOROPROPANE	ND	0.005
1,2,4-TRIMETHYLBENZENE	0.007	0.005
1,3,5-TRIMETHYLBENZENE	ND	0.005
VINYL CHLORIDE	ND	0.005
M/P-XYLENE	ND	0.010
O-XYLENE	0.006	0.005

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
DATA REVIEWED AND APPROVED BY:
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PROJECT: **3119 W 6th Street / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB3-10'** LAB I.D.: 180524-117

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
ACETONE	ND	0.020
BENZENE	ND	0.005
BROMOBENZENE	ND	0.005
BROMOCHLOROMETHANE	ND	0.005
BROMODICHLOROMETHANE	ND	0.005
BROMOFORM	ND	0.005
BROMOMETHANE	ND	0.005
2-BUTANONE (MEK)	ND	0.020
N-BUTYLBENZENE	ND	0.005
SEC-BUTYLBENZENE	ND	0.005
TERT-BUTYLBENZENE	ND	0.005
CARBON DISULFIDE	ND	0.010
CARBON TETRACHLORIDE	ND	0.005
CHLOROBENZENE	ND	0.005
CHLOROETHANE	ND	0.005
CHLOROFORM	ND	0.005
CHLOROMETHANE	ND	0.005
2-CHLOROTOLUENE	ND	0.005
4-CHLOROTOLUENE	ND	0.005
DIBROMOCHLOROMETHANE	ND	0.005
1,2-DIBROMO-3-CHLOROPROPANE	ND	0.005
1,2-DIBROMOETHANE	ND	0.005
DIBROMOMETHANE	ND	0.005
1,2-DICHLOROBENZENE	ND	0.005
1,3-DICHLOROBENZENE	ND	0.005
1,4-DICHLOROBENZENE	ND	0.005
DICHLORODIFLUOROMETHANE	ND	0.005
1,1-DICHLOROETHANE	ND	0.005
1,2-DICHLOROETHANE	ND	0.005
1,1-DICHLOROETHENE	ND	0.005
CIS-1,2-DICHLOROETHENE	ND	0.005
TRANS-1,2-DICHLOROETHENE	ND	0.005
1,2-DICHLOROPROPANE	ND	0.005

----- TO BE CONTINUED ON PAGE #2 -----

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MATRIX:SOIL DATE ANALYZED:05/25/18
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SAMPLE I.D.: **AB3-10'** LAB I.D.: 180524-117

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
1,3-DICHLOROPROPANE	ND	0.005
2,2-DICHLOROPROPANE	ND	0.005
1,1-DICHLOROPROPENE	ND	0.005
CIS-1,3-DICHLOROPROPENE	ND	0.005
TRANS-1,3-DICHLOROPROPENE	ND	0.005
ETHYLBENZENE	ND	0.005
2-HEXANONE	ND	0.020
HEXACHLOROBUTADIENE	ND	0.005
ISOPROPYLBENZENE	ND	0.005
4-ISOPROPYLTOLUENE	ND	0.005
4-METHYL-2-PENTANONE (MIBK)	ND	0.020
METHYL tert-BUTYL ETHER (MTBE)	ND	0.005
METHYLENE CHLORIDE	ND	0.010
NAPHTHALENE	ND	0.005
N-PROPYLBENZENE	ND	0.005
STYRENE	ND	0.005
1,1,1,2-TETRACHLOROETHANE	ND	0.005
1,1,2,2-TETRACHLOROETHANE	ND	0.005
TETRACHLOROETHENE (PCE)	ND	0.005
TOLUENE	ND	0.005
1,2,3-TRICHLOROBENZENE	ND	0.005
1,2,4-TRICHLOROBENZENE	ND	0.005
1,1,1-TRICHLOROETHANE	ND	0.005
1,1,2-TRICHLOROETHANE	ND	0.005
TRICHLOROETHENE (TCE)	ND	0.005
TRICHLOROFLUOROMETHANE	ND	0.005
1,2,3-TRICHLOROPROPANE	ND	0.005
1,2,4-TRIMETHYLBENZENE	ND	0.005
1,3,5-TRIMETHYLBENZENE	ND	0.005
VINYL CHLORIDE	ND	0.005
M/P-XYLENE	ND	0.010
O-XYLENE	ND	0.005

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
DATA REVIEWED AND APPROVED BY:
CAL-DHS CERTIFICATE # 1555

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PROJECT: **3119 W 6th Street / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB3-20'** LAB I.D.: 180524-118

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
ACETONE	ND	0.020
BENZENE	ND	0.005
BROMOBENZENE	ND	0.005
BROMOCHLOROMETHANE	ND	0.005
BROMODICHLOROMETHANE	ND	0.005
BROMOFORM	ND	0.005
BROMOMETHANE	ND	0.005
2-BUTANONE (MEK)	ND	0.020
N-BUTYLBENZENE	ND	0.005
SEC-BUTYLBENZENE	ND	0.005
TERT-BUTYLBENZENE	ND	0.005
CARBON DISULFIDE	ND	0.010
CARBON TETRACHLORIDE	ND	0.005
CHLOROBENZENE	ND	0.005
CHLOROETHANE	ND	0.005
CHLOROFORM	ND	0.005
CHLOROMETHANE	ND	0.005
2-CHLOROTOLUENE	ND	0.005
4-CHLOROTOLUENE	ND	0.005
DIBROMOCHLOROMETHANE	ND	0.005
1,2-DIBROMO-3-CHLOROPROPANE	ND	0.005
1,2-DIBROMOETHANE	ND	0.005
DIBROMOMETHANE	ND	0.005
1,2-DICHLOROBENZENE	ND	0.005
1,3-DICHLOROBENZENE	ND	0.005
1,4-DICHLOROBENZENE	ND	0.005
DICHLORODIFLUOROMETHANE	ND	0.005
1,1-DICHLOROETHANE	ND	0.005
1,2-DICHLOROETHANE	ND	0.005
1,1-DICHLOROETHENE	ND	0.005
CIS-1,2-DICHLOROETHENE	ND	0.005
TRANS-1,2-DICHLOROETHENE	ND	0.005
1,2-DICHLOROPROPANE	ND	0.005

----- TO BE CONTINUED ON PAGE #2 -----

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SAMPLE I.D.: **AB3-20'** LAB I.D.: 180524-118

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
1,3-DICHLOROPROPANE	ND	0.005
2,2-DICHLOROPROPANE	ND	0.005
1,1-DICHLOROPROPENE	ND	0.005
CIS-1,3-DICHLOROPROPENE	ND	0.005
TRANS-1,3-DICHLOROPROPENE	ND	0.005
ETHYLBENZENE	ND	0.005
2-HEXANONE	ND	0.020
HEXACHLOROBUTADIENE	ND	0.005
ISOPROPYLBENZENE	ND	0.005
4-ISOPROPYLTOLUENE	ND	0.005
4-METHYL-2-PENTANONE (MIBK)	ND	0.020
METHYL tert-BUTYL ETHER (MTBE)	ND	0.005
METHYLENE CHLORIDE	ND	0.010
NAPHTHALENE	ND	0.005
N-PROPYLBENZENE	ND	0.005
STYRENE	ND	0.005
1,1,1,2-TETRACHLOROETHANE	ND	0.005
1,1,2,2-TETRACHLOROETHANE	ND	0.005
TETRACHLOROETHENE (PCE)	ND	0.005
TOLUENE	ND	0.005
1,2,3-TRICHLOROBENZENE	ND	0.005
1,2,4-TRICHLOROBENZENE	ND	0.005
1,1,1-TRICHLOROETHANE	ND	0.005
1,1,2-TRICHLOROETHANE	ND	0.005
TRICHLOROETHENE (TCE)	ND	0.005
TRICHLOROFLUOROMETHANE	ND	0.005
1,2,3-TRICHLOROPROPANE	ND	0.005
1,2,4-TRIMETHYLBENZENE	ND	0.005
1,3,5-TRIMETHYLBENZENE	ND	0.005
VINYL CHLORIDE	ND	0.005
M/P-XYLENE	ND	0.010
O-XYLENE	ND	0.005

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
DATA REVIEWED AND APPROVED BY:
CAL-DHS CERTIFICATE # 1555

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PROJECT: **3119 W 6th Street / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB4-10'** LAB I.D.: 180524-119

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
ACETONE	ND	0.020
BENZENE	ND	0.005
BROMOBENZENE	ND	0.005
BROMOCHLOROMETHANE	ND	0.005
BROMODICHLOROMETHANE	ND	0.005
BROMOFORM	ND	0.005
BROMOMETHANE	ND	0.005
2-BUTANONE (MEK)	ND	0.020
N-BUTYLBENZENE	ND	0.005
SEC-BUTYLBENZENE	ND	0.005
TERT-BUTYLBENZENE	ND	0.005
CARBON DISULFIDE	ND	0.010
CARBON TETRACHLORIDE	ND	0.005
CHLOROBENZENE	ND	0.005
CHLOROETHANE	ND	0.005
CHLOROFORM	ND	0.005
CHLOROMETHANE	ND	0.005
2-CHLOROTOLUENE	ND	0.005
4-CHLOROTOLUENE	ND	0.005
DIBROMOCHLOROMETHANE	ND	0.005
1,2-DIBROMO-3-CHLOROPROPANE	ND	0.005
1,2-DIBROMOETHANE	ND	0.005
DIBROMOMETHANE	ND	0.005
1,2-DICHLOROBENZENE	ND	0.005
1,3-DICHLOROBENZENE	ND	0.005
1,4-DICHLOROBENZENE	ND	0.005
DICHLORODIFLUOROMETHANE	ND	0.005
1,1-DICHLOROETHANE	ND	0.005
1,2-DICHLOROETHANE	ND	0.005
1,1-DICHLOROETHENE	ND	0.005
CIS-1,2-DICHLOROETHENE	ND	0.005
TRANS-1,2-DICHLOROETHENE	ND	0.005
1,2-DICHLOROPROPANE	ND	0.005

----- TO BE CONTINUED ON PAGE #2 -----

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SAMPLE I.D.: **AB4-10'** LAB I.D.: 180524-119

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
1,3-DICHLOROPROPANE	ND	0.005
2,2-DICHLOROPROPANE	ND	0.005
1,1-DICHLOROPROPENE	ND	0.005
CIS-1,3-DICHLOROPROPENE	ND	0.005
TRANS-1,3-DICHLOROPROPENE	ND	0.005
ETHYLBENZENE	ND	0.005
2-HEXANONE	ND	0.020
HEXACHLOROBUTADIENE	ND	0.005
ISOPROPYLBENZENE	ND	0.005
4-ISOPROPYLTOLUENE	ND	0.005
4-METHYL-2-PENTANONE (MIBK)	ND	0.020
METHYL tert-BUTYL ETHER (MTBE)	ND	0.005
METHYLENE CHLORIDE	ND	0.010
NAPHTHALENE	ND	0.005
N-PROPYLBENZENE	ND	0.005
STYRENE	ND	0.005
1,1,1,2-TETRACHLOROETHANE	ND	0.005
1,1,2,2-TETRACHLOROETHANE	ND	0.005
TETRACHLOROETHENE (PCE)	ND	0.005
TOLUENE	ND	0.005
1,2,3-TRICHLOROBENZENE	ND	0.005
1,2,4-TRICHLOROBENZENE	ND	0.005
1,1,1-TRICHLOROETHANE	ND	0.005
1,1,2-TRICHLOROETHANE	ND	0.005
TRICHLOROETHENE (TCE)	ND	0.005
TRICHLOROFLUOROMETHANE	ND	0.005
1,2,3-TRICHLOROPROPANE	ND	0.005
1,2,4-TRIMETHYLBENZENE	ND	0.005
1,3,5-TRIMETHYLBENZENE	ND	0.005
VINYL CHLORIDE	ND	0.005
M/P-XYLENE	ND	0.010
O-XYLENE	ND	0.005

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
DATA REVIEWED AND APPROVED BY:
CAL-DHS CERTIFICATE # 1555

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

LABORATORY REPORT

CUSTOMER: **Hazard Management Consulting, Inc.**
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(949)689-5165 Email:PRoberts@ardentenv.com

PROJECT: **3119 W 6th Street / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB4-20'** LAB I.D.: 180524-120

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
ACETONE	ND	0.020
BENZENE	ND	0.005
BROMOBENZENE	ND	0.005
BROMOCHLOROMETHANE	ND	0.005
BROMODICHLOROMETHANE	ND	0.005
BROMOFORM	ND	0.005
BROMOMETHANE	ND	0.005
2-BUTANONE (MEK)	ND	0.020
N-BUTYLBENZENE	ND	0.005
SEC-BUTYLBENZENE	ND	0.005
TERT-BUTYLBENZENE	ND	0.005
CARBON DISULFIDE	ND	0.010
CARBON TETRACHLORIDE	ND	0.005
CHLOROBENZENE	ND	0.005
CHLOROETHANE	ND	0.005
CHLOROFORM	ND	0.005
CHLOROMETHANE	ND	0.005
2-CHLOROTOLUENE	ND	0.005
4-CHLOROTOLUENE	ND	0.005
DIBROMOCHLOROMETHANE	ND	0.005
1,2-DIBROMO-3-CHLOROPROPANE	ND	0.005
1,2-DIBROMOETHANE	ND	0.005
DIBROMOMETHANE	ND	0.005
1,2-DICHLOROBENZENE	ND	0.005
1,3-DICHLOROBENZENE	ND	0.005
1,4-DICHLOROBENZENE	ND	0.005
DICHLORODIFLUOROMETHANE	ND	0.005
1,1-DICHLOROETHANE	ND	0.005
1,2-DICHLOROETHANE	ND	0.005
1,1-DICHLOROETHENE	ND	0.005
CIS-1,2-DICHLOROETHENE	ND	0.005
TRANS-1,2-DICHLOROETHENE	ND	0.005
1,2-DICHLOROPROPANE	ND	0.005

----- TO BE CONTINUED ON PAGE #2 -----

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LABORATORY REPORT

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PROJECT: **3119 W 6th Street / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB4-20'** LAB I.D.: 180524-120

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
1,3-DICHLOROPROPANE	ND	0.005
2,2-DICHLOROPROPANE	ND	0.005
1,1-DICHLOROPROPENE	ND	0.005
CIS-1,3-DICHLOROPROPENE	ND	0.005
TRANS-1,3-DICHLOROPROPENE	ND	0.005
ETHYLBENZENE	ND	0.005
2-HEXANONE	ND	0.020
HEXACHLOROBUTADIENE	ND	0.005
ISOPROPYLBENZENE	ND	0.005
4-ISOPROPYLTOLUENE	ND	0.005
4-METHYL-2-PENTANONE (MIBK)	ND	0.020
METHYL tert-BUTYL ETHER (MTBE)	ND	0.005
METHYLENE CHLORIDE	ND	0.010
NAPHTHALENE	ND	0.005
N-PROPYLBENZENE	ND	0.005
STYRENE	ND	0.005
1,1,1,2-TETRACHLOROETHANE	ND	0.005
1,1,2,2-TETRACHLOROETHANE	ND	0.005
TETRACHLOROETHENE (PCE)	ND	0.005
TOLUENE	ND	0.005
1,2,3-TRICHLOROBENZENE	ND	0.005
1,2,4-TRICHLOROBENZENE	ND	0.005
1,1,1-TRICHLOROETHANE	ND	0.005
1,1,2-TRICHLOROETHANE	ND	0.005
TRICHLOROETHENE (TCE)	ND	0.005
TRICHLOROFLUOROMETHANE	ND	0.005
1,2,3-TRICHLOROPROPANE	ND	0.005
1,2,4-TRIMETHYLBENZENE	ND	0.005
1,3,5-TRIMETHYLBENZENE	ND	0.005
VINYL CHLORIDE	ND	0.005
M/P-XYLENE	ND	0.010
O-XYLENE	ND	0.005

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
DATA REVIEWED AND APPROVED BY:
CAL-DHS CERTIFICATE # 1555

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MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB5-10'** LAB I.D.: 180524-121

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
ACETONE	ND	0.020
BENZENE	ND	0.005
BROMOBENZENE	ND	0.005
BROMOCHLOROMETHANE	ND	0.005
BROMODICHLOROMETHANE	ND	0.005
BROMOFORM	ND	0.005
BROMOMETHANE	ND	0.005
2-BUTANONE (MEK)	ND	0.020
N-BUTYLBENZENE	ND	0.005
SEC-BUTYLBENZENE	ND	0.005
TERT-BUTYLBENZENE	ND	0.005
CARBON DISULFIDE	ND	0.010
CARBON TETRACHLORIDE	ND	0.005
CHLOROBENZENE	ND	0.005
CHLOROETHANE	ND	0.005
CHLOROFORM	ND	0.005
CHLOROMETHANE	ND	0.005
2-CHLOROTOLUENE	ND	0.005
4-CHLOROTOLUENE	ND	0.005
DIBROMOCHLOROMETHANE	ND	0.005
1,2-DIBROMO-3-CHLOROPROPANE	ND	0.005
1,2-DIBROMOETHANE	ND	0.005
DIBROMOMETHANE	ND	0.005
1,2-DICHLOROBENZENE	ND	0.005
1,3-DICHLOROBENZENE	ND	0.005
1,4-DICHLOROBENZENE	ND	0.005
DICHLORODIFLUOROMETHANE	ND	0.005
1,1-DICHLOROETHANE	ND	0.005
1,2-DICHLOROETHANE	ND	0.005
1,1-DICHLOROETHENE	ND	0.005
CIS-1,2-DICHLOROETHENE	ND	0.005
TRANS-1,2-DICHLOROETHENE	ND	0.005
1,2-DICHLOROPROPANE	ND	0.005

----- TO BE CONTINUED ON PAGE #2 -----

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SAMPLE I.D.: **AB5-10'** LAB I.D.: 180524-121

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
1,3-DICHLOROPROPANE	ND	0.005
2,2-DICHLOROPROPANE	ND	0.005
1,1-DICHLOROPROPENE	ND	0.005
CIS-1,3-DICHLOROPROPENE	ND	0.005
TRANS-1,3-DICHLOROPROPENE	ND	0.005
ETHYLBENZENE	ND	0.005
2-HEXANONE	ND	0.020
HEXACHLOROBUTADIENE	ND	0.005
ISOPROPYLBENZENE	ND	0.005
4-ISOPROPYLTOLUENE	ND	0.005
4-METHYL-2-PENTANONE (MIBK)	ND	0.020
METHYL tert-BUTYL ETHER (MTBE)	ND	0.005
METHYLENE CHLORIDE	ND	0.010
NAPHTHALENE	ND	0.005
N-PROPYLBENZENE	ND	0.005
STYRENE	ND	0.005
1,1,1,2-TETRACHLOROETHANE	ND	0.005
1,1,2,2-TETRACHLOROETHANE	ND	0.005
TETRACHLOROETHENE (PCE)	ND	0.005
TOLUENE	ND	0.005
1,2,3-TRICHLOROBENZENE	ND	0.005
1,2,4-TRICHLOROBENZENE	ND	0.005
1,1,1-TRICHLOROETHANE	ND	0.005
1,1,2-TRICHLOROETHANE	ND	0.005
TRICHLOROETHENE (TCE)	ND	0.005
TRICHLOROFLUOROMETHANE	ND	0.005
1,2,3-TRICHLOROPROPANE	ND	0.005
1,2,4-TRIMETHYLBENZENE	ND	0.005
1,3,5-TRIMETHYLBENZENE	ND	0.005
VINYL CHLORIDE	ND	0.005
M/P-XYLENE	ND	0.010
O-XYLENE	ND	0.005

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
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PROJECT: **3119 W 6th Street / 101005002**

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SAMPLE I.D.: **AB5-20'** LAB I.D.: 180524-122

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
ACETONE	ND	0.020
BENZENE	ND	0.005
BROMOBENZENE	ND	0.005
BROMOCHLOROMETHANE	ND	0.005
BROMODICHLOROMETHANE	ND	0.005
BROMOFORM	ND	0.005
BROMOMETHANE	ND	0.005
2-BUTANONE (MEK)	ND	0.020
N-BUTYLBENZENE	ND	0.005
SEC-BUTYLBENZENE	ND	0.005
TERT-BUTYLBENZENE	ND	0.005
CARBON DISULFIDE	ND	0.010
CARBON TETRACHLORIDE	ND	0.005
CHLOROBENZENE	ND	0.005
CHLOROETHANE	ND	0.005
CHLOROFORM	ND	0.005
CHLOROMETHANE	ND	0.005
2-CHLOROTOLUENE	ND	0.005
4-CHLOROTOLUENE	ND	0.005
DIBROMOCHLOROMETHANE	ND	0.005
1,2-DIBROMO-3-CHLOROPROPANE	ND	0.005
1,2-DIBROMOETHANE	ND	0.005
DIBROMOMETHANE	ND	0.005
1,2-DICHLOROBENZENE	ND	0.005
1,3-DICHLOROBENZENE	ND	0.005
1,4-DICHLOROBENZENE	ND	0.005
DICHLORODIFLUOROMETHANE	ND	0.005
1,1-DICHLOROETHANE	ND	0.005
1,2-DICHLOROETHANE	ND	0.005
1,1-DICHLOROETHENE	ND	0.005
CIS-1,2-DICHLOROETHENE	ND	0.005
TRANS-1,2-DICHLOROETHENE	ND	0.005
1,2-DICHLOROPROPANE	ND	0.005

----- TO BE CONTINUED ON PAGE #2 -----

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MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB5-20'** LAB I.D.: 180524-122

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
1,3-DICHLOROPROPANE	ND	0.005
2,2-DICHLOROPROPANE	ND	0.005
1,1-DICHLOROPROPENE	ND	0.005
CIS-1,3-DICHLOROPROPENE	ND	0.005
TRANS-1,3-DICHLOROPROPENE	ND	0.005
ETHYLBENZENE	ND	0.005
2-HEXANONE	ND	0.020
HEXACHLOROBUTADIENE	ND	0.005
ISOPROPYLBENZENE	ND	0.005
4-ISOPROPYLTOLUENE	ND	0.005
4-METHYL-2-PENTANONE (MIBK)	ND	0.020
METHYL tert-BUTYL ETHER (MTBE)	ND	0.005
METHYLENE CHLORIDE	ND	0.010
NAPHTHALENE	ND	0.005
N-PROPYLBENZENE	ND	0.005
STYRENE	ND	0.005
1,1,1,2-TETRACHLOROETHANE	ND	0.005
1,1,2,2-TETRACHLOROETHANE	ND	0.005
TETRACHLOROETHENE (PCE)	ND	0.005
TOLUENE	ND	0.005
1,2,3-TRICHLOROBENZENE	ND	0.005
1,2,4-TRICHLOROBENZENE	ND	0.005
1,1,1-TRICHLOROETHANE	ND	0.005
1,1,2-TRICHLOROETHANE	ND	0.005
TRICHLOROETHENE (TCE)	ND	0.005
TRICHLOROFLUOROMETHANE	ND	0.005
1,2,3-TRICHLOROPROPANE	ND	0.005
1,2,4-TRIMETHYLBENZENE	ND	0.005
1,3,5-TRIMETHYLBENZENE	ND	0.005
VINYL CHLORIDE	ND	0.005
M/P-XYLENE	ND	0.010
O-XYLENE	ND	0.005

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
DATA REVIEWED AND APPROVED BY:
CAL-DHS CERTIFICATE # 1555

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MATRIX:SOIL DATE ANALYZED:05/25/18
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SAMPLE I.D.: **AB6-10'** LAB I.D.: 180524-123

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
ACETONE	ND	0.020
BENZENE	ND	0.005
BROMOBENZENE	ND	0.005
BROMOCHLOROMETHANE	ND	0.005
BROMODICHLOROMETHANE	ND	0.005
BROMOFORM	ND	0.005
BROMOMETHANE	ND	0.005
2-BUTANONE (MEK)	ND	0.020
N-BUTYLBENZENE	ND	0.005
SEC-BUTYLBENZENE	ND	0.005
TERT-BUTYLBENZENE	ND	0.005
CARBON DISULFIDE	ND	0.010
CARBON TETRACHLORIDE	ND	0.005
CHLOROBENZENE	ND	0.005
CHLOROETHANE	ND	0.005
CHLOROFORM	ND	0.005
CHLOROMETHANE	ND	0.005
2-CHLOROTOLUENE	ND	0.005
4-CHLOROTOLUENE	ND	0.005
DIBROMOCHLOROMETHANE	ND	0.005
1,2-DIBROMO-3-CHLOROPROPANE	ND	0.005
1,2-DIBROMOETHANE	ND	0.005
DIBROMOMETHANE	ND	0.005
1,2-DICHLOROBENZENE	ND	0.005
1,3-DICHLOROBENZENE	ND	0.005
1,4-DICHLOROBENZENE	ND	0.005
DICHLORODIFLUOROMETHANE	ND	0.005
1,1-DICHLOROETHANE	ND	0.005
1,2-DICHLOROETHANE	ND	0.005
1,1-DICHLOROETHENE	ND	0.005
CIS-1,2-DICHLOROETHENE	ND	0.005
TRANS-1,2-DICHLOROETHENE	ND	0.005
1,2-DICHLOROPROPANE	ND	0.005

----- TO BE CONTINUED ON PAGE #2 -----

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SAMPLE I.D.: **AB6-10'** LAB I.D.: 180524-123

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
1,3-DICHLOROPROPANE	ND	0.005
2,2-DICHLOROPROPANE	ND	0.005
1,1-DICHLOROPROPENE	ND	0.005
CIS-1,3-DICHLOROPROPENE	ND	0.005
TRANS-1,3-DICHLOROPROPENE	ND	0.005
ETHYLBENZENE	ND	0.005
2-HEXANONE	ND	0.020
HEXACHLOROBUTADIENE	ND	0.005
ISOPROPYLBENZENE	ND	0.005
4-ISOPROPYLTOLUENE	ND	0.005
4-METHYL-2-PENTANONE (MIBK)	ND	0.020
METHYL tert-BUTYL ETHER (MTBE)	ND	0.005
METHYLENE CHLORIDE	ND	0.010
NAPHTHALENE	ND	0.005
N-PROPYLBENZENE	ND	0.005
STYRENE	ND	0.005
1,1,1,2-TETRACHLOROETHANE	ND	0.005
1,1,2,2-TETRACHLOROETHANE	ND	0.005
TETRACHLOROETHENE (PCE)	ND	0.005
TOLUENE	ND	0.005
1,2,3-TRICHLOROBENZENE	ND	0.005
1,2,4-TRICHLOROBENZENE	ND	0.005
1,1,1-TRICHLOROETHANE	ND	0.005
1,1,2-TRICHLOROETHANE	ND	0.005
TRICHLOROETHENE (TCE)	ND	0.005
TRICHLOROFLUOROMETHANE	ND	0.005
1,2,3-TRICHLOROPROPANE	ND	0.005
1,2,4-TRIMETHYLBENZENE	ND	0.005
1,3,5-TRIMETHYLBENZENE	ND	0.005
VINYL CHLORIDE	ND	0.005
M/P-XYLENE	ND	0.010
O-XYLENE	ND	0.005

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
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SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: AB6-20' LAB I.D.: 180524-124

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
ACETONE	ND	0.020
BENZENE	ND	0.005
BROMOBENZENE	ND	0.005
BROMOCHLOROMETHANE	ND	0.005
BROMODICHLOROMETHANE	ND	0.005
BROMOFORM	ND	0.005
BROMOMETHANE	ND	0.005
2-BUTANONE (MEK)	ND	0.020
N-BUTYLBENZENE	ND	0.005
SEC-BUTYLBENZENE	ND	0.005
TERT-BUTYLBENZENE	ND	0.005
CARBON DISULFIDE	ND	0.010
CARBON TETRACHLORIDE	ND	0.005
CHLOROBENZENE	ND	0.005
CHLOROETHANE	ND	0.005
CHLOROFORM	ND	0.005
CHLOROMETHANE	ND	0.005
2-CHLOROTOLUENE	ND	0.005
4-CHLOROTOLUENE	ND	0.005
DIBROMOCHLOROMETHANE	ND	0.005
1,2-DIBROMO-3-CHLOROPROPANE	ND	0.005
1,2-DIBROMOETHANE	ND	0.005
DIBROMOMETHANE	ND	0.005
1,2-DICHLOROBENZENE	ND	0.005
1,3-DICHLOROBENZENE	ND	0.005
1,4-DICHLOROBENZENE	ND	0.005
DICHLORODIFLUOROMETHANE	ND	0.005
1,1-DICHLOROETHANE	ND	0.005
1,2-DICHLOROETHANE	ND	0.005
1,1-DICHLOROETHENE	ND	0.005
CIS-1,2-DICHLOROETHENE	ND	0.005
TRANS-1,2-DICHLOROETHENE	ND	0.005
1,2-DICHLOROPROPANE	ND	0.005

----- TO BE CONTINUED ON PAGE #2 -----

DATA REVIEWED AND APPROVED BY: _____

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

LABORATORY REPORT

CUSTOMER: **Hazard Management Consulting, Inc.**
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(949)689-5165 Email:PRoberts@ardentenv.com

PROJECT: **3119 W 6th Street / 101005002**

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

SAMPLE I.D.: **AB6-20'** LAB I.D.: 180524-124

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
1,3-DICHLOROPROPANE	ND	0.005
2,2-DICHLOROPROPANE	ND	0.005
1,1-DICHLOROPROPENE	ND	0.005
CIS-1,3-DICHLOROPROPENE	ND	0.005
TRANS-1,3-DICHLOROPROPENE	ND	0.005
ETHYLBENZENE	ND	0.005
2-HEXANONE	ND	0.020
HEXACHLOROBUTADIENE	ND	0.005
ISOPROPYLBENZENE	ND	0.005
4-ISOPROPYLTOLUENE	ND	0.005
4-METHYL-2-PENTANONE (MIBK)	ND	0.020
METHYL tert-BUTYL ETHER (MTBE)	ND	0.005
METHYLENE CHLORIDE	ND	0.010
NAPHTHALENE	ND	0.005
N-PROPYLBENZENE	ND	0.005
STYRENE	ND	0.005
1,1,1,2-TETRACHLOROETHANE	ND	0.005
1,1,2,2-TETRACHLOROETHANE	ND	0.005
TETRACHLOROETHENE (PCE)	ND	0.005
TOLUENE	ND	0.005
1,2,3-TRICHLOROBENZENE	ND	0.005
1,2,4-TRICHLOROBENZENE	ND	0.005
1,1,1-TRICHLOROETHANE	ND	0.005
1,1,2-TRICHLOROETHANE	ND	0.005
TRICHLOROETHENE (TCE)	ND	0.005
TRICHLOROFLUOROMETHANE	ND	0.005
1,2,3-TRICHLOROPROPANE	ND	0.005
1,2,4-TRIMETHYLBENZENE	ND	0.005
1,3,5-TRIMETHYLBENZENE	ND	0.005
VINYL CHLORIDE	ND	0.005
M/P-XYLENE	ND	0.010
O-XYLENE	ND	0.005

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
DATA REVIEWED AND APPROVED BY:
CAL-DHS CERTIFICATE # 1555

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

METHOD BLANK REPORT

CUSTOMER: Hazard Management Consulting, Inc.
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(949)689-5165 Email:PRoberts@ardentenv.com

PROJECT: 3119 W 6th Street / 101005002

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

METHOD BLANK REPORT FOR LAB I.D.: 180524-113 THROUGH -124

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 1 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
ACETONE	ND	0.020
BENZENE	ND	0.005
BROMOBENZENE	ND	0.005
BROMOCHLOROMETHANE	ND	0.005
BROMODICHLOROMETHANE	ND	0.005
BROMOFORM	ND	0.005
BROMOMETHANE	ND	0.005
2-BUTANONE (MEK)	ND	0.020
N-BUTYLBENZENE	ND	0.005
SEC-BUTYLBENZENE	ND	0.005
TERT-BUTYLBENZENE	ND	0.005
CARBON DISULFIDE	ND	0.010
CARBON TETRACHLORIDE	ND	0.005
CHLOROBENZENE	ND	0.005
CHLOROETHANE	ND	0.005
CHLOROFORM	ND	0.005
CHLOROMETHANE	ND	0.005
2-CHLOROTOLUENE	ND	0.005
4-CHLOROTOLUENE	ND	0.005
DIBROMOCHLOROMETHANE	ND	0.005
1,2-DIBROMO-3-CHLOROPROPANE	ND	0.005
1,2-DIBROMOETHANE	ND	0.005
DIBROMOMETHANE	ND	0.005
1,2-DICHLOROBENZENE	ND	0.005
1,3-DICHLOROBENZENE	ND	0.005
1,4-DICHLOROBENZENE	ND	0.005
DICHLORODIFLUOROMETHANE	ND	0.005
1,1-DICHLOROETHANE	ND	0.005
1,2-DICHLOROETHANE	ND	0.005
1,1-DICHLOROETHENE	ND	0.005
CIS-1,2-DICHLOROETHENE	ND	0.005
TRANS-1,2-DICHLOROETHENE	ND	0.005
1,2-DICHLOROPROPANE	ND	0.005

----- TO BE CONTINUED ON PAGE #2 -----

DATA REVIEWED AND APPROVED BY: _____

Enviro – Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909) 590-5905 Fax (909) 590-5907

METHOD BLANK REPORT

CUSTOMER: Hazard Management Consulting, Inc.
211 W. Avenida Cordoba, Suite 200, San Clemente, CA 92672
Tel(949)689-5165 Email:PRoberts@ardentenv.com

PROJECT: 3119 W 6th Street / 101005002

SAMPLING DATE:05/23/18 DATE RECEIVED:05/24/18
MATRIX:SOIL DATE ANALYZED:05/25/18
REPORTED TO:MR. PAUL ROBERTS DATE REPORTED:05/31/18

METHOD BLANK REPORT FOR LAB I.D.: 180524-113 THROUGH -124

ANALYSIS: VOLATILE ORGANICS, EPA METHOD 5030B/8260B, PAGE 2 OF 2
UNIT: mg/Kg = MILLIGRAM PER KILOGRAM = PPM

PARAMETER	SAMPLE RESULT	PQL X1
1,3-DICHLOROPROPANE	ND	0.005
2,2-DICHLOROPROPANE	ND	0.005
1,1-DICHLOROPROPENE	ND	0.005
CIS-1,3-DICHLOROPROPENE	ND	0.005
TRANS-1,3-DICHLOROPROPENE	ND	0.005
ETHYLBENZENE	ND	0.005
2-HEXANONE	ND	0.020
HEXACHLOROBUTADIENE	ND	0.005
ISOPROPYLBENZENE	ND	0.005
4-ISOPROPYLTOLUENE	ND	0.005
4-METHYL-2-PENTANONE (MIBK)	ND	0.020
METHYL tert-BUTYL ETHER (MTBE)	ND	0.005
METHYLENE CHLORIDE	ND	0.010
NAPHTHALENE	ND	0.005
N-PROPYLBENZENE	ND	0.005
STYRENE	ND	0.005
1,1,1,2-TETRACHLOROETHANE	ND	0.005
1,1,2,2-TETRACHLOROETHANE	ND	0.005
TETRACHLOROETHENE (PCE)	ND	0.005
TOLUENE	ND	0.005
1,2,3-TRICHLOROBENZENE	ND	0.005
1,2,4-TRICHLOROBENZENE	ND	0.005
1,1,1-TRICHLOROETHANE	ND	0.005
1,1,2-TRICHLOROETHANE	ND	0.005
TRICHLOROETHENE (TCE)	ND	0.005
TRICHLOROFLUOROMETHANE	ND	0.005
1,2,3-TRICHLOROPROPANE	ND	0.005
1,2,4-TRIMETHYLBENZENE	ND	0.005
1,3,5-TRIMETHYLBENZENE	ND	0.005
VINYL CHLORIDE	ND	0.005
M/P-XYLENE	ND	0.010
O-XYLENE	ND	0.005

COMMENTS PQL = PRACTICAL QUANTITATION LIMIT
ND = NON-DETECTED OR BELOW THE PQL
DATA REVIEWED AND APPROVED BY:
CAL-DHS CERTIFICATE # 1555

Enviro-Chem, Inc.
1214 E. Lexington Avenue, Pomona, CA 91766 Tel (909)590-5905 Fax (909)590-5907

8260B QA/QC Report

Date Analyzed: 5/25/2018 **Matrix:** Solid/Soil/Liquid
Machine: C **Unit:** mg/Kg (PPM)

Matrix Spike (MS)/Matrix Spike Duplicate (MSD)
Spiked Sample Lab I.D.: 180525-11 MS/MSD

Analyte	S.R.	spk conc	MS	%RC	MSD	%RC	%RPD	ACP %RC	ACP RPD
Benzene	0	0.050	0.045	90%	0.040	80%	10%	75-125	0-20
Chlorobenzene	0	0.050	0.055	110%	0.050	100%	10%	75-125	0-20
1,1-Dichloroethene	0	0.050	0.039	78%	0.040	80%	2%	75-125	0-20
Toluene	0	0.050	0.045	90%	0.040	79%	11%	75-125	0-20
Trichloroethene (TCE)	0	0.050	0.047	94%	0.040	81%	13%	75-125	0-20

Lab Control Spike (LCS):

Analyte	spk conc	LCS	%RC	ACP %RC
Benzene	0.050	0.046	92%	75-125
Chlorobenzene	0.050	0.055	110%	75-125
Chloroform	0.050	0.051	102%	75-125
1,1-Dichlorothene	0.050	0.043	86%	75-125
Ethylbenzene	0.050	0.050	100%	75-125
o-Xylene	0.050	0.053	106%	75-125
m,p-Xylene	0.100	0.103	103%	75-125
Toluene	0.050	0.046	92%	75-125
1,1,1-Trichloroethane	0.050	0.042	84%	75-125
Trichloroethene (TCE)	0.050	0.049	98%	75-125

Surrogate Recovery	spk conc	ACP %RC	MB %RC	%RC	%RC	%RC	%RC	%RC	%RC
Sample I.D.			M-BLK	180524-113	180524-114	180524-115	180524-116	180524-117	180524-118
Dibromofluoromethane	50.0	70-130	99%	106%	107%	104%	107%	108%	106%
Toluene-d8	50.0	70-130	98%	96%	92%	98%	98%	98%	98%
4-Bromofluorobenzene	50.0	70-130	108%	109%	105%	102%	107%	110%	107%

Surrogate Recovery	spk conc	ACP %RC	%RC	%RC	%RC	%RC	%RC	%RC	%RC
Sample I.D.			180524-119	180524-120	180524-121	180524-122	180524-123	180524-124	180525-11
Dibromofluoromethane	50.0	70-130	119%	106%	118%	106%	120%	109%	118%
Toluene-d8	50.0	70-130	113%	97%	111%	98%	99%	99%	111%
4-Bromofluorobenzene	50.0	70-130	109%	108%	106%	109%	105%	106%	105%

Surrogate Recovery	spk conc	ACP %RC	%RC	%RC	%RC	%RC	%RC	%RC	%RC
Sample I.D.			180525-12	180525-13					
Dibromofluoromethane	50.0	70-130	109%	121%					
Toluene-d8	50.0	70-130	98%	111%					
4-Bromofluorobenzene	50.0	70-130	105%	104%					

** = Surrogate fail due to matrix interference; LCS, MS, MSD are in control therefore the analysis is in control.*
S.R. = Sample Results *%RC = Percent Recovery*
spk conc = Spike Concentration *ACP %RC = Accepted Percent Recovery*
MS = Matrix Spike *MSD = Matrix Spike Duplicate*

Analyzed/Reviewed By: _____

Final Reviewer: _____

Enviro-Chem, Inc. Laboratories
1214 E. Lexington Avenue,
Pomona, CA 91766
Tel: (909) 590-5905 Fax: (909) 590-5907
CA-DHS ELAP CERTIFICATE #1555

Turnaround Time
0 Same Day
0 24 Hours
0 48 Hours
0 72 Hours
0 ~~1 Week (Standard)~~
Other:

Misc./PO# C6-C12, C13-C22, C23-C40

SAMPLE ID	LAB ID	SAMPLING DATE	SAMPLING TIME	MATRIX	No. OF CONTAINERS	TEMPERATURE	PRESERVATION	TPHd 6-40 8015m / TPHd 22 minus 8260B / 6010/7420			COMMENTS
								Analysis Required			
AB1-10'	1805413	5-23-18	9:33	Soil	1			x	x	x	
AB1-20'	-114		9:55								
AB2-10'	-115		11:20								
AB2-20'	-116		11:30								
AB3-10'	-117		12:24								
AB3-20'	-118		12:52								
AB4-10'	-119		14:00								
AB4-20'	-120		14:06								
AB5-10'	-121		15:10								
AB5-20'	-122		15:18								
AB6-10'	-123		13:16								
AB6-20'	-124		13:23								

Company Name: Hazard Management Consulting, Inc
Address: 211 W Avenida Cordoba Suite 200
City/State/Zip: San Clemente / CA / 92672

Project Contact: Joe Anderson
Paul Roberts
Tel: 1-951-732 5334
Fax/Email: Janderson@arsenteam.com

Sampler's Signature: Joe Anderson
Project Name/ID: 314 W 6th Street
10100503

Relinquished by:	Received by:	Date & Time: 052415 1115	Instructions for Sample Storage After Analysis:
Relinquished by:	Received by:	Date & Time: 052415 1420	O Dispose of O Return to Client O Store (30 Days)
Relinquished by:	Received by:	Date & Time:	O Other:

CHAIN OF CUSTODY RECORD

Date: 5-23-18

WHITE WITH SAMPLE • YELLOW TO CLIENT

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

04 June 2018

Jonathan Anderson
Ardent Enviromental Group, Inc.
1827 Capital St., Suite 103
Corona, CA 92880

RE: Hazard Management - 3119 West 6th Street

Enclosed are the results of analyses for samples received by the laboratory on 05/25/18 12:40. If you have any questions concerning this report, please feel free to contact me.

Sincerely,

Mike Jaroudi
Project Manager

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 11:14

ANALYTICAL REPORT FOR SAMPLES

Sample ID	Laboratory ID	Matrix	Date Sampled	Date Received
SS1	T181748-01	Air	05/23/18 14:47	05/25/18 12:40
SS2	T181748-02	Air	05/23/18 14:55	05/25/18 12:40

SunStar Laboratories, Inc.

The results in this report apply to the samples analyzed in accordance with the chain of custody document. This analytical report must be reproduced in its entirety.

Mike Jaroudi, Project Manager

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 11:14

DETECTIONS SUMMARY

Sample ID: SS1 **Laboratory ID:** T181748-01

Analyte	Result	Reporting Limit	Units	Method	Notes
Acetone	**0.26**	0.012	ug/l Air	TO-15	
Carbon Disulfide	**0.017**	0.0032	ug/l Air	TO-15	
Isopropyl alcohol	**0.16**	0.013	ug/l Air	TO-15	
Heptane	**0.0044**	0.0042	ug/l Air	TO-15	
Tetrachloroethene	**0.014**	0.0069	ug/l Air	TO-15	
Trichloroethene	**0.038**	0.0055	ug/l Air	TO-15	
Benzene	**0.0070**	0.0033	ug/l Air	TO-15	
Toluene	**0.0066**	0.0038	ug/l Air	TO-15	

Sample ID: SS2 **Laboratory ID:** T181748-02

Analyte	Result	Reporting Limit	Units	Method	Notes
Acetone	**0.13**	0.012	ug/l Air	TO-15	
Carbon Disulfide	**0.0033**	0.0032	ug/l Air	TO-15	
Isopropyl alcohol	**0.10**	0.013	ug/l Air	TO-15	
Heptane	**0.0044**	0.0042	ug/l Air	TO-15	
Tetrachloroethene	**0.042**	0.0069	ug/l Air	TO-15	
Trichloroethene	**0.28**	0.0055	ug/l Air	TO-15	
Benzene	**0.0073**	0.0033	ug/l Air	TO-15	
Toluene	**0.0073**	0.0038	ug/l Air	TO-15	

SunStar Laboratories, Inc.

The results in this report apply to the samples analyzed in accordance with the chain of custody document. This analytical report must be reproduced in its entirety.

Mike Jaroudi, Project Manager

SunStar Laboratories, Inc.
Providing Quality Analytical Services Nationwide

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Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 11:14

SS1

T181748-01 (Air)

SunStar Laboratories, Inc.

TO-15

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Acetone	**0.26**	0.012	ug/l Air	1.76	8052911	05/29/18	05/31/18	TO-15	
1,3-Butadiene	ND	0.0045	"	"	"	"	"	"	
Carbon Disulfide	**0.017**	0.0032	"	"	"	"	"	"	
1,1,2-trichloro-1,2,2-trifluoroethane (CFC 113)	ND	0.0077	"	"	"	"	"	"	
Isopropyl alcohol	**0.16**	0.013	"	"	"	"	"	"	
Bromodichloromethane	ND	0.0068	"	"	"	"	"	"	
Bromoform	ND	0.011	"	"	"	"	"	"	
Bromomethane	ND	0.0040	"	"	"	"	"	"	
Carbon tetrachloride	ND	0.0064	"	"	"	"	"	"	
Chlorobenzene	ND	0.0047	"	"	"	"	"	"	
Chloroethane	ND	0.0027	"	"	"	"	"	"	
Chloroform	ND	0.0050	"	"	"	"	"	"	
Chloromethane	ND	0.011	"	"	"	"	"	"	
Cyclohexane	ND	0.0035	"	"	"	"	"	"	
Heptane	**0.0044**	0.0042	"	"	"	"	"	"	
Hexane	ND	0.0036	"	"	"	"	"	"	
Dibromochloromethane	ND	0.0087	"	"	"	"	"	"	
1,2-Dibromoethane (EDB)	ND	0.0078	"	"	"	"	"	"	
1,2-Dichlorobenzene	ND	0.0061	"	"	"	"	"	"	
1,3-Dichlorobenzene	ND	0.0061	"	"	"	"	"	"	
1,4-Dichlorobenzene	ND	0.0061	"	"	"	"	"	"	
Dichlorodifluoromethane	ND	0.0050	"	"	"	"	"	"	
1,1-Dichloroethane	ND	0.0041	"	"	"	"	"	"	
1,2-Dichloroethane	ND	0.0041	"	"	"	"	"	"	
1,1-Dichloroethene	ND	0.0040	"	"	"	"	"	"	
cis-1,2-Dichloroethene	ND	0.0040	"	"	"	"	"	"	
trans-1,2-Dichloroethene	ND	0.0040	"	"	"	"	"	"	
1,2-Dichloropropane	ND	0.0047	"	"	"	"	"	"	
cis-1,3-Dichloropropene	ND	0.0046	"	"	"	"	"	"	
trans-1,3-Dichloropropene	ND	0.0046	"	"	"	"	"	"	
4-Ethyltoluene	ND	0.0050	"	"	"	"	"	"	

SunStar Laboratories, Inc.

The results in this report apply to the samples analyzed in accordance with the chain of custody document. This analytical report must be reproduced in its entirety.

Mike Jaroudi, Project Manager

SunStar Laboratories, Inc.
Providing Quality Analytical Services Nationwide

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 11:14

SS1

T181748-01 (Air)

SunStar Laboratories, Inc.

TO-15

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Methylene chloride	ND	0.0035	ug/l Air	1.76	8052911	05/29/18	05/31/18	TO-15	
Styrene	ND	0.0043	"	"	"	"	"	"	
1,1,2,2-Tetrachloroethane	ND	0.0070	"	"	"	"	"	"	
Tetrahydrofuran	ND	0.0030	"	"	"	"	"	"	
Tetrachloroethene	**0.014**	0.0069	"	"	"	"	"	"	
1,1,2-Trichloroethane	ND	0.0056	"	"	"	"	"	"	
1,1,1-Trichloroethane	ND	0.0056	"	"	"	"	"	"	
Trichloroethene	**0.038**	0.0055	"	"	"	"	"	"	
Trichlorofluoromethane	ND	0.0057	"	"	"	"	"	"	
1,3,5-Trimethylbenzene	ND	0.0050	"	"	"	"	"	"	
1,2,4-Trimethylbenzene	ND	0.0050	"	"	"	"	"	"	
Vinyl acetate	ND	0.0036	"	"	"	"	"	"	
Vinyl chloride	ND	0.0026	"	"	"	"	"	"	
1,4-Dioxane	ND	0.018	"	"	"	"	"	"	
2-Butanone (MEK)	ND	0.015	"	"	"	"	"	"	
Methyl isobutyl ketone	ND	0.042	"	"	"	"	"	"	
Benzene	**0.0070**	0.0033	"	"	"	"	"	"	
Toluene	**0.0066**	0.0038	"	"	"	"	"	"	
Ethylbenzene	ND	0.0044	"	"	"	"	"	"	
m,p-Xylene	ND	0.0088	"	"	"	"	"	"	
o-Xylene	ND	0.0044	"	"	"	"	"	"	
Surrogate: 4-Bromofluorobenzene		*109 %*		*40-160*	"	"	"	"	

SunStar Laboratories, Inc.

The results in this report apply to the samples analyzed in accordance with the chain of custody document. This analytical report must be reproduced in its entirety.

Mike Jaroudi, Project Manager

SunStar Laboratories, Inc.
Providing Quality Analytical Services Nationwide

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 11:14

SS2

T181748-02 (Air)

SunStar Laboratories, Inc.

TO-15

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Acetone	**0.13**	0.012	ug/l Air	1.83	8052911	05/29/18	05/31/18	TO-15	
1,3-Butadiene	ND	0.0045	"	"	"	"	"	"	
Carbon Disulfide	**0.0033**	0.0032	"	"	"	"	"	"	
1,1,2-trichloro-1,2,2-trifluoroethane (CFC 113)	ND	0.0077	"	"	"	"	"	"	
Isopropyl alcohol	**0.10**	0.013	"	"	"	"	"	"	
Bromodichloromethane	ND	0.0068	"	"	"	"	"	"	
Bromoform	ND	0.011	"	"	"	"	"	"	
Bromomethane	ND	0.0040	"	"	"	"	"	"	
Carbon tetrachloride	ND	0.0064	"	"	"	"	"	"	
Chlorobenzene	ND	0.0047	"	"	"	"	"	"	
Chloroethane	ND	0.0027	"	"	"	"	"	"	
Chloroform	ND	0.0050	"	"	"	"	"	"	
Chloromethane	ND	0.011	"	"	"	"	"	"	
Cyclohexane	ND	0.0035	"	"	"	"	"	"	
Heptane	**0.0044**	0.0042	"	"	"	"	"	"	
Hexane	ND	0.0036	"	"	"	"	"	"	
Dibromochloromethane	ND	0.0087	"	"	"	"	"	"	
1,2-Dibromoethane (EDB)	ND	0.0078	"	"	"	"	"	"	
1,2-Dichlorobenzene	ND	0.0061	"	"	"	"	"	"	
1,3-Dichlorobenzene	ND	0.0061	"	"	"	"	"	"	
1,4-Dichlorobenzene	ND	0.0061	"	"	"	"	"	"	
Dichlorodifluoromethane	ND	0.0050	"	"	"	"	"	"	
1,1-Dichloroethane	ND	0.0041	"	"	"	"	"	"	
1,2-Dichloroethane	ND	0.0041	"	"	"	"	"	"	
1,1-Dichloroethene	ND	0.0040	"	"	"	"	"	"	
cis-1,2-Dichloroethene	ND	0.0040	"	"	"	"	"	"	
trans-1,2-Dichloroethene	ND	0.0040	"	"	"	"	"	"	
1,2-Dichloropropane	ND	0.0047	"	"	"	"	"	"	
cis-1,3-Dichloropropene	ND	0.0046	"	"	"	"	"	"	
trans-1,3-Dichloropropene	ND	0.0046	"	"	"	"	"	"	
4-Ethyltoluene	ND	0.0050	"	"	"	"	"	"	
Methylene chloride	ND	0.0035	"	"	"	"	"	"	

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Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 11:14

SS2

T181748-02 (Air)

SunStar Laboratories, Inc.

TO-15

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Styrene	ND	0.0043	ug/l Air	1.83	8052911	05/29/18	05/31/18	TO-15	
1,1,2,2-Tetrachloroethane	ND	0.0070	"	"	"	"	"	"	
Tetrahydrofuran	ND	0.0030	"	"	"	"	"	"	
Tetrachloroethene	**0.042**	0.0069	"	"	"	"	"	"	
1,1,2-Trichloroethane	ND	0.0056	"	"	"	"	"	"	
1,1,1-Trichloroethane	ND	0.0056	"	"	"	"	"	"	
Trichloroethene	**0.28**	0.0055	"	"	"	"	"	"	
Trichlorofluoromethane	ND	0.0057	"	"	"	"	"	"	
1,3,5-Trimethylbenzene	ND	0.0050	"	"	"	"	"	"	
1,2,4-Trimethylbenzene	ND	0.0050	"	"	"	"	"	"	
Vinyl acetate	ND	0.0036	"	"	"	"	"	"	
Vinyl chloride	ND	0.0026	"	"	"	"	"	"	
1,4-Dioxane	ND	0.018	"	"	"	"	"	"	
2-Butanone (MEK)	ND	0.015	"	"	"	"	"	"	
Methyl isobutyl ketone	ND	0.042	"	"	"	"	"	"	
Benzene	**0.0073**	0.0033	"	"	"	"	"	"	
Toluene	**0.0073**	0.0038	"	"	"	"	"	"	
Ethylbenzene	ND	0.0044	"	"	"	"	"	"	
m,p-Xylene	ND	0.0088	"	"	"	"	"	"	
o-Xylene	ND	0.0044	"	"	"	"	"	"	
Surrogate: 4-Bromofluorobenzene		*101 %*		*40-160*	"	"	"	"	

SunStar Laboratories, Inc.

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Mike Jaroudi, Project Manager

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Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 11:14

TO-15 - Quality Control

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 8052911 - Canister Analysis										
Blank (8052911-BLK1)				Prepared: 05/29/18 Analyzed: 05/31/18						
Acetone	ND	0.012	ug/l Air							
1,3-Butadiene	ND	0.0045	"							
Carbon Disulfide	ND	0.0032	"							
1,1,2-trichloro-1,2,2-trifluoroethane (CFC 113)	ND	0.0077	"							
Isopropyl alcohol	ND	0.013	"							
Bromodichloromethane	ND	0.0068	"							
Bromoform	ND	0.011	"							
Bromomethane	ND	0.0040	"							
Carbon tetrachloride	ND	0.0064	"							
Chlorobenzene	ND	0.0047	"							
Chloroethane	ND	0.0027	"							
Chloroform	ND	0.0050	"							
Chloromethane	ND	0.011	"							
Cyclohexane	ND	0.0035	"							
Heptane	ND	0.0042	"							
Hexane	ND	0.0036	"							
Dibromochloromethane	ND	0.0087	"							
1,2-Dibromoethane (EDB)	ND	0.0078	"							
1,2-Dichlorobenzene	ND	0.0061	"							
1,3-Dichlorobenzene	ND	0.0061	"							
1,4-Dichlorobenzene	ND	0.0061	"							
Dichlorodifluoromethane	ND	0.0050	"							
1,1-Dichloroethane	ND	0.0041	"							
1,2-Dichloroethane	ND	0.0041	"							
1,1-Dichloroethene	ND	0.0040	"							
cis-1,2-Dichloroethene	ND	0.0040	"							
trans-1,2-Dichloroethene	ND	0.0040	"							
1,2-Dichloropropane	ND	0.0047	"							
cis-1,3-Dichloropropene	ND	0.0046	"							
trans-1,3-Dichloropropene	ND	0.0046	"							
4-Ethyltoluene	ND	0.0050	"							
Methylene chloride	ND	0.0035	"							
Styrene	ND	0.0043	"							
1,1,2,2-Tetrachloroethane	ND	0.0070	"							
Tetrahydrofuran	ND	0.0030	"							

SunStar Laboratories, Inc.

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Mike Jaroudi, Project Manager

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Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 11:14

TO-15 - Quality Control

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 8052911 - Canister Analysis										
Blank (8052911-BLK1)				Prepared: 05/29/18 Analyzed: 05/31/18						
Tetrachloroethene	ND	0.0069	ug/l Air							
1,1,2-Trichloroethane	ND	0.0056	"							
1,1,1-Trichloroethane	ND	0.0056	"							
Trichloroethene	ND	0.0055	"							
Trichlorofluoromethane	ND	0.0057	"							
1,3,5-Trimethylbenzene	ND	0.0050	"							
1,2,4-Trimethylbenzene	ND	0.0050	"							
Vinyl acetate	ND	0.0036	"							
Vinyl chloride	ND	0.0026	"							
1,4-Dioxane	ND	0.018	"							
2-Butanone (MEK)	ND	0.015	"							
Methyl isobutyl ketone	ND	0.042	"							
Benzene	ND	0.0033	"							
Toluene	ND	0.0038	"							
Ethylbenzene	ND	0.0044	"							
m,p-Xylene	ND	0.0088	"							
o-Xylene	ND	0.0044	"							
Surrogate: 4-Bromofluorobenzene	*0.0468*		*"*	*0.0453*		*103*	*40-160*			
Duplicate (8052911-DUP1)			**Source: T181748-01**	Prepared: 05/29/18 Analyzed: 05/31/18						
Acetone	0.256	0.012	ug/l Air		0.256			0.349	30	
1,3-Butadiene	ND	0.0045	"		ND				30	
Carbon Disulfide	0.0168	0.0032	"		0.0167			0.995	30	
1,1,2-trichloro-1,2,2-trifluoroethane (CFC 113)	ND	0.0077	"		ND				30	
Isopropyl alcohol	0.160	0.013	"		0.160			0.0550	30	
Bromodichloromethane	ND	0.0068	"		ND				30	
Bromoform	ND	0.011	"		ND				30	
Bromomethane	ND	0.0040	"		ND				30	
Carbon tetrachloride	ND	0.0064	"		ND				30	
Chlorobenzene	ND	0.0047	"		ND				30	
Chloroethane	ND	0.0027	"		ND				30	
Chloroform	ND	0.0050	"		ND				30	
Chloromethane	ND	0.011	"		ND				30	
Cyclohexane	ND	0.0035	"		ND				30	
Heptane	0.00330	0.0042	"		0.00440			28.6	30	

SunStar Laboratories, Inc.

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Mike Jaroudi, Project Manager

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Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 11:14

TO-15 - Quality Control

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 8052911 - Canister Analysis										
Duplicate (8052911-DUP1)		**Source: T181748-01**		Prepared: 05/29/18 Analyzed: 05/31/18						
Hexane	ND	0.0036	ug/l Air		ND				30	
Dibromochloromethane	ND	0.0087	"		ND				30	
1,2-Dibromoethane (EDB)	ND	0.0078	"		ND				30	
1,2-Dichlorobenzene	ND	0.0061	"		ND				30	
1,3-Dichlorobenzene	ND	0.0061	"		ND				30	
1,4-Dichlorobenzene	ND	0.0061	"		ND				30	
Dichlorodifluoromethane	ND	0.0050	"		ND				30	
1,1-Dichloroethane	ND	0.0041	"		ND				30	
1,2-Dichloroethane	ND	0.0041	"		ND				30	
1,1-Dichloroethene	ND	0.0040	"		ND				30	
cis-1,2-Dichloroethene	ND	0.0040	"		ND				30	
trans-1,2-Dichloroethene	ND	0.0040	"		ND				30	
1,2-Dichloropropane	ND	0.0047	"		ND				30	
cis-1,3-Dichloropropene	ND	0.0046	"		ND				30	
trans-1,3-Dichloropropene	ND	0.0046	"		ND				30	
4-Ethyltoluene	ND	0.0050	"		ND				30	
Methylene chloride	ND	0.0035	"		ND				30	
Styrene	ND	0.0043	"		0.00229				30	
1,1,2,2-Tetrachloroethane	ND	0.0070	"		ND				30	
Tetrahydrofuran	ND	0.0030	"		ND				30	
Tetrachloroethene	0.0123	0.0069	"		0.0137			11.2	30	
1,1,2-Trichloroethane	ND	0.0056	"		ND				30	
1,1,1-Trichloroethane	ND	0.0056	"		ND				30	
Trichloroethene	0.0325	0.0055	"		0.0379			15.3	30	
Trichlorofluoromethane	ND	0.0057	"		ND				30	
1,3,5-Trimethylbenzene	ND	0.0050	"		ND				30	
1,2,4-Trimethylbenzene	0.00167	0.0050	"		0.00202			19.0	30	
Vinyl acetate	ND	0.0036	"		ND				30	
Vinyl chloride	ND	0.0026	"		ND				30	
1,4-Dioxane	ND	0.018	"		ND				30	
2-Butanone (MEK)	ND	0.015	"		ND				30	
Methyl isobutyl ketone	ND	0.042	"		ND				30	
Benzene	0.00692	0.0033	"		0.00698			0.823	30	
Toluene	0.00641	0.0038	"		0.00661			3.11	30	
Ethylbenzene	ND	0.0044	"		ND				30	
m,p-Xylene	0.00645	0.0088	"		0.00731			12.4	30	

SunStar Laboratories, Inc.

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SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

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Ardent Enviromental Group, Inc.	Project: Hazard Management - 3119 West 6th Street	
1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 11:14

TO-15 - Quality Control

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 8052911 - Canister Analysis										
Duplicate (8052911-DUP1)		**Source: T181748-01**		Prepared: 05/29/18 Analyzed: 05/31/18						
o-Xylene	0.00218	0.0044	ug/l Air		0.00264			19.4	30	
Surrogate: 4-Bromofluorobenzene	*0.0474*		*"*	*0.0453*		*105*	*40-160*			

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1827 Capital St., Suite 103	Project Number: 101005001	**Reported:**
Corona CA, 92880	Project Manager: Jonathan Anderson	06/04/18 11:14

Notes and Definitions

DET	Analyte DETECTED
ND	Analyte NOT DETECTED at or above the reporting limit
NR	Not Reported
dry	Sample results reported on a dry weight basis
RPD	Relative Percent Difference

SunStar Laboratories, Inc.

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Mike Jaroudi, Project Manager

AIR LABORATORY

Chain of Custody Record

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE
25712 Commercentre Drive, Lake Forest, CA 92630
949-297-5020

Client: HAZARD MANAGEMENT CONSULTING INC.
Address: 211 W AVENIDA CORDOBA, SUITE -
Phone: 951-736-5339 Fax:
Project Manager: JON ANDERSON / PAUL ROBERTS

Date: 5-23-2018 Page: 1 Of 1
Project Name: 3119 West 6th Street
Collector: JON ANDERSON Client Project #: 10100500 1-
Batch #: T181748 EDF #:

Sample ID	Date Sampled	Start Time	Finish Time	Sample Type : Soil Gas / Indoor Air	Container Type: Summa Can / Tedlar	Initial Pressure	Final Pressure	TO-3	TO-14	TO-15	8015m Methane	8015m Gasoline	Fixed Gases by TCD		Summa Can # / Comments	Laboratory ID #
SS 1	5-23-18	14:47	14:55	SG	Summa	-30	-5			X					SSAT-0389	01
SS 2	"	14:55	15:03	"	"	-30	-5			"					SSAT-0217	02

Relinquished by: (signature) Date / Time
Received by: (signature) Date / Time 5-25-18 1042
Relinquished by: (signature) Date / Time 5-25-18 1240
Received by: (signature) Date / Time 5-25-18 12:40
Relinquished by: (signature) Date / Time
Received by: (signature) Date / Time

Total # of containers 2
Chain of Custody seals Y/N/NA
Seals intact? Y/N/NA
Received good condition/cold

Turn around time: STD

Notes

* TO-15 SIM analysis available upon prior notification. **(Precertified Summa cans needed)**

COCAL 165721

SunStar Laboratories Inc.
25712 Commercentre Dr.
Lake Forest, CA 92630

(949)297-5020
(949)297-5027 fax
(530)304-5525 Bill Hannell

Form F-LP0005-1.2

Effective Date: 01/01/2017

T181748

* PLEASE DO ***NOT*** WRITE ON OR PLACE LABELS ON SUMMA CANS

SunStar Laboratories

Celebrating 20 Years!

Canister Data Sheet

Client: ARDENT_JON_5-10-18_12+2

Shipping Information				Sampling Information					
Canister Serial #		CHECK Date	Pressure (-30 +/- 2 psia)	Sample ID	Sample Date	Initial Pressure	Final Pressure	Sample Start Time	Sample Finish Time
SSAT:	0353	5/4/2018	-30	AB5-5	5/24/18	-28	-5	12:21	12:27
SSAT:	0737	5/4/2018	-30	AB4-5	5/24/18	-28	-5	12:12	12:18
SSAT:	0221	5/3/2018	-30						
SSAT:	0793	5/3/2018	-30	AB3-5	5/24/18	-28	-5	12:04	12:10
SSAT:	0217	5/4/2018	-30	SS2	5-23-18	-30	-5	14:56	15:03
SSAT:	0490	5/4/2018	-30	AB2-5	5/24/18	-27	-5	11:56	12:02
SSAT:	0355	5/4/2018	-30	AB1-5	5/24/18	-25	-5	11:42	11:48
SSAT:	0388	5/4/2018	-30	SS1	5-23-18	-30	-5	14:47	14:53
SSAT:	0756	5/4/2018	-30	AB6-5	5/24/18	-27	-5	12:24	12:27
SSAT:	0090	5/4/2018	-30						
SSAT:	0448	5/9/2018	30	NITROGEN FILLED					
SSAT:	0741	5/9/2018	30	NITROGEN FILLED					
SSAT:	2104	5/9/2018	N/A	MANIFOLD (150)					
SSAT:	2097	5/9/2018	N/A	MANIFOLD (150)					

SunStar Laboratories — Celebrating 20 Years!

SAMPLE RECEIVING REVIEW SHEET

Batch/Work Order #: T181748

Client Name: Ardent Environmental

Project: Hazard Management - 3119 West 6th Street

Delivered by: ☐ **Client** ☒ **SunStar Courier** ☐ **GSO** ☐ **FedEx** ☐ **Other**

If Courier, Received by: Dan

Date/Time Courier Received: 5-25-18 10:42

Lab Received by: Sunny

Date/Time Lab Received: 5-25-18 12:40

Total number of coolers received: 0

Temperature:	Cooler #1 -	°C +/- the CF (- 0.2°C)	= -	°C corrected temperature
Temperature:	Cooler #2	°C +/- the CF (- 0.2°C)	=	°C corrected temperature
Temperature:	Cooler #3	°C +/- the CF (- 0.2°C)	=	°C corrected temperature

Temperature criteria = ≤ 6°C (no frozen containers)	Within criteria?	☐**Yes** ☐**No**
If NO:		
Samples received on ice?	☐Yes	☐**No → Complete Non-Conformance Sheet**
If on ice, samples received same day collected?	☐Yes → Acceptable	☐**No → Complete Non-Conformance Sheet**

Custody seals intact on cooler/sample	☐Yes	☐No*	☒N/A
Sample containers intact	☒Yes	☐No*	
Sample labels match Chain of Custody IDs	☒Yes	☐No*	
Total number of containers received match COC	☒Yes	☐No*	
Proper containers received for analyses requested on COC	☒Yes	☐No*	
Proper preservative indicated on COC/containers for analyses requested	☐Yes	☐No*	☒N/A
Complete shipment received in good condition with correct temperatures, containers, labels, volumes preservatives and within method specified holding times	☒ **Yes**	☐**No***	

* Complete Non-Conformance Receiving Sheet if checked

Cooler/Sample Review - Initials and date:

Comments:

(949) 297-5020 ■ www.sunstarlabs.com ■ 25712 Commercentre Drive ■ Lake Forest, CA 92630

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T181748

Project Name: 3119 WEST 6TH STREET (101005001)					KATHERINE
Company: ARDENT					
Name: JON ANDERSON					
Item		**Quantity**		**Unit**	
2 oz Jars 24/CS					
4 oz Jars 24/CS					
8 oz Jars 12/CS					
40 ml unpreserved VOAs 100/box					
40 ml HCL-preserved VOAs 72/box					
250 ml Poly 24/CS					
1 Liter Poly 12/CS					
500 ml Poly 16/CS					
500 ml Amber Bottle Wide 12/CS					
1 Liter Amber Bottle 12/CS					
1 Gallon Poly 4/box					
5035 kits:(2)Sodium Bisulfate VOAs 72/box					
	(1) Methanol VOA 72/box				
	(1)Syringe 50/pack				
Lock-N-Load Handle 1/pack					
Tedlar Bags 10/pack					
Sub Slab Insert w/ washer & N/F					
Soil Gas SS 16" Drop Tubes					
Gas Extraction Fittings					
Soil Gas Filters					
		# Sent	**Used**	**Unused**	**Unreturned**
Batch Certified Summa Canisters	400cc				
	1L	2-NITRO		1-NITRO	
	3L				
	6L				
Individually Certified Summa Canisters	400cc				
	1L	12	2	2	
	3L				
	6L				
150/63 Manifolds, Var. Sampler, etc. Calibrated Correctly - Gauge Reads at 0					X
Manifolds: Inst. Sampler, Variable Sampler		2-MANIFOLDS (150) CHARGE FOR 1			
Swagelok Fittings: Nuts/Ferrules, Ts		NONE REQUESTED			
Cooler (Sm, Med, Lrg) Number & Quantity					
Other: Poly Tube, Valves,Silicon Tape, etc,					
Prepared By: DFLYNN		Date: 5/10/18			
Reviewed By:		Date:			

949-297-5020
www.SunStarLabs.com
25712 Commercentre Dr, Lake Forest CA 92630

Asset Check-In Receipt

SunStar Laboratories Inc.

T181748

Check-In Date: 5/25/2018

User Name: Marteski, Dan

Asset Tag	Asset Type	Serial No	Location	Customer No.	Customer Name
0090 - unused	1000cc: 1000cc Summa	0090	Sunstar Labs, Tustin Air Lab	Ardent-Jon	Jon Anderson
0217	1000cc: 1000cc Summa	0217	Sunstar Labs, Tustin Air Lab	Ardent-Jon	Jon Anderson
0388	1000cc: 1000cc Summa	0388	Sunstar Labs, Lake Forest Air Lab	Ardent-Jon	Jon Anderson
0448 - N - unused	1000cc: 1000cc Summa	0448	Sunstar Labs, Tustin Air Lab	Ardent-Jon	Jon Anderson
0848 - unused	1000cc: 1000cc Summa	0848	Sunstar Labs, SunStar Labs - South	Ardent-Jon	Jon Anderson
2104	Chameleon-150: Chameleon 150 Manifold	2104	Sunstar Labs, SunStar Labs - South	Ardent-Jon	Jon Anderson

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

WORK ORDER

T181748

Client: **Ardent Enviromental Group, Inc.** **Project Manager:** **Mike Jaroudi**
Project: **Hazard Management - 3119 West 6th Street** **Project Number:** **101005001**

Report To:
Ardent Enviromental Group, Inc.
Jonathan Anderson
1827 Capital St., Suite 103
Corona, CA 92880

Date Due:	06/04/18 17:00 (5 day TAT)		
Received By:	Dan Marteski	Date Received:	05/25/18 12:40
Logged In By:	Sunny Lounethone	Date Logged In:	05/25/18 13:31

Samples Received at:

Custody Seals	No	Received On Ice	No
Containers Intact	Yes		
COC/Labels Agree	Yes		
Preservation Confirı	No		

Analysis	Due	TAT	Expires	Comments
T181748-01 SS1 [Air] Sampled 05/23/18 14:47 (GMT-08:00) Pacific Time (US &				
TO-15	06/04/18 15:00	5	06/22/18 14:47	
T181748-02 SS2 [Air] Sampled 05/23/18 14:55 (GMT-08:00) Pacific Time (US &				
TO-15	06/04/18 15:00	5	06/22/18 14:55	

Reviewed By Date

APPENDIX D

CERTIFICATE OF COMPLIANCE FOR METHANE TEST DATA

FORM 1 - CERTIFICATE OF COMPLIANCE FOR METHANE TEST DATA

Part 1: Certification Sheet

Site Address: 3119 WEST 6TH STREET, LOS ANGELES

Legal Description: Tract: 5077 Lot: 004 Block: 033

Building Use: PROPOSED COMMERCIAL/RES. DENTAL

Architect's, Engineer's or Geologist's Stamp:

PROFESSIONAL GEOLOGIST
PAUL A. ROBERTS
No. 6897
Exp. 06-20
STATE OF CALIFORNIA

Name of Architect, Engineer, or Geologist:
PAUL ROBERTS

Mailing Address:
1827 CAPITAL STREET, SUITE 103
CORONA, CALIFORNIA, 92880

Telephone: 951-736-5334

Name of Testing Laboratory:
NA

City Test Lab License #:

Telephone:

I hereby certify that I have tested the above site for the purpose of methane mitigation and that all procedures were conducted by a City of Los Angeles licensed testing agency in conformity with the requirements of the LADBS Information Bulletin P/BC 2014-101. Where the inspection and testing of all or part of the work above is delegated, full responsibility shall be assumed by the architect, engineer or geologist whose signature is affixed thereon.

Signed: Paul Roberts date 6-14-18

Required Data:

- Project is in the (Methane Zone) or (Methane Buffer Zone).
- Depth of ground water observed during testing: 0 feet below the Impervious Membrane.
- Depth of Historical High Ground Water Table Elevation*: 0 feet below the Impervious Membrane.
- Design Methane Concentration**: 1,000,000 parts per million in volume (ppmv).
- Design Methane Pressure***: 0.0 inches of water column.
- Site Design Level: (Level I, Level II, Level III, Level IV, Level V) with 0.0 inches of water column.

De-watering:

- De-watering (is) (is not) required per Section 7104.3.7.
- Pump discharge rate TBD cubic feet per minute per reference geology or soil report: _____ dated _____.

Additional Investigation:

- Additional investigation (was) (was not) conducted.

Latest Grading on Site:

- Date of last grading on site (was) (was not) more than 30 days before Site Testing.
- See Attached explanation of the effect on soil gas survey results by grading operations.

Notes:

* Historical High Ground Water Table Elevation shall mean the highest recorded elevation of ground water table based on historical records and field investigations as determined by the engineer for the methane mitigation system.

** Design Methane Concentration shall mean the highest recorded measured methane concentration from either Shallow Soil Gas Test or any Gas Probe Set on the site.

*** Design Methane Pressure shall mean the highest total pressure measured from any Gas Probe Set on the site.

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. For efficient handling of information internally and in the internet, conversion to this new format of code related and administrative information bulletins including MGD and RGA that were previously issued will allow flexibility and timely distribution of information to the public.

FORM 1 (CONTINUED) - CERTIFICATE OF COMPLIANCE FOR METHANE TEST DATA

Part 2: Test Data - Shallow Soil Gas Test and Gas Probe Test

Site Address: 3119 W. 6TH ST, LOS ANGELES

Description of Gas Analysis Instrument(s):

Instrument Name and Model: LANDTECH GEM 2000 Instrument Accuracy: ± 0.1 ppmv.

City of Los Angeles Testing License #:

Date	Time	Probe Set #	Concentration (ppmv)	Pressure (inches water column)	Probe Depth (feet)	Description / Probe Location
5/23/18	10:00	AB1-5	0	0.0	5	
5/23/18	10:03	AB1-10	4,000	0.0	10	
5/23/18	10:05	AB1-20	382,000	0.0	20	
5/23/18	11:15	AB2-5	74,000	0.0	5	
5/23/18	11:17	AB2-10	73,600	0.0	10	
5/23/18	11:19	AB2-20	1,800,000	0.0	20	
5/23/18	12:30	AB3-5	2,000	0.0	5	
5/23/18	12:33	AB3-10	5,000	0.0	10	
5/23/18	12:35	AB3-20	615,000	0.0	20	
5/23/18	14:22	AB4-5	2,000	0.0	5	
5/23/18	14:25	AB4-10	2,000	0.0	10	
5/23/18	14:28	AB4-20	49,000	0.0	20	
5/23/18	13:35	AB5-5	1,000	0.0	5	
5/23/18	13:37	AB5-10	0	0.0	10	
5/23/18	13:38	AB5-20	0	0.0	20	
5/23/18	15:35	AB6-5	0	0.0	5	
5/23/18	15:37	AB6-10	0	0.0	10	
5/23/18	15:40	AB6-20	0	0.0	20	

TABLE 1 - DATA COLLECTION EQUIPMENT

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. For efficient handling of information internally and in the internet, conversion to this new format of code related and administrative information bulletins including MGD and RGA that were previously issued will allow flexibility and timely distribution of information to the public.

FORM 1 (CONTINUED) - CERTIFICATE OF COMPLIANCE FOR METHANE TEST DATA

Part 2: Test Data - Shallow Soil Gas Test and Gas Probe Test

Site Address: 3119 W. 6TH ST. LOS ANGELES

Description of Gas Analysis Instrument(s):

Instrument Name and Model: LANDTECH GEM2000 Instrument Accuracy: ± 0.1 ppmv.

City of Los Angeles Testing License #:

Date	Time	Probe Set #	Concentration (ppmv)	Pressure (inches water column)	Probe Depth (feet)	Description / Probe Location
5/24/18	14:30	AB1-5	10,000	0.0	5	
5/24/18	14:33	AB1-10	106,000	0.0	10	
5/24/18	14:35	AB1-20	1,000,000	0.0	20	
5/24/18	14:16	AB2-5	0	0.0	5	
5/24/18	14:21	AB2-10	175,000	0.0	10	
5/24/18	14:23	AB2-20	534,000	0.0	20	
5/24/18	14:41	AB3-5	7,000	0.0	5	
5/24/18	14:43	AB3-10	59,000	0.0	10	
5/24/18	14:46	AB3-20	680,000	0.0	20	
5/24/18	14:52	AB4-5	3,000	0.0	5	
5/24/18	14:55	AB4-10	2,000	0.0	10	
5/24/18	14:57	AB4-20	103,000	0.0	20	
5/24/18	15:03	AB5-5	1,000	0.0	5	
5/24/18	15:07	AB5-10	1,000	0.0	10	
5/24/18	15:10	AB5-20	1,000	0.0	20	
5/24/18	15:45	AB6-5	0	0.0	5	
5/24/18	15:48	AB6-10	0	0.0	10	
5/24/18	15:51	AB6-20	0	0.0	20	

TABLE 1 - DATA COLLECTION EQUIPMENT

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. For efficient handling of information internally and in the internet, conversion to this new format of code related and administrative information bulletins including MGD and RGA that were previously issued will allow flexibility and timely distribution of information to the public.

APPENDIX E

HUMAN HEALTH RISK EVALUATION CALCULATIONS

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: 1,2,4-Trimethylbenzene

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
2.40E+04	5.7E-04	1.4E+01	NA	4.4E-01

DATA ENTRY SHEET

Reset to Defaults

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
95636	2.40E+04			1,2,4-Trimethylbenzene

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	152	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vandose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.68	0.375	0.054	5

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW=> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

DATA ENTRY SHEET

Scenario: Commercial
Chemical: 1,3,5-Trimethylbenzene

Results Summary				
Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
8.50E+03	5.7E-04	4.8E+00	NA	2.7E-02

MESSAGE: Risk and/or hazard quotient is based on route-to-route extrapolation.

Reset to Defaults

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
108678	8.50E+03			1,3,5-Trimethylbenzene

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	152	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vandose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW=> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: Acetone

DATA ENTRY SHEET

Reset to Defaults

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
2.20E+03	7.4E-04	1.6E+00	NA	1.2E-05

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
67641	2.20E+03			Acetone

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	152	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vandose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW=> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: Benzene

DATA ENTRY SHEET

Results Summary				
Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
4.00E+04	6.9E-04	2.7E+01	6.5E-05	2.1E+00

Reset to Defaults

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
71432	4.00E+04			Benzene

MESSAGE: See VLOOKUP table comments on chemical properties and/or toxicity criteria for this chemical.

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	152	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vandose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW=> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: Carbon disulfide

DATA ENTRY SHEET

Reset to Defaults

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
1.50E+02	7.4E-04	1.1E-01	NA	3.6E-05

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
75150	1.50E+02			Carbon disulfide

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	152	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vadose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW=> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: Cyclohexane

DATA ENTRY SHEET

Reset to Defaults

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
3.70E+03	6.5E-04	2.4E+00	NA	9.2E-05

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
110827	3.70E+03			Cyclohexane

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	152	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vandose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW=> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: Ethylbenzene

DATA ENTRY SHEET

Reset to Defaults

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
7.80E+04	6.1E-04	4.7E+01	9.6E-06	1.1E-02

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
100414	7.80E+04			Ethylbenzene

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	152	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vadose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW=> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: Hexane

DATA ENTRY SHEET

Reset to Defaults

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
1.60E+05	6.3E-04	1.0E+02	NA	3.3E-02

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
110543	1.60E+05			Hexane

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	152	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vadose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW=> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: m-Xylene

DATA ENTRY SHEET

Reset to Defaults

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
1.20E+05	6.0E-04	7.3E+01	NA	1.7E-01

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
108383	1.20E+05			m-Xylene

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	152	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vadose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW=> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: o-Xylene

DATA ENTRY SHEET

Reset to Defaults

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
5.90E+04	6.1E-04	3.6E+01	NA	8.2E-02

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
95476	5.90E+04			o-Xylene

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	152	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vadose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW=> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: Tetrachloroethylene

DATA ENTRY SHEET

Reset to Defaults

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
1.20E+01	5.1E-04	6.1E-03	3.0E-09	4.0E-05

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
127184	1.20E+01			Tetrachloroethylene

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	152	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vandose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.68	0.375	0.054	5

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW=> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: p-Xylene

DATA ENTRY SHEET

Reset to Defaults

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
5.90E+04	6.0E-04	3.5E+01	NA	8.1E-02

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
106423	5.90E+04			p-Xylene

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	152	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vandose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.68	0.375	0.054	5

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW=> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: Styrene

DATA ENTRY SHEET

Reset to Defaults

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
9.60E+01	6.2E-04	5.9E-02	NA	1.5E-05

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
100425	9.60E+01			Styrene

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	152	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vandose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW=> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: Trichloroethylene

DATA ENTRY SHEET

Reset to Defaults

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
2.80E+02	6.1E-04	1.7E-01	5.7E-08	1.9E-02

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
79016	2.80E+02			Trichloroethylene

MESSAGE: See VLOOKUP table comments on chemical properties and/or toxicity criteria for this chemical.

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	152	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vandose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW=> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: Toluene

DATA ENTRY SHEET

Reset to Defaults

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
1.70E+05	6.4E-04	1.1E+02	NA	8.3E-02

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
108883	1.70E+05			Toluene

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	152	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vandose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW=> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: Acetone

DATA ENTRY SHEET

Reset to Defaults

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
67641	2.60E+02			Acetone

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	15.24	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vadose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

If source-building separation < 40 cm, Qsoil term not used, and attenuation factor = 0.05 (see INTRO - Soil Gas tab)

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW-> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
2.60E+02	5.0E-02	1.3E+01	NA	9.6E-05

MESSAGE: Default attenuation factor = 0.05 if source-building separation (Ls) < 40 cm.

USEPA SG-SCREEN
Version 2.0, 04/2003

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Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

DATA ENTRY SHEET

Scenario: Commercial
Chemical: Benzene

Results Summary				
Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
7.30E+00	5.0E-02	3.7E-01	8.6E-07	2.8E-02

MESSAGE: Default attenuation factor = 0.05 if source-building separation (Ls) < 40 cm.

Reset to Defaults

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
71432	7.30E+00			Benzene

MESSAGE: See VLOOKUP table comments on chemical properties and/or toxicity criteria for this chemical.

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	15.24	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vadose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

If source-building separation < 40 cm, Qsoil term not used, and attenuation factor = 0.05 (see INTRO - Soil Gas tab)

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW-> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: Carbon disulfide

DATA ENTRY SHEET

Reset to Defaults

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
1.70E+01	5.0E-02	8.5E-01	NA	2.8E-04

MESSAGE: Default attenuation factor = 0.05 if source-building separation (Ls) < 40 cm.

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
75150	1.70E+01			Carbon disulfide

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	15.24	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vandose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

If source-building separation < 40 cm, Qsoil term not used, and attenuation factor = 0.05 (see INTRO - Soil Gas tab)

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW-> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
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DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: Tetrachloroethylene

DATA ENTRY SHEET

Reset to Defaults

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
4.20E+01	5.0E-02	2.1E+00	1.0E-06	1.4E-02

MESSAGE: Default attenuation factor = 0.05 if source-building separation (Ls) < 40 cm.

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
127184	4.20E+01			Tetrachloroethylene

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	15.24	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vadose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

If source-building separation < 40 cm, Qsoil term not used, and attenuation factor = 0.05 (see INTRO - Soil Gas tab)

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW-> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
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December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

DATA ENTRY SHEET

Scenario: Commercial
Chemical: Trichloroethylene

Results Summary				
Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
2.80E+02	5.0E-02	1.4E+01	4.7E-06	1.6E+00

MESSAGE: Default attenuation factor = 0.05 if source-building separation (Ls) < 40 cm.

Reset to Defaults

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
79016	2.80E+02			Trichloroethylene

MESSAGE: See VLOOKUP table comments on chemical properties and/or toxicity criteria for this chemical.

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	15.24	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vandose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

If source-building separation < 40 cm, Qsoil term not used, and attenuation factor = 0.05 (see INTRO - Soil Gas tab)

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW-> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

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Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: Toluene

DATA ENTRY SHEET

Reset to Defaults

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
108883	7.30E+00			Toluene

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	15.24	24	S		

MORE ↓

Lookup Soil Parameters

ENTER Vadose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

If source-building separation < 40 cm, Qsoil term not used, and attenuation factor = 0.05 (see INTRO - Soil Gas tab)

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW-> Commercial	70	25	25	250	8 (NEW)	1 (NEW)

END

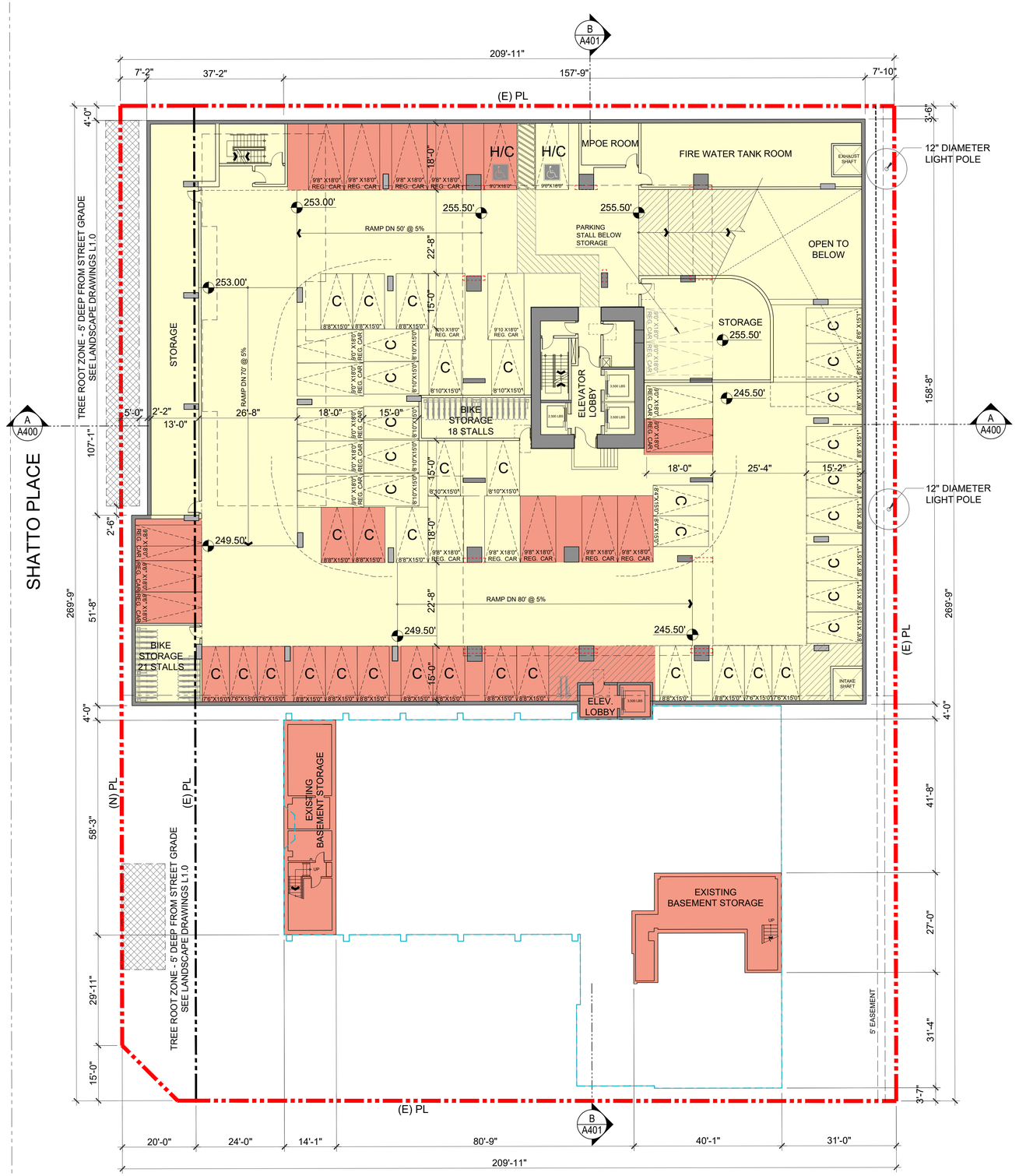
Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
7.30E+00	5.0E-02	3.7E-01	NA	2.8E-04

MESSAGE: Default attenuation factor = 0.05 if source-building separation (Ls) < 40 cm.

APPENDIX F

PROPOSED REDEVELOPMENT PLANS



P1 - 39 RESIDENTIAL STALLS
- 28 COMPACT CARS
- 10 STANDARD STALLS
- 1 H/C STALL

P1 - 26 COMMERCIAL STALLS
- 12 COMPACT CARS
- 13 STANDARD STALLS
- 1 H/C STALL

Commercial/Commercial Parking Area
Residential Parking/Common Area

North

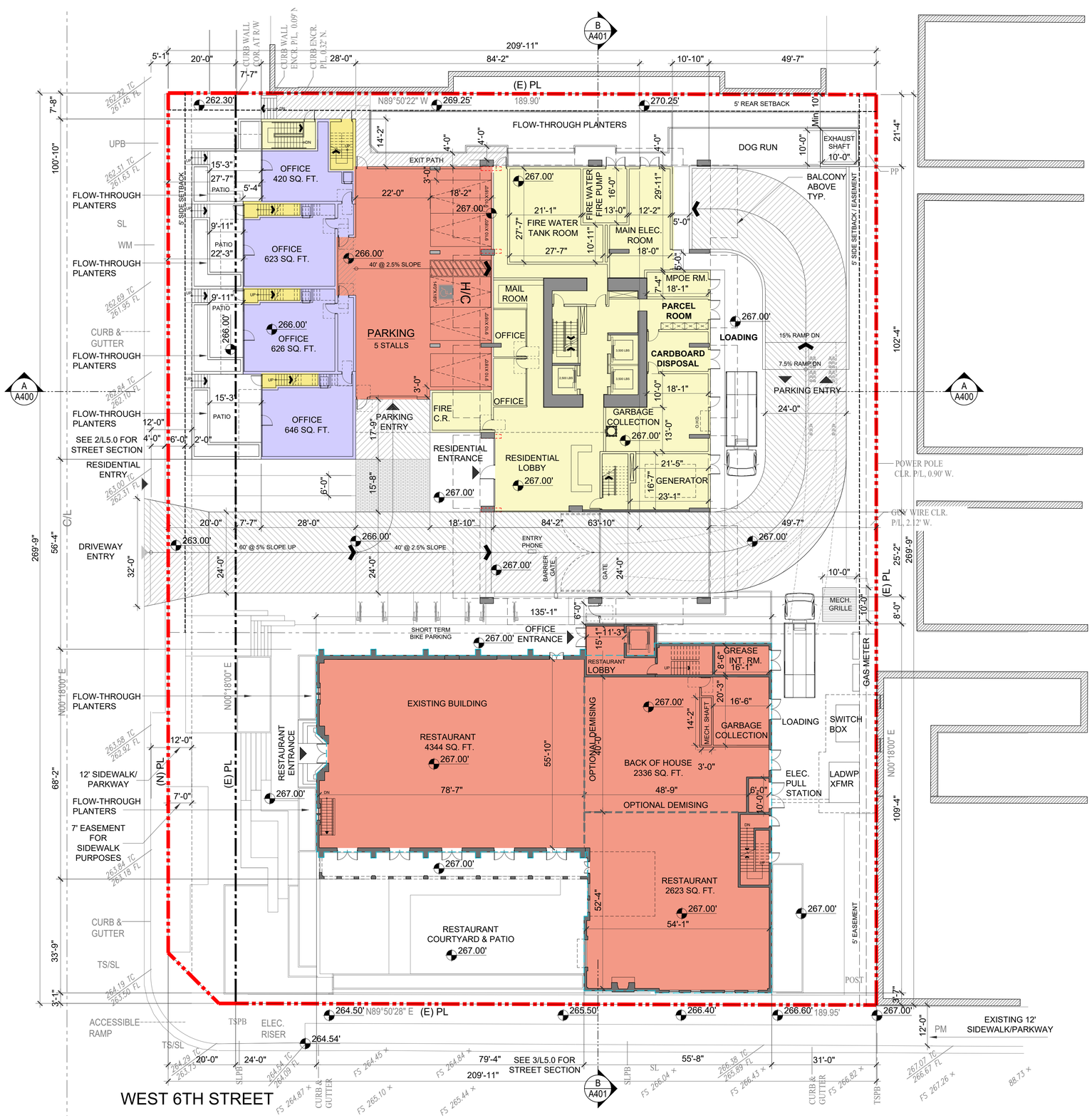
Parking P1 Plan

Scale 1/16" = 1'-0"

STREET DESIGNATION - LOCAL STREET -STANDARD

(PUBLIC STREET)

SHATTO PLACE



Commercial Areas

Residential Common Areas

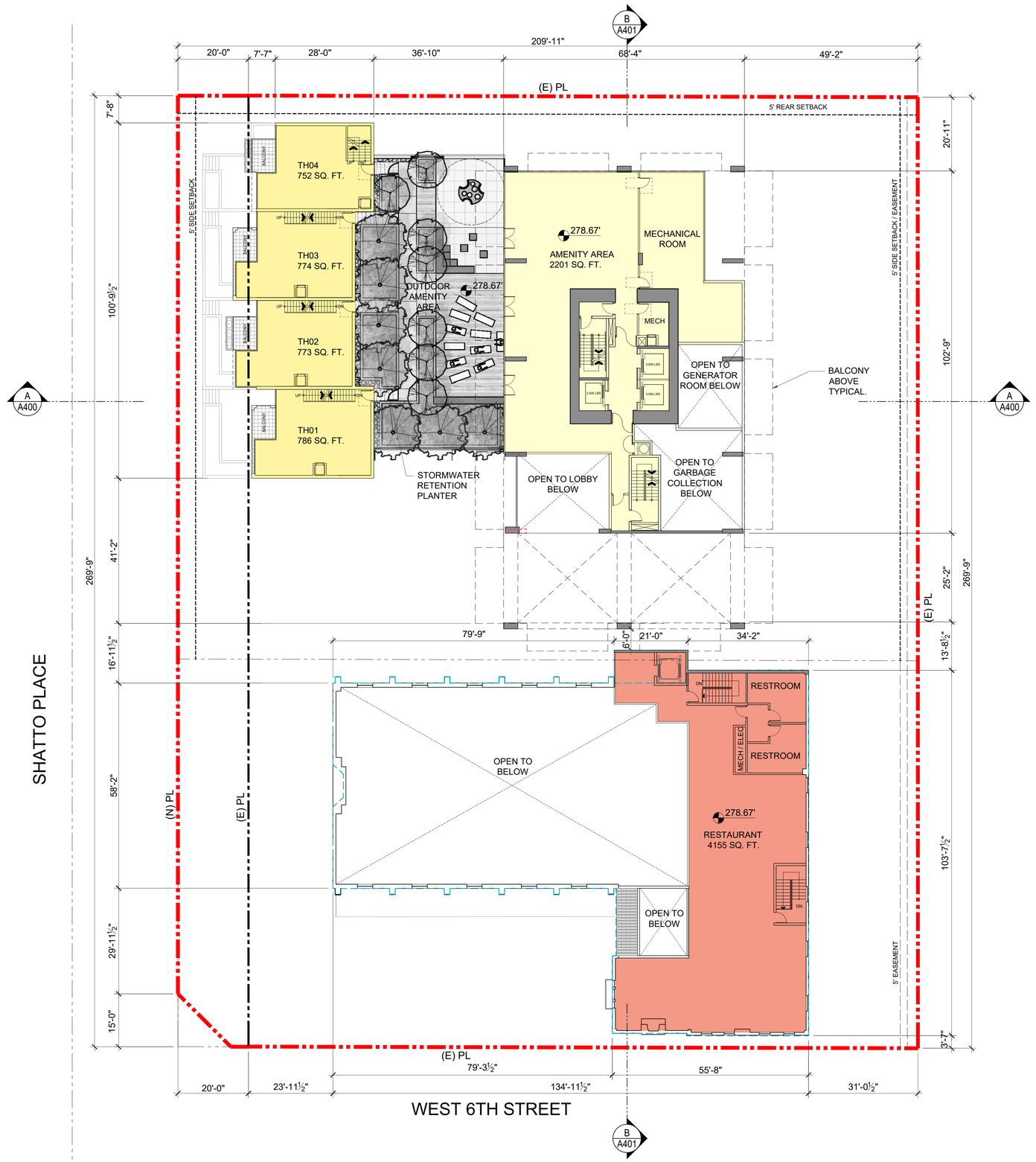
Residential Areas

Office Areas

North

Ground Floor Plan

Scale 1/16" = 1'-0"



Commercial Areas
Residential Parking /Common Areas
Residential Areas
Office Areas

North

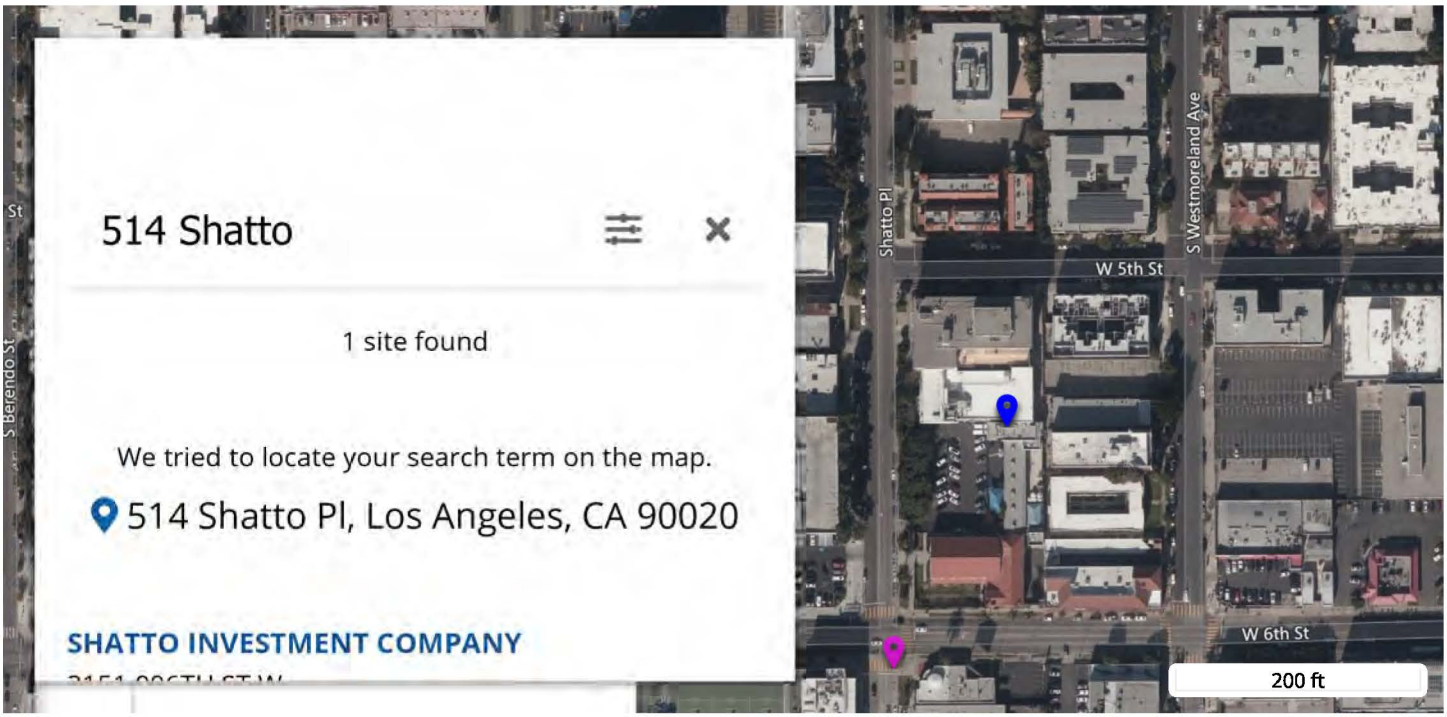
L2 Floor Plan
Scale 1/16" = 1'-0"

APPENDIX H

OTHER SUPPORTING DOCUMENTATION

About

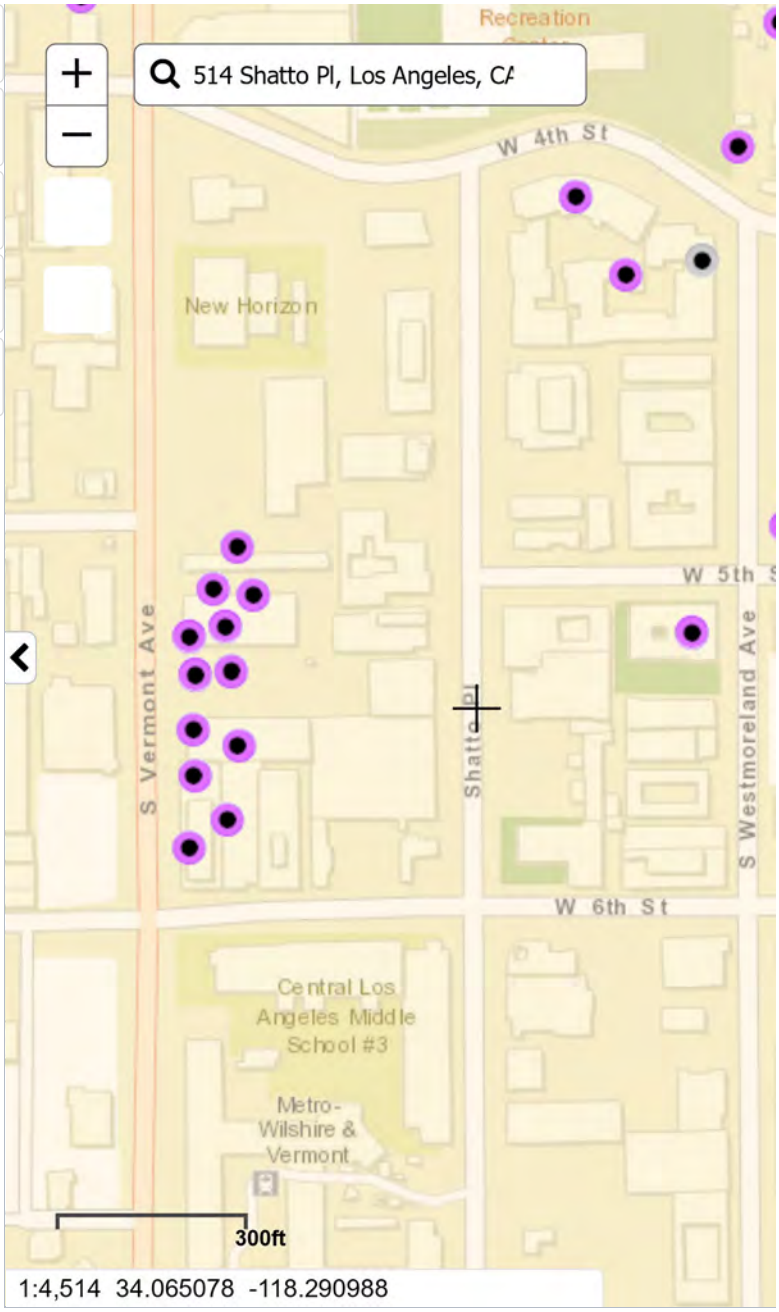
CalEPA Regulated Site Portal



Well Finder
DOGGR GIS

More Info | Help | ©

- Well Status and Well Type Filter
- Search
- ✱ Zoom to Field
- Measurement
- Layers



514 SHATTO PLACE

±27,843 SF OFFICE INVESTMENT/OWNER-USER OPPORTUNITY
OPPORTUNITY ZONE | KOREATOWN | LOS ANGELES

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MGO Realty Advisors

Newmark Knight Frank

Newmark of Southern California, Inc., a California corporation doing business as Newmark Knight Frank (the "Agent") has been engaged as the exclusive sales representative for the sale of 514 Shatto Place, Los Angeles, CA 90020 (the "Property") by American Federation of State, County and Municipal Employees or 'Ownership' (the "Seller"). The Property is being offered for sale in an "as-is, where-is" condition, and the Seller and the Agent make no representations or warranties as to the accuracy of the information contained in this Offering Memorandum. The enclosed materials include confidential information and are being furnished solely for the purpose of review by prospective purchasers ("Purchasers") of the interest described herein for which it shall be fully and solely responsible. Neither the enclosed materials, nor any information contained herein, are to be used for any other purpose, or made available to any other person without the express written consent of the Seller. Each recipient, as a prerequisite to receiving the enclosed information, should be registered with the Agent as a "Registered Potential Investor" or as a "Buyer's Agent" for an identified "Registered Potential Investor". The use of this Offering Memorandum, and the information provided herein, is subject to the terms, provisions and limitations of the Confidentiality Agreement furnished by the Agent prior to delivery of this Offering Memorandum.

The material contained herein is based on information and sources deemed to be reliable, but no representation or warranty, express or implied, is being made by the Agent or the Seller or any of their respective representatives, affiliates, officers, employees, shareholders, partners, and directors, as to its accuracy or completeness. Summaries contained herein of any legal or other documents are not intended to be comprehensive statements of the terms of such documents, but rather only outlines of some of the principal provisions contained therein. Neither the Seller nor the Agent shall have any liability whatsoever for any other written or oral communication or information transmitted, or made available, or any action taken, or decision made by the recipient with respect to the Property.

The Seller reserves the right, at its sole and absolute discretion, to withdraw the Property from the market for sale at any time and for any reason without notice, to reject any and all expressions of interest or offers regarding the Property, and/or to terminate discussions with any entity at any time, with or without notice. This Offering Memorandum is made subject to omissions, correction of errors, change of price or other terms, prior sale or withdrawal from the market without notice. The Agent is not authorized to make any representations or agreements on behalf of the Seller. The Seller shall have no legal commitment or obligation to any recipient reviewing the enclosed materials, performing additional investigation, and/or making an offer to purchase the Property unless and until a binding written agreement for the purchase of the Property has been fully executed, delivered, and approved by Seller and any conditions required under the contract for title to pass from the Seller to the buyer have been satisfied or waived. By taking possession of and reviewing the information contained herein, the recipient agrees that (a) the enclosed materials and their contents will be held and treated in the strictest of confidence; and (b) the recipient shall not contact employees, contractors, sub-contractors or lien-holders of the Property directly or indirectly regarding any aspect of the enclosed materials or the Property without the prior written approval of the Seller or the Agent; and (c) no portion of the enclosed materials may be copied or otherwise reproduced without the prior written authorization of the Seller or the Agent or as otherwise provided in the Confidentiality Agreement executed and delivered by the recipient(s) to Agent.

The Seller will be responsible for any commission due to the Agent in connection with a sale of the Property. However, any broker engaged by Purchaser ("Buyer's Broker") shall seek its commission only from the Purchaser. Under no circumstances will the Agent or the Seller be liable for same and recipient will indemnify and hold the Agent and the Seller harmless from any claims by any brokers having dealt with recipient other than the Agent. Any Buyer's Broker must provide a registration signed by the recipient acknowledging said Buyer's Broker's authority to act on the recipient's behalf.

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04 EXECUTIVE SUMMARY

08 PROPERTY OVERVIEW

14 KOREATOWN OVERVIEW

24 MARKET OVERVIEW

514

SHATTO PLACE

EXECUTIVE SUMMARY

A.F.S.C.M.E.
Council 36

As the exclusive agent for the owner, Newmark Knight Frank, in partnership with MGO Realty Advisors, is pleased to offer the opportunity to acquire 514 Shatto Place, a freestanding office building located in the heart of the densely populated Koreatown neighborhood of Los Angeles. This building presents itself as an excellent opportunity for investors and owner-users alike. Nearby neighbors include a variety of government services, foreign consulates, educational organizations, health care services and union/trade organizations, as well as a host of excellent amenities.

The 2.7 square mile Koreatown neighborhood has been a hotbed for residential and mixed-use development projects. The current developments in planning or under construction plan to contribute over 3,000 residential housing units, 450 hotel units, and over 400,000 square feet of retail and commercial space.

Located only one block from the Wilshire/Vermont Metro station, 514 Shatto is easily accessible from most parts of Los Angeles, and is only five stops from Union Station, which connects to a multitude of locations across Southern California and beyond.

514

SHATTO PLACE

PROPERTY OVERVIEW

558 SHATTO PLACE
A.F.S.C.M.E.
Council 36
RICARDO
LARA
36
36

PROPERTY OVERVIEW

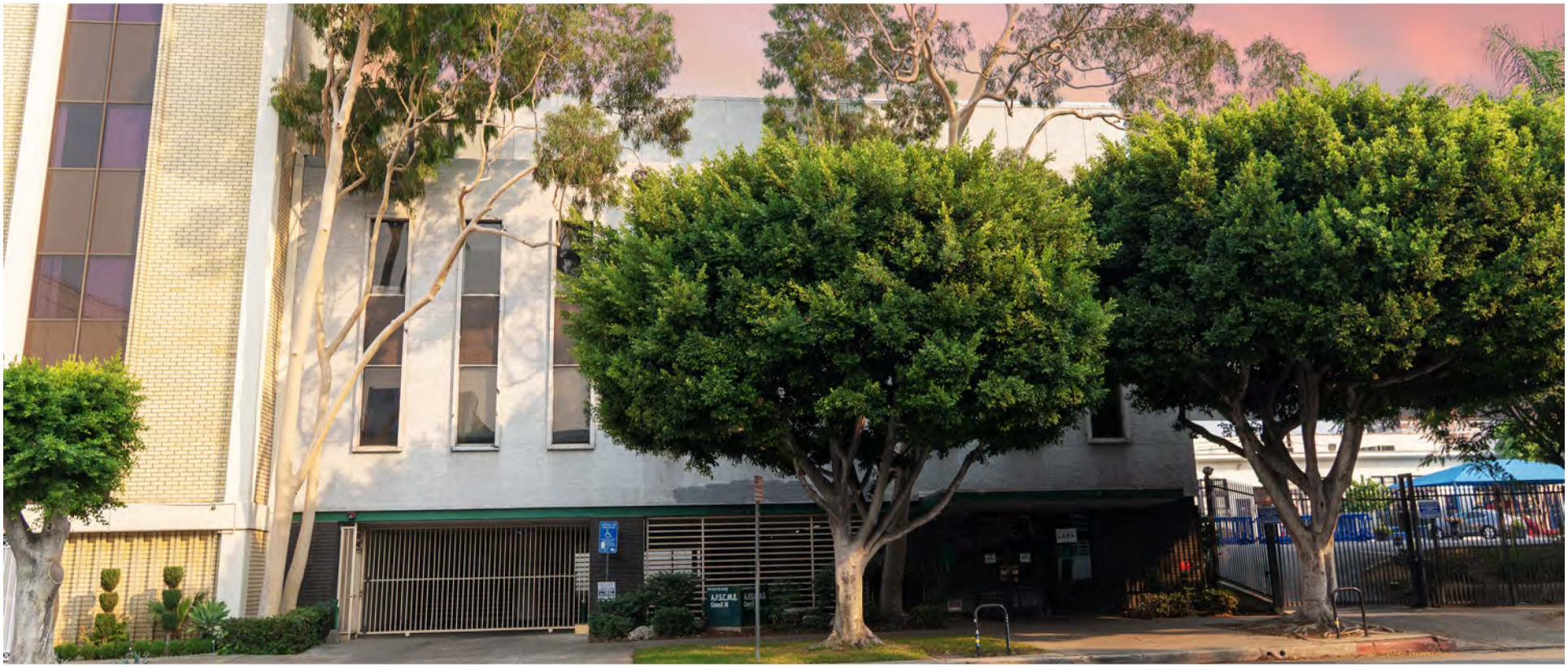
Just north of 6th Street in Los Angeles' Koreatown, 514 Shatto Place presents itself as an investment or owner-user opportunity in a densely populated and growing neighborhood. The 27,843 square foot masonry office building offers convenience of location, with a close proximity to the Metro Redline, 101 Freeway, 110 Freeway, and 10 Freeway, which easily connect Koreatown to other neighborhoods in the Greater Los Angeles Region.

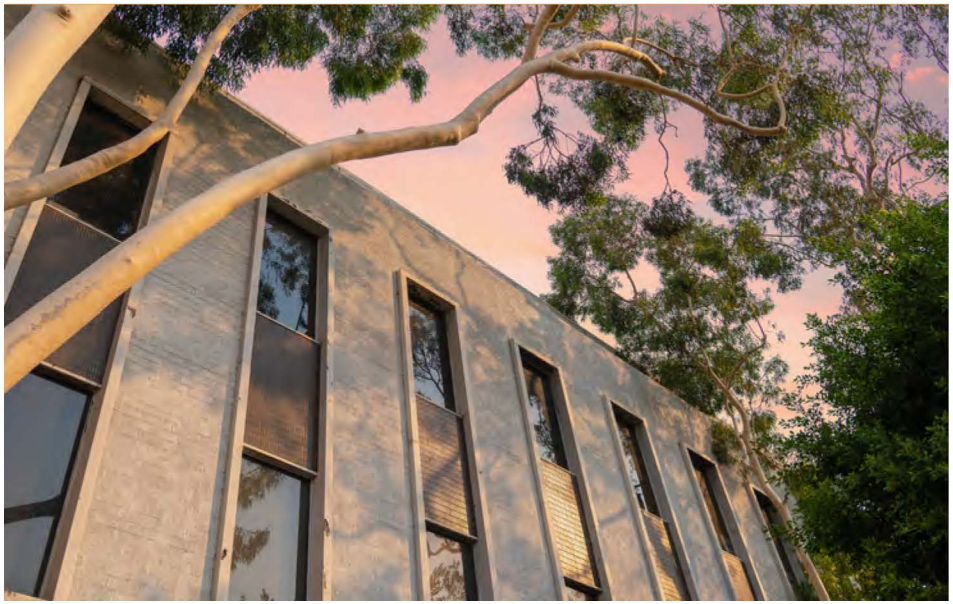
514 Shatto is surrounded by an excellent amenity base, which includes Roll Call Sushi, Breakers Korean BBQ, Shiloh, Herbs + Greens, Pizza Rev, Chipotle, Buffalo Wild Wings, Starbucks, and Coffee Bean & Tea Leaf.

The property is located within a Designated Qualified Opportunity Zone Census Tract. The Opportunity Zone program was created to stimulate private investment in Opportunity Zone communities in exchange for capital gain tax incentives. In exchange for investing in communities within Qualified Opportunity Zones, investors can access capital gains tax incentives both immediately and over the long term.

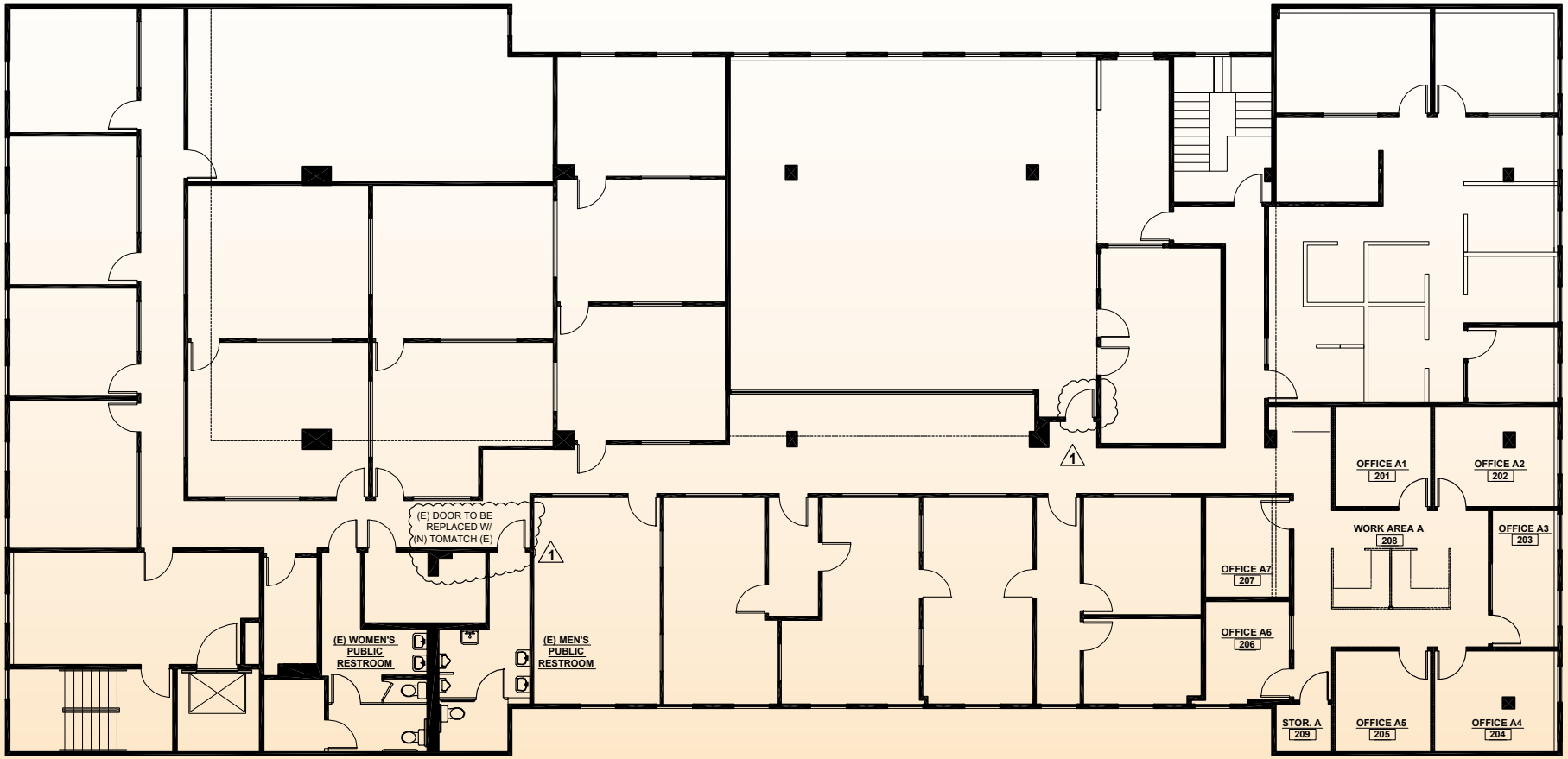
514 SHATTO PLACE, LOS ANGELES, CA

Price	$8,975,000
Assessors Parcel Number	5077-004-025
County	Los Angeles County
Land Size (SF)	15,202 SF
Building Type	Office
Construction	Brick
Year Built	1962
Zoning	CR-2
Frontage	80'
Parking	34 Spaces (1.22/1,000 SF)

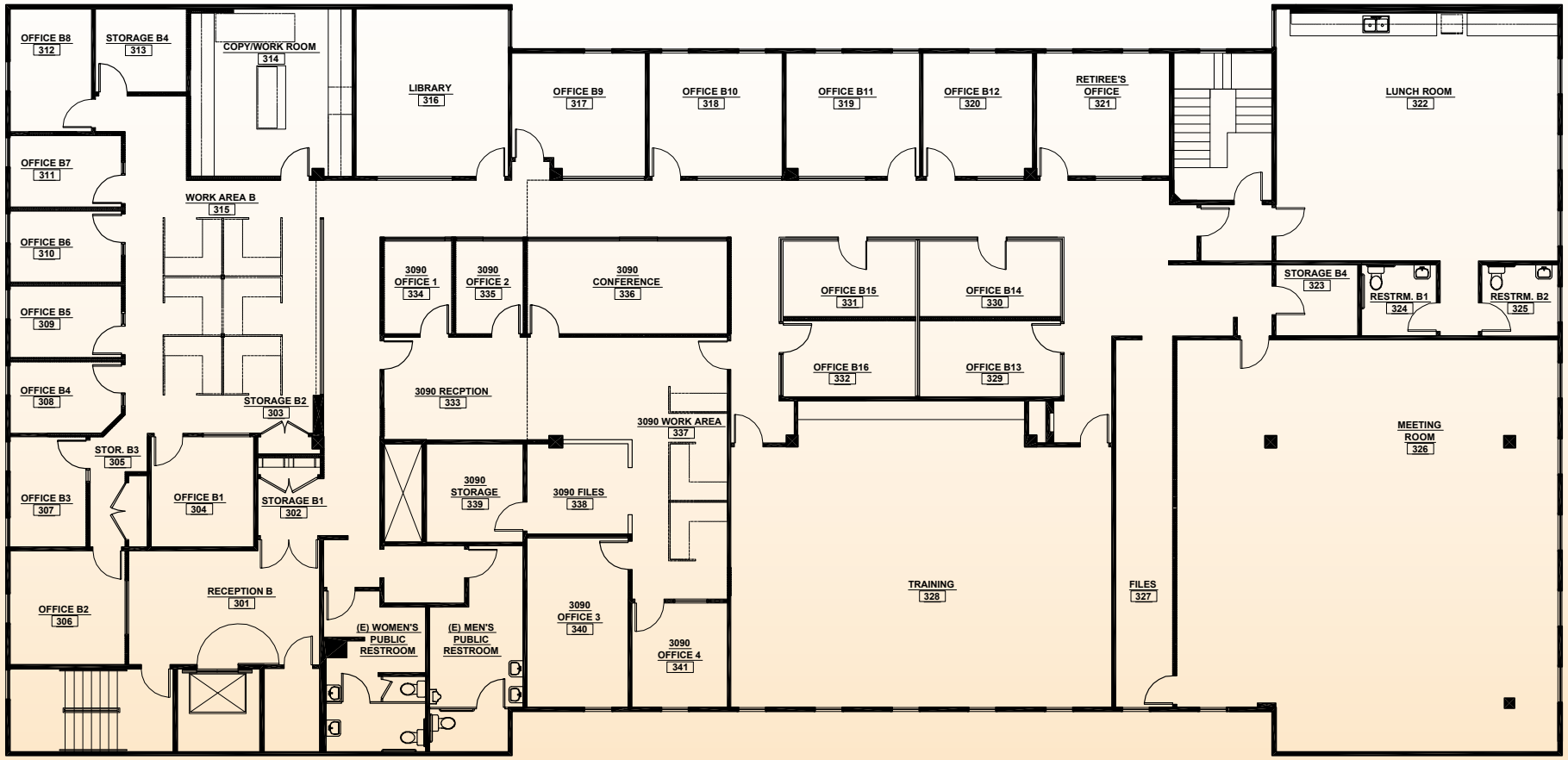




2ND FLOOR


(E) DOOR TO BE REPLACED W/ (N) TOMATCH (E)
1
1
(E) WOMEN'S PUBLIC RESTROOM
(E) MEN'S PUBLIC RESTROOM
OFFICE A1 201
OFFICE A2 202
WORK AREA A 208
OFFICE A3 203
OFFICE A7 207
OFFICE A6 206
STOR. A 209
OFFICE A5 205
OFFICE A4 204

3RD FLOOR


OFFICE B8 312
STORAGE B4 313
COPY/WORK ROOM 314
LIBRARY 316
OFFICE B9 317
OFFICE B10 318
OFFICE B11 319
OFFICE B12 320
RETIREE'S OFFICE 321
LUNCH ROOM 322
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OFFICE B6 310
OFFICE B5 309
OFFICE B4 308
STORAGE B2 303
STOR. B3 305
OFFICE B3 307
OFFICE B1 304
STORAGE B1 302
OFFICE B2 306
RECEPTION B 301
3090 OFFICE 1 334
3090 OFFICE 2 335
3090 CONFERENCE 336
3090 RECPTION 333
3090 STORAGE 339
3090 FILES 338
3090 WORK AREA 337
3090 OFFICE 3 340
3090 OFFICE 4 341
(E) WOMEN'S PUBLIC RESTROOM
(E) MEN'S PUBLIC RESTROOM
OFFICE B15 331
OFFICE B14 330
OFFICE B16 332
OFFICE B13 329
TRAINING 328
FILES 327
STORAGE B4 323
RESTRM. B1 324
RESTRM. B2 325
MEETING ROOM 326

514

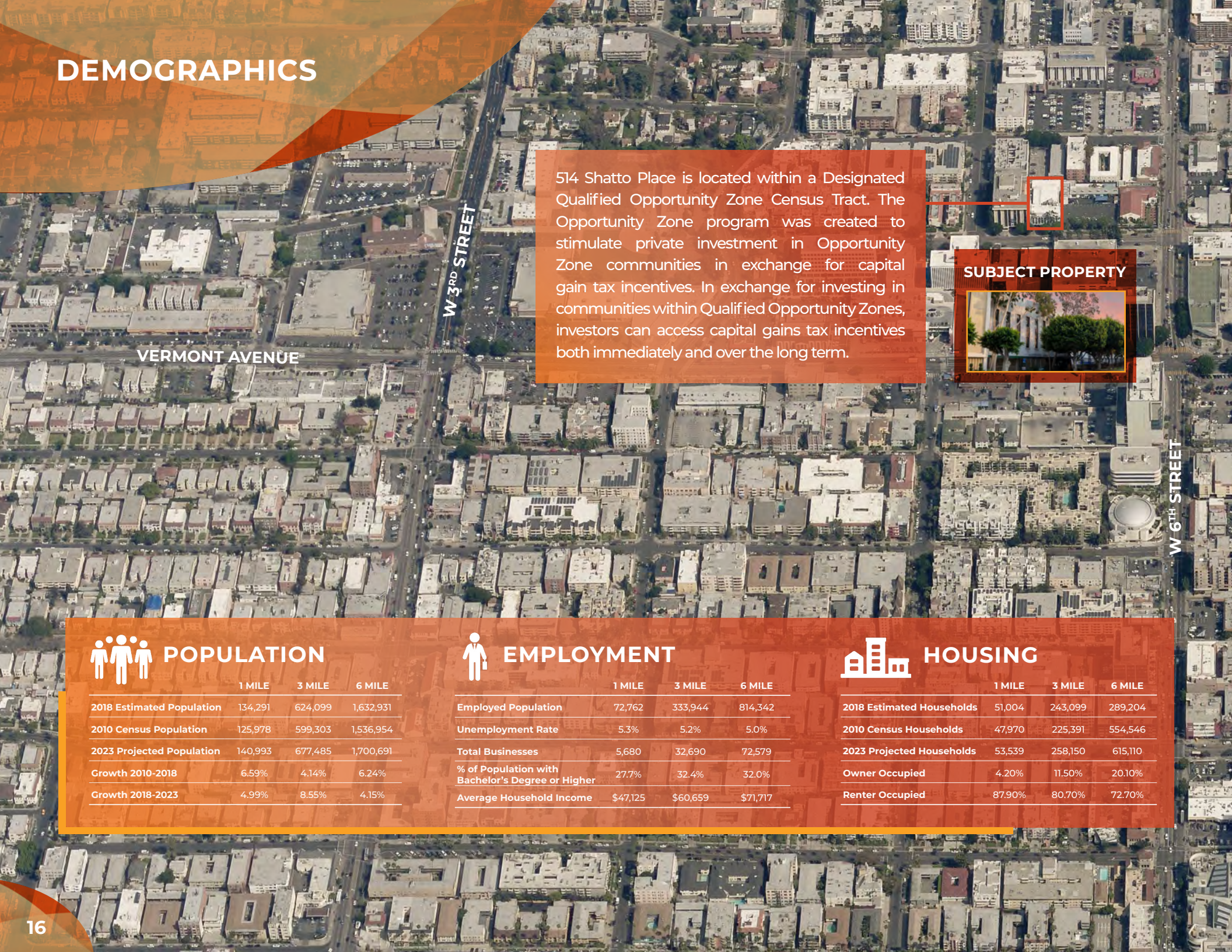
SHATTO PLACE

KOREATOWN OVERVIEW

VIEW FROM ROOFTOP

DEMOGRAPHICS

514 Shatto Place is located within a Designated Qualified Opportunity Zone Census Tract. The Opportunity Zone program was created to stimulate private investment in Opportunity Zone communities in exchange for capital gain tax incentives. In exchange for investing in communities within Qualified Opportunity Zones, investors can access capital gains tax incentives both immediately and over the long term.



POPULATION

	1 MILE	3 MILE	6 MILE
2018 Estimated Population	134,291	624,099	1,632,931
2010 Census Population	125,978	599,303	1,536,954
2023 Projected Population	140,993	677,485	1,700,691
Growth 2010-2018	6.59%	4.14%	6.24%
Growth 2018-2023	4.99%	8.55%	4.15%

EMPLOYMENT

	1 MILE	3 MILE	6 MILE
Employed Population	72,762	333,944	814,342
Unemployment Rate	5.3%	5.2%	5.0%
Total Businesses	5,680	32,690	72,579
% of Population with Bachelor's Degree or Higher	27.7%	32.4%	32.0%
Average Household Income	$47,125	$60,659	$71,717

HOUSING

	1 MILE	3 MILE	6 MILE
2018 Estimated Households	51,004	243,099	289,204
2010 Census Households	47,970	225,391	554,546
2023 Projected Households	53,539	258,150	615,110
Owner Occupied	4.20%	11.50%	20.10%
Renter Occupied	87.90%	80.70%	72.70%

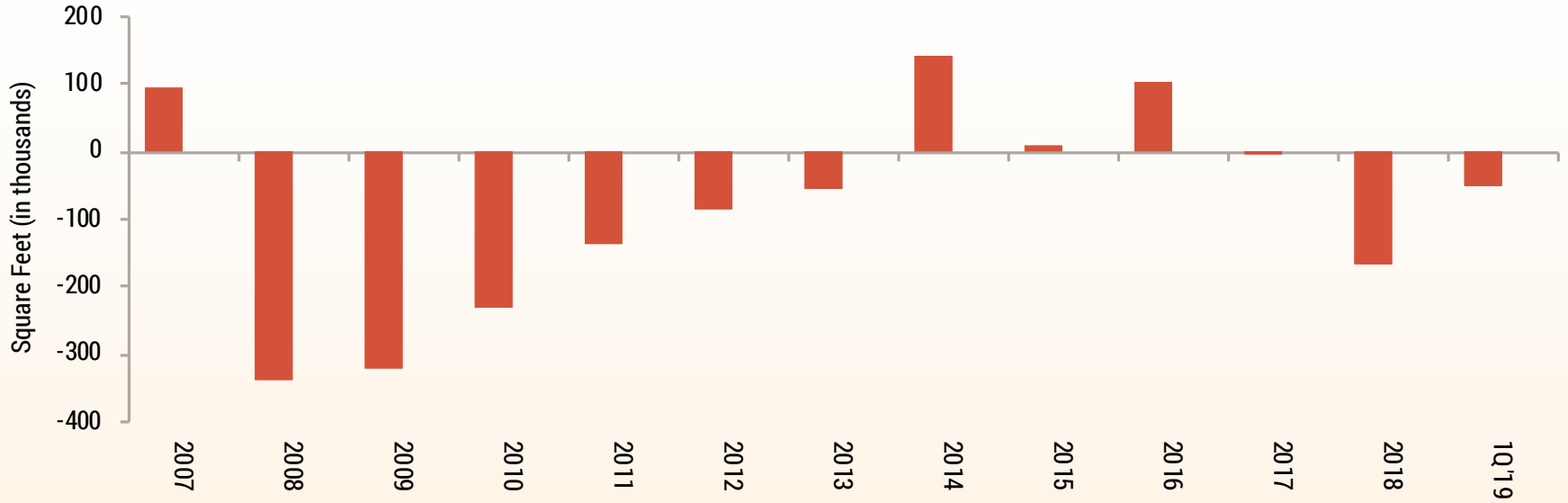
KOREATOWN, LOS ANGELES

Koreatown is a neighborhood in Central Los Angeles, centered near Eighth Street and Irolo Street, west of MacArthur Park. The rectangular area covers about 150 blocks, spanning 10 streets and 15 avenues (east-west). Many of the historic Art deco buildings with terra cotta facades have been preserved because the buildings remained economically viable for the new businesses. Today, Koreatown is quickly becoming one of LA's most popular neighborhoods; David Chang, world-renowned chef and founder of the Momofuku Restaurant Group, has called it the "most exciting place to eat in America."

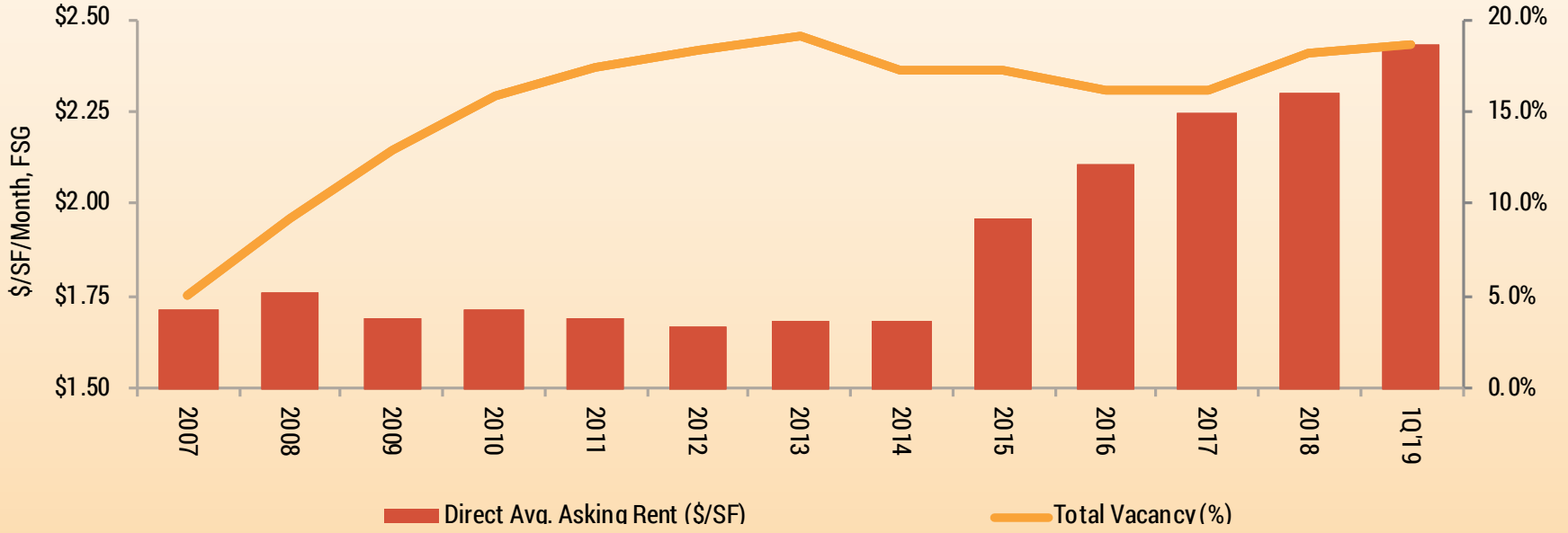
Koreatown is the most-densely populated district by population in Los Angeles County, with 120,000 residents in 2.7 square miles. Despite the name evoking a traditional ethnic enclave, the community is complex and has an impact on areas outside the traditional boundaries.

PROFESSIONAL OFFICE MARKET OVERVIEW
KOREATOWN (1Q'19)

Net Absorption and Construction Deliveries



Direct Average Asking Rent & Vacancy



STATISTICS	1Q'19
# of Buildings	58
Total Inventory	8,348,562 SF
Total Vacancy Rate	18.7%
Direct Avg. Asking Rent	$2.43/SF FSG
Under Construction	468,000 SF
Construction Deliveries	0 SF
TTM Net Absorption	-120,859 SF

- Koreatown is 2.7 square miles with 42,611 residents per mile--among the highest densities in Los Angeles County. Walkable amenities, three metro rail stations, affordable housing, and competitive office rents are among the market's selling points. The neighborhood appeals to younger people and businesses priced out of other historically popular submarkets, such as Downtown.
- Fifty-nine properties comprise Koreatown's office inventory, with an average construction date of 1963. Only one project is under construction: a 21-story, 468,000-square-foot tower for the Los Angeles County Department of Mental Health, along with other county departments.
- Several government agencies have a presence in the market, including the Los Angeles Department of Children and Family Services (149,419 SF at 425 Shatto Place).
- Vacancy has been relatively flat, hovering in the 17 to 19% range since 2014. Available space is listed on the market for an average of 10 months before it is leased.
- Demand has been weak for most of this cycle (2009+), as the decades-old office towers, which comprise much of the market's inventory, have gone out of style with many tenants. Jamison Properties owns 68% of Koreatown's office inventory and has aggressively pivoted from office investment to multifamily developments.
- Approximately 2,090 apartment units are under construction. Last quarter, 3921 Wilshire Boulevard broke ground and will add 103 units and some retail space; Jamison is converting a 1959-built office building. More projects are planned.
- A declining supply of office inventory is exerting upward pressure on rents. Additionally, some low-rise product is ripe for conversion to creative space.
- Multiple tenants vacated large blocks of space in 2018, causing negative net absorption.

UPCOMING KOREATOWN DEVELOPMENTS

CULVER CITY

3700 Wilshire Blvd
- 506 Residential Units
- 62K SF Commercial

3800 W 6th St
- 192 Hotel Rooms
- 122 Condos
- 15K SF Commercial

3545 Wilshire Blvd
- 428 Condo Units
- 32,000 SF Commercial

BUFFALO WILD WINGS
STARBUCKS
HOT YOGA
PIZZA REV
ROLL CALL SUSHI
COFFEE BEAN & TEA
LEAF
CHIPOTLE
HERBS + GREENS
SHILOH
BREAKERS KOREAN BBQ

Wilshire Galleria: 3240 Wilshire Blvd
- 555 Condos
- Hotel

Korean American National Museum: 605 S Vermont
- Includes 103 housing units

532 S Vermont
- 172 Apartment Units
- 10K SF Commercial

Vermont C Project: 532 S Verm
- Housing
- Government
- Retail
- Community

631 S Vermont Ave
- 250 Condos
- 200 Hotel Rooms
- 75K SF Commercial

616 S Westmoreland
- 77 Apartment Units

550 Shatto Pl
- 256 Residential Units
- 15K SF Commercial

WILSHIRE BLVD

6TH AVENUE

BEVERLY HILLS

MIRACLE MILE

HOLLYWOOD

Corrider

hont

t Offices

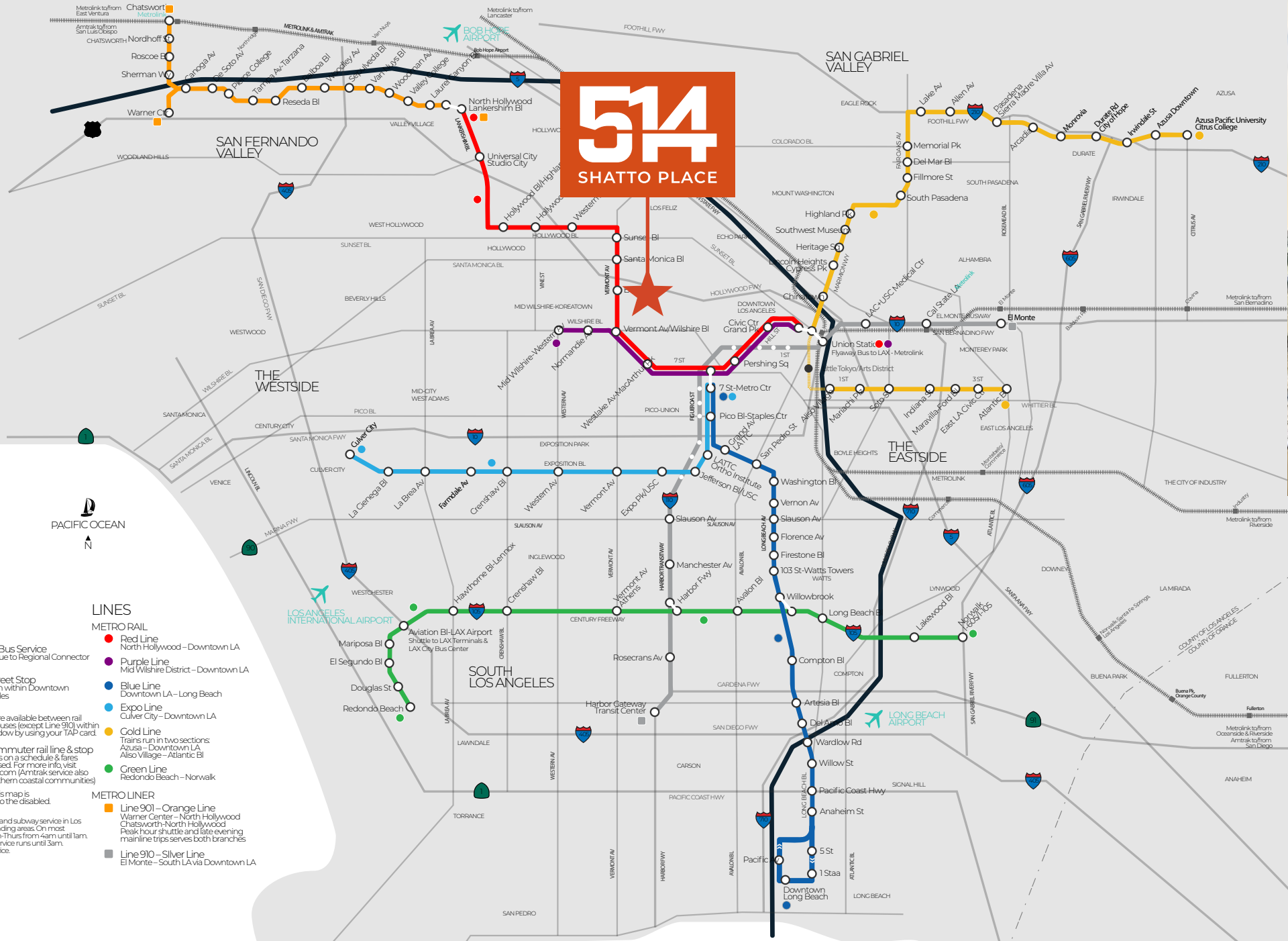
Center

400 S Catalina
· 61 Apartment Units

640 ST ANDREWS Pl
· 227 Apartment Units

514
SHATTO PLACE

METRO STATION MAP



LEGEND

- Line & Stop
- Free Shuttle Bus Service
  No rail service due to Regional Connector work
- Silver Line Street Stop
  For stop location within Downtown refer to timetables
- Transfer
  Free transfers are available between rail lines and local buses (except Line 910) within a two hour window by using your TAP card.
- Metrolink commuter rail line & stop
  Service operates on a schedule & fares are distance based. For more info, visit metrolinktrains.com (Amtrak service also available to southern coastal communities)
- All service on this map is fully accessible to the disabled.

Metro operates bus, light rail and subway service in Los Angeles County and surrounding areas. On most rail lines, service operates Sun-Thurs from 4am until 1am. Friday and Saturday night service runs until 3am. There is no overnight rail service.

LINES

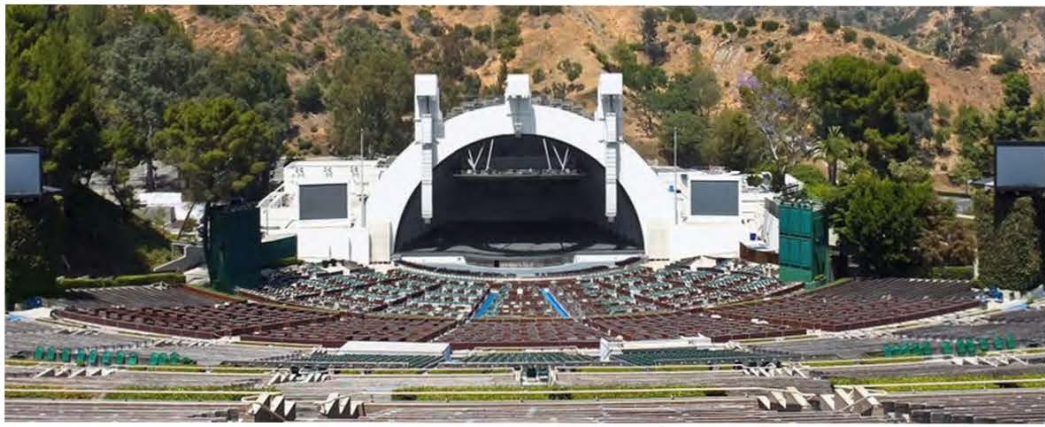
METRO RAIL

- Red Line
  North Hollywood – Downtown LA
- Purple Line
  Mid Wilshire District – Downtown LA
- Blue Line
  Downtown LA – Long Beach
- Expo Line
  Culver City – Downtown LA
- Gold Line
  Trains run in two sections:
  Azusa – Downtown LA
  Aliso Village – Atlantic Bl
- Green Line
  Redondo Beach – Norwalk

METRO LINER

- Line 901 – Orange Line
  Warner Center – North Hollywood
  Chatsworth-North Hollywood
  Peak hour shuttle and late evening mainline trips serves both branches
- Line 910 – Silver Line
  El Monte – South LA via Downtown LA

UNIVERSAL



Atlantic
7148
M

514

SHATTO PLACE

MARKET OVERVIEW

AFSCME COUNCIL 36
American Federation of State, County and Municipal Employees AFL-CIO

RECENT SALE COMPARABLES

1

3960 WILSHIRE

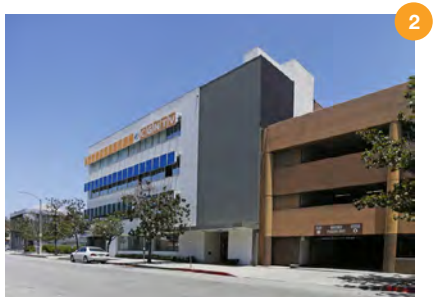
Los Angeles, CA

Sale Price: $10,800,000

Sale Date: 10/5/2018

Bld Size: 31,684SF

Price/SF: $340.87/ SF



2

616 WESTMORELAND AVE

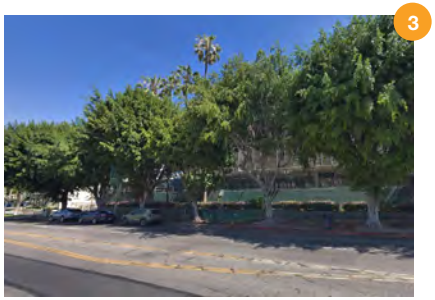
Los Angeles, CA

Sale Price: $8,300,000

Sale Date: 11/15/2017

Bld Size: 23,169 SF

Price/SF: $358.24



3

2801 W 6TH STREET

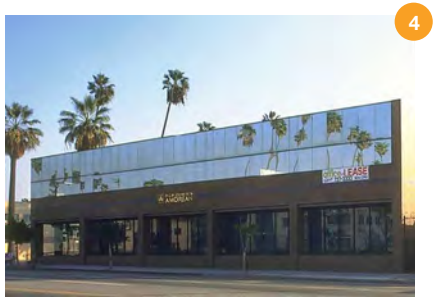
Los Angeles, CA

Sale Price: $7,800,000

Sale Date: 8/30/2018

Bld Size: 34,275 SF

Price/SF: $227.57



4

2610 W OLYMPIC BLVD

Los Angeles, CA

Sale Price: $6,800,000

Sale Date: 7/20/2018

Bld Size: 15,291 SF

Price/SF: $444.71

5

2500 W 7TH STREET

Los Angeles, CA

Sale Price: $5,500,000

Sale Date: 5/9/2017

Bld Size: 20,500 SF

Price/SF: $268.29

6

2416-2422 W 7TH STREET

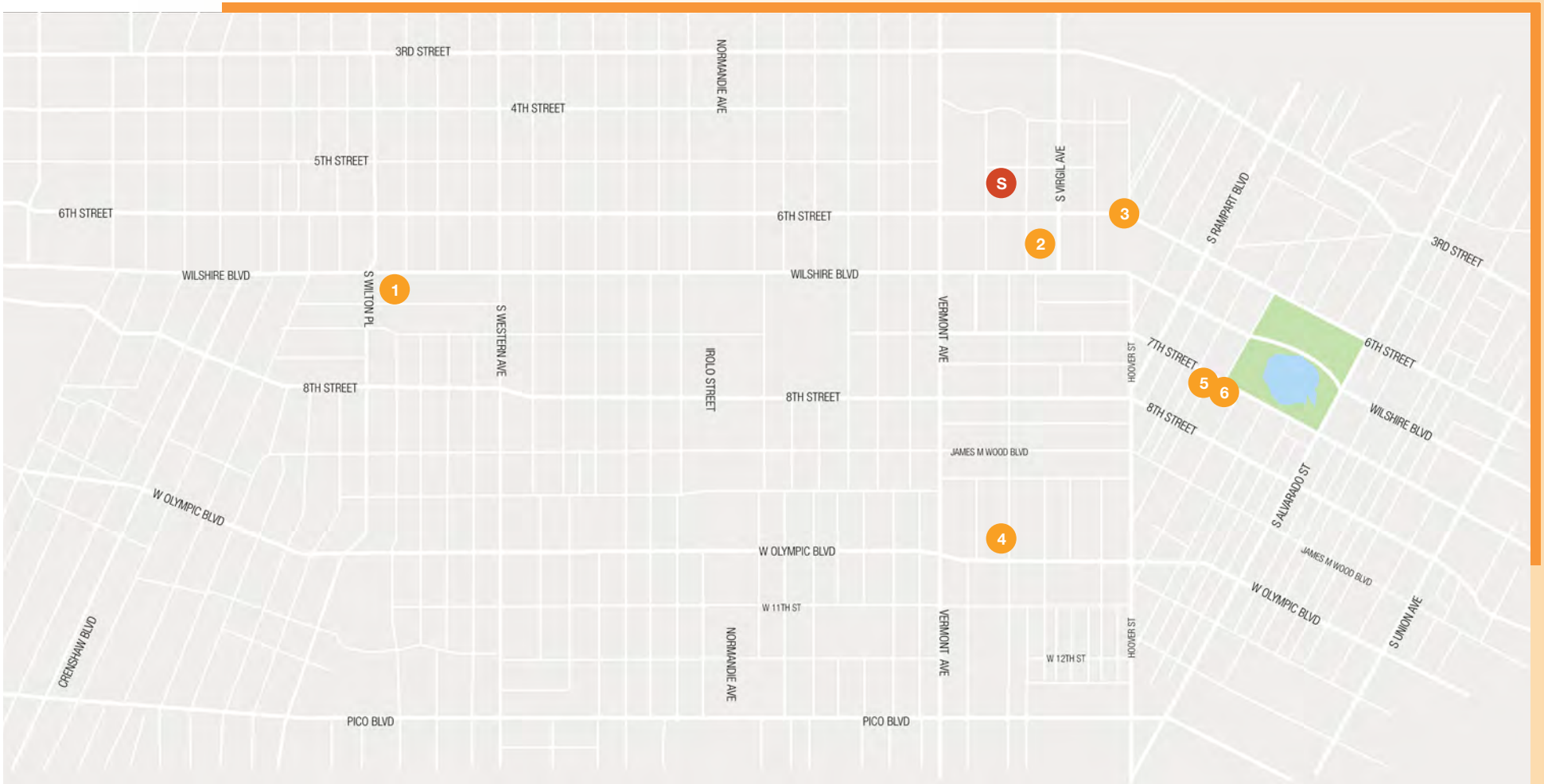
Los Angeles, CA

Sale Price: $3,215,000

Sale Date: 4/23/2018

Bld Size: 12,436 SF

Price/SF: $258.52


3RD STREET
4TH STREET
5TH STREET
6TH STREET
WILSHIRE BLVD
8TH STREET
W OLYMPIC BLVD
PICO BLVD
CRENSHAW BLVD
S WILTON PL
S WESTERN AVE
NORMANDIE AVE
IROLO STREET
VERMONT AVE
W 11TH ST
W 12TH ST
HOOVER ST
S VIRGIL AVE
S RAMPART BLVD
7TH STREET
JAMES M WOOD BLVD
S ALVARADO ST
S UNION AVE
1
2
3
4
5
6
S

RECENT LEASE COMPARABLES

1

3435 WILSHIRE BLVD

Los Angeles, CA

Lease Date: December 2017

Tenant: AXA

Lease Size: 13.195 SF

Starting Rate: $2.35

Lease Type: FS

2

3435 WILSHIRE BLVD

Los Angeles, CA

Lease Date: June 2017

Tenant: National Immigration Law Center

Lease Size: 4,226 SF

Starting Rate: $2.10

Lease Type: FS

3

3660 WILSHIRE BLVD

Los Angeles, CA

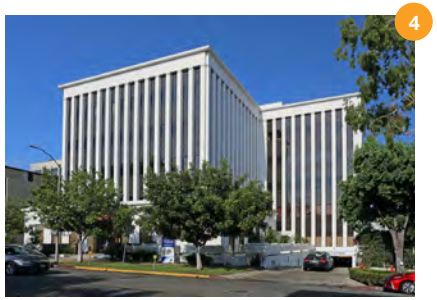
Lease Date: April 2018

Tenant: LA Voice

Lease Size: 2,387 SF

Starting Rate: $2.05

Lease Type: FS



4

501 SHATTO PLACE

Los Angeles, CA

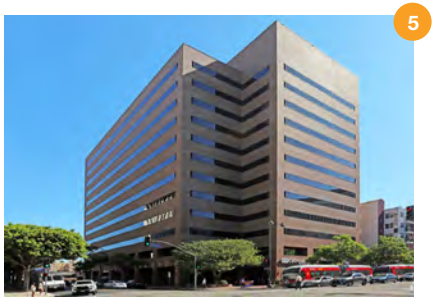
Lease Date: March 2017

Tenant: City of Los Angeles Family & Child Services

Lease Size: 35,251 SF

Starting Rate: $1.80

Lease Type: FS



5

3699 WILSHIRE BLVD

Los Angeles, CA

Lease Date: July 2017

Tenant: United Negro College Fund

Lease Size: 3,016 SF

Starting Rate: $1.80

Lease Type: FS

6

4221 WILSHIRE BLVD

Los Angeles, CA

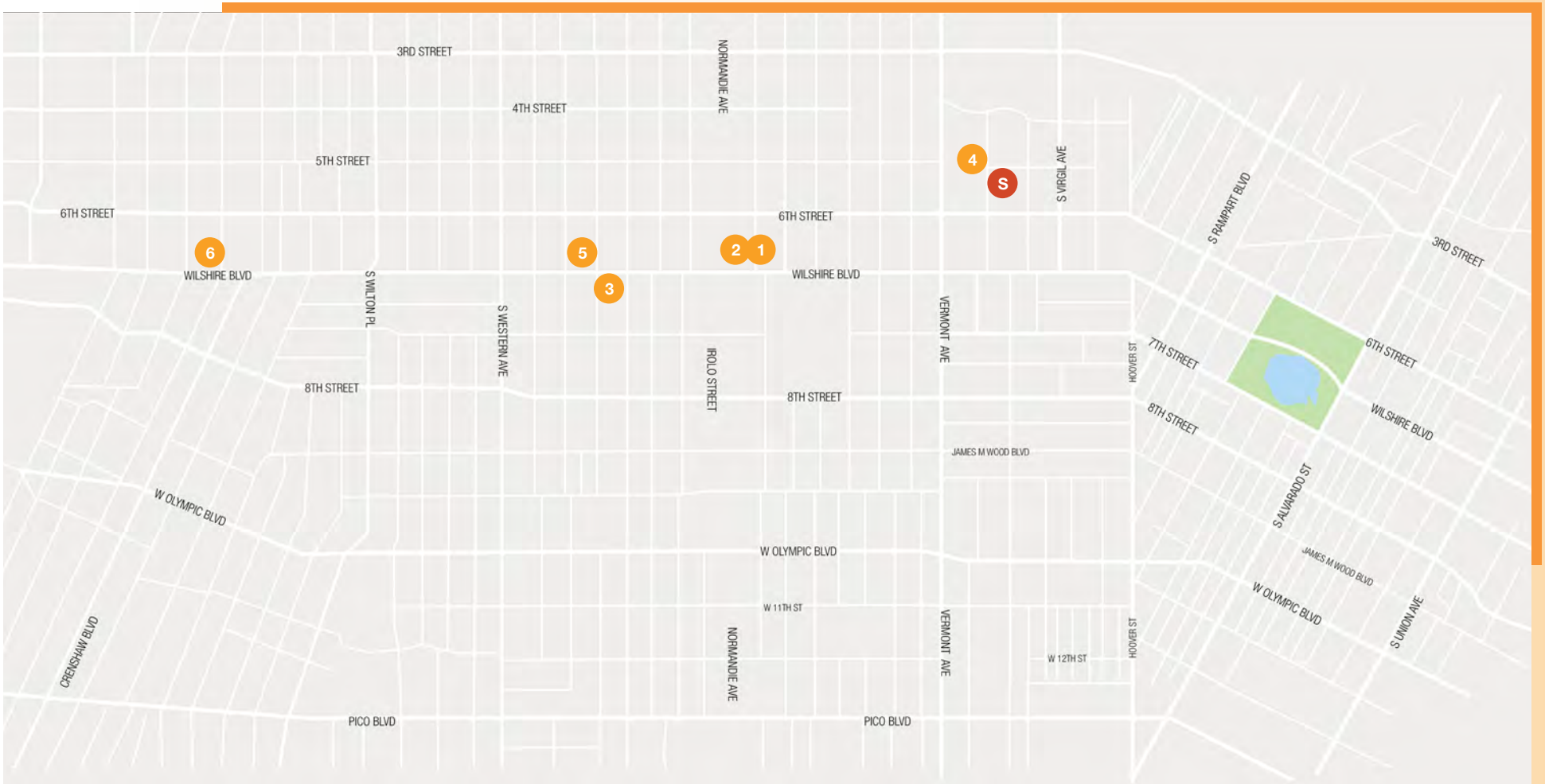
Lease Date: July 2018 (Renewal)

Tenant: Mundispano Law

Lease Size: 2,372 SF

Starting Rate: $1.80

Lease Type: FS


3RD STREET
4TH STREET
5TH STREET
6TH STREET
NORMANDIE AVE
S VIRGIL AVE
S RAMPART BLVD
3RD STREET
6TH STREET
WILSHIRE BLVD
S WILTON PL
S WESTERN AVE
IROLO STREET
VERMONT AVE
HOOVER ST
7TH STREET
6TH STREET
8TH STREET
8TH STREET
WILSHIRE BLVD
JAMES M WOOD BLVD
S ALVARADO ST
W OLYMPIC BLVD
W OLYMPIC BLVD
JAMES M WOOD BLVD
W OLYMPIC BLVD
S UNION AVE
W 11TH ST
CRENSHAW BLVD
NORMANDIE AVE
VERMONT AVE
HOOVER ST
W 12TH ST
PICO BLVD
PICO BLVD
1
2
3
4
5
6
S

LEASE VS. OWN MODEL

	CONVENTIONAL LEASE	PURCHASE WITH SBA FINANCING
Building Puchase Price:	N/A	**$8,975,000**
Pre Tax Occupancy Cost:	$7,567,466	**$3,855,564**
After Tax Occupancy Cost:	$4,540,480	**$2,313,339**

Business Development Officer: Brian Broderick
Phone Number: 916-678-3708

SBA 504

	SBA 504 loan scenario (90% Loan to Value)		
Project Amount:	$8,975,000		
Tenant Improvements			$0
Wells Fargo loan amount:	$4,487,500		
SBA loan amount:	$3,590,000		
Amortized: WF 1st DOT		30 yrs	
Amortized: SBA 2nd		25 yrs	
Wells Fargo interest rate**	4.250%		$22,076 Mo.
SBA 504 interest rate:	4.090%		$19,128 Mo.
**10 Year Fixed Rate			
Monthly payment:	$41,204		
Cash down payment	$897,500		
		Estimated Cost Summary	
Wells Fargo & SBA:			
Wells Fargo loan fee			$22,438
CDC Fee			$22,438
Interim Interest			
SBA 504 loan fee			$95,135
Out of pocket costs:*			
Title/Escrow			$7,000
Appraisal			$3,500
Environmental			$2,500
Construction			$0
Survey, if necessary			$0
Filing/Misc			$250
Legal			$2,500
Total Fees:			$155,761
Total cash out-of-pocket (Down & Fees)			$1,053,261

	SBA 504 loan scenario (90% Loan to Value)		
Project Amount:	$8,975,000		
Tenant Improvements			$0
Wells Fargo loan amount:	$4,487,500		
SBA loan amount:	$3,590,000		
Amortized: WF 1st DOT		30 yrs	
Amortized: SBA 2nd		25 yrs	
Wells Fargo interest rate**	4.450%		$22,604 Mo.
SBA 504 interest rate:	4.090%		$19,128 Mo.
**20 Year Fixed Rate			
Monthly payment:	$41,732		
Cash down payment	$897,500		
		Estimated Cost Summary	
Wells Fargo & SBA:			
Wells Fargo loan fee			$22,438
CDC Fee			$22,438
Interim Interest			
SBA 504 loan fee			$95,135
Out of pocket costs:*			
Title/Escrow			$7,000
Appraisal			$3,500
Environmental			$2,500
Construction			$0
Survey, if necessary			$0
Filing/Misc			$250
Legal			$2,500
Total Fees:			$155,761
Total cash out-of-pocket (Down & Fees)			$1,053,261

	SBA 504 loan scenario (90% Loan to Value)		
Project Amount:	$8,975,000		
Tenant Improvements			$0
Wells Fargo loan amount:	$4,487,500		
SBA loan amount:	$3,590,000		
Amortized: WF 1st DOT		25 yrs	
Amortized: SBA 2nd		25 yrs	
Wells Fargo interest rate**	4.450%		$24,816 Mo.
SBA 504 interest rate:	4.090%		$19,128 Mo.
**25 Year Fixed Rate			
Monthly payment:	$43,944		
Cash down payment	$897,500		
		Estimated Cost Summary	
Wells Fargo & SBA:			
Wells Fargo loan fee			$22,438
CDC Fee			$22,438
Interim Interest			
SBA 504 loan fee			$95,135
Out of pocket costs:*			
Title/Escrow			$7,000
Appraisal			$3,500
Environmental			$2,500
Construction			$0
Survey, if necessary			$0
Filing/Misc			$250
Legal			$2,500
Total Fees:			$155,761
Total cash out-of-pocket (Down & Fees)			$1,053,261

10% Down Payment
Fees can be financed
Two loan closings
Bank Prepayment Penalty is yield main or 5-4-3-2-1%
10-Yr Prepayments Penalties Apply on SBA portion
Close in 45 - 60 days
504 rate is est. & does not lock until debenture funding

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514 SHATTO PLACE

PREPARED BY:

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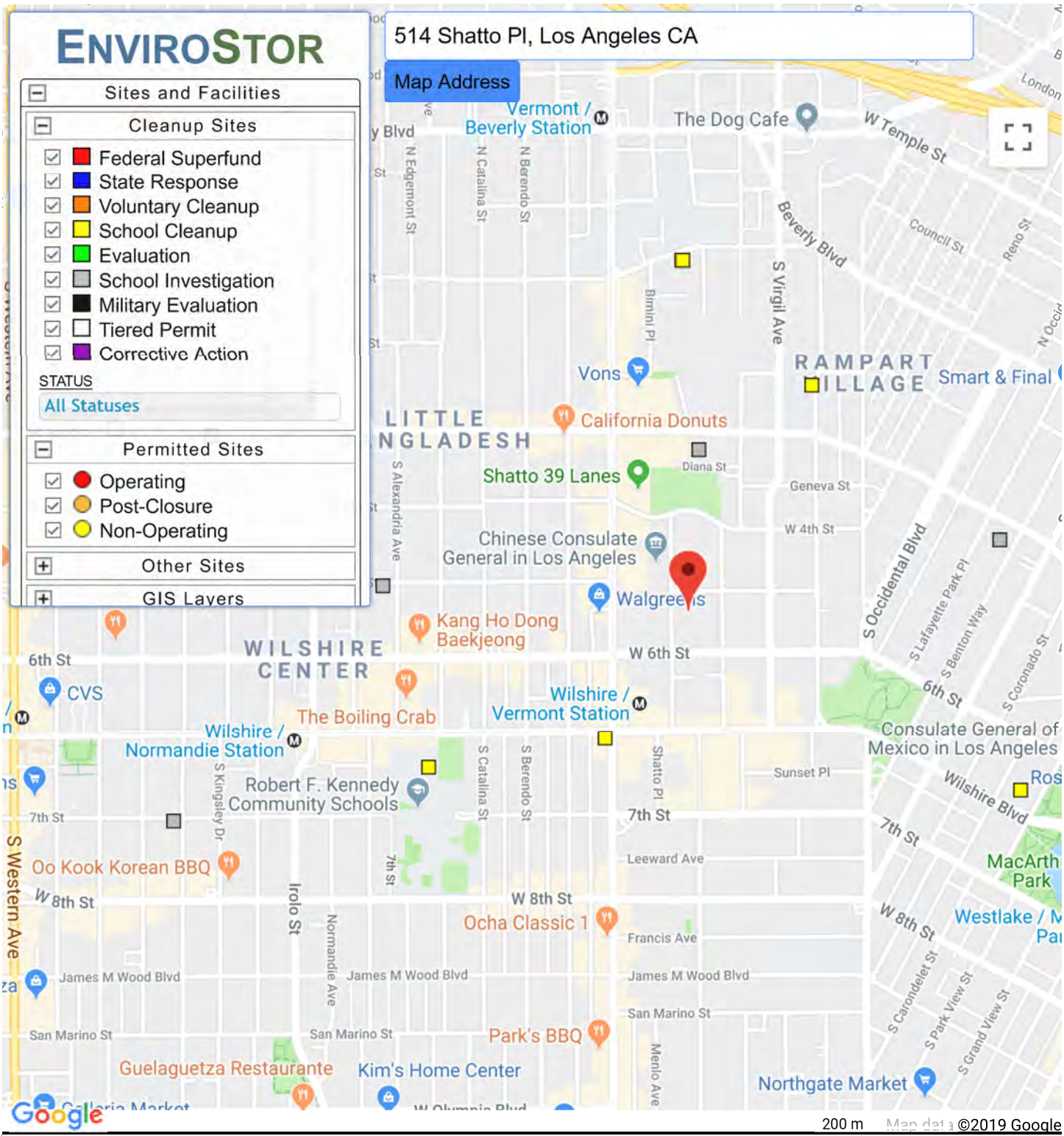
Newmark Knight Frank

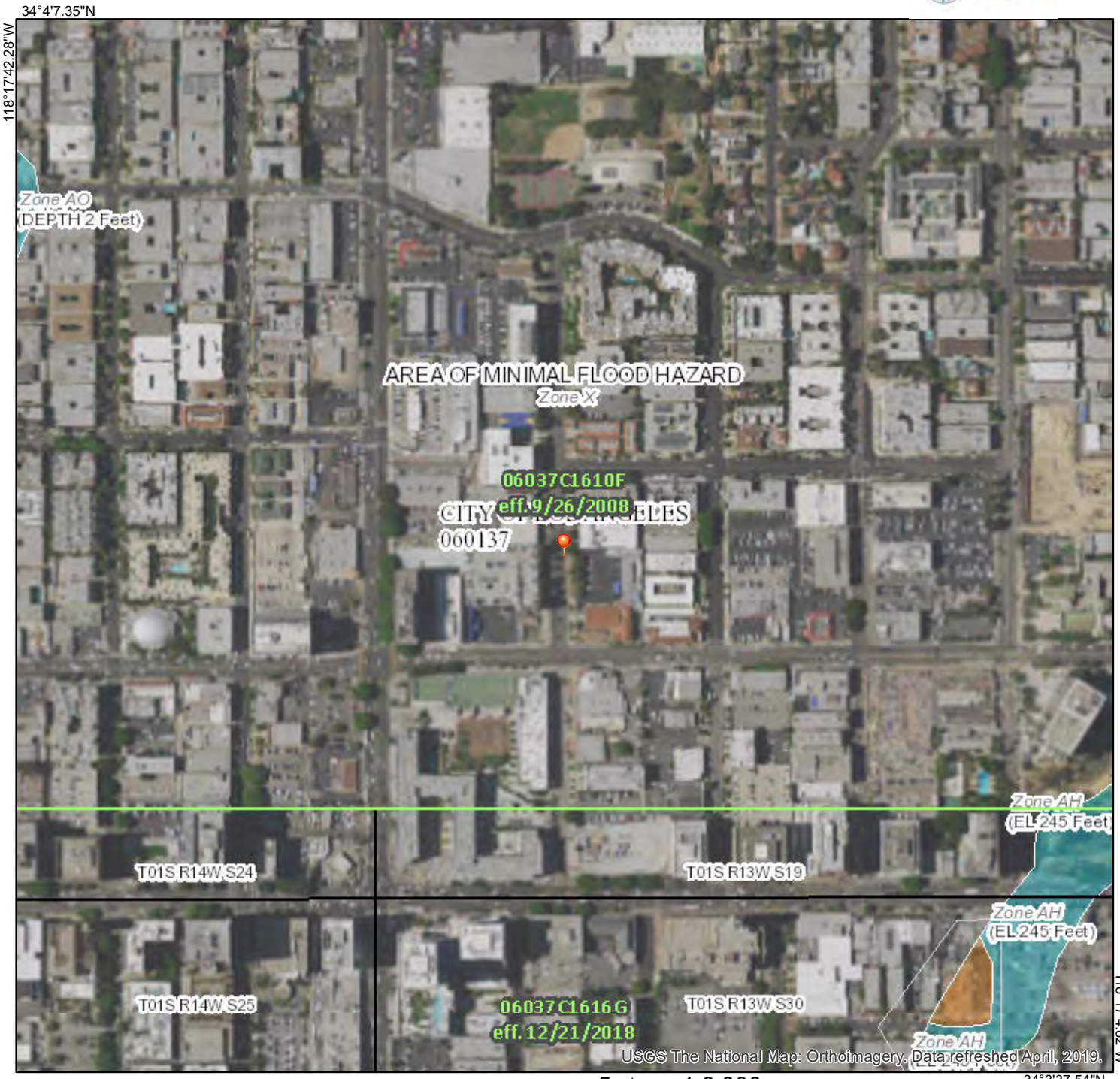
MGO Type Atypical | Realty Advisors



SITES CURRENTLY VISIBLE ON MAP — 14 SITES LISTED — EXPORT THIS LIST TO EXCEL

PROJECT NAME	STATUS	PROJECT TYPE	ADDRESS	CITY
BELMONT/HOLLYWOOD ELEMENTARY SCH. NO. 1	CERTIFIED	SCHOOL CLEANUP	2401 WILSHIRE BOULEVARD	LOS ANGELES
BELMONT/HOLLYWOOD PRIMARY CENTER NO. 2	NO FURTHER ACTION	SCHOOL INVESTIGATION	310 SOUTH LAFAYETTE PARK PLACE	LOS ANGELES
CAHUENGA ELEM #11/CDE	INACTIVE - NEEDS EVALUATION	SCHOOL INVESTIGATION	HARVARD BOULEVARD/THIRD STREET/HOBART BOULEVARD	LOS ANGELES
CAHUENGA ELEMENTARY SITE NO. 12	INACTIVE - NEEDS EVALUATION	SCHOOL INVESTIGATION	MARIPOSA AVENUE/FIFTH STREET/ALEXANDRIA AVENUE	LOS ANGELES
CAMINO NUEVO CHARTER ACADEMY PLANNED SCHOOL	NO FURTHER ACTION	SCHOOL INVESTIGATION	3400 WEST 3RD STREET	LOS ANGELES
CENTRAL LOS ANGELES HIGH SCHOOL NO. 9	NO FURTHER ACTION	SCHOOL INVESTIGATION	450 SOUTH GRAND VIEW STREET	LOS ANGELES

National Flood Hazard Layer FIRMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN — Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 — Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 9/11/2019 at 1:55:52 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Jared Blumenfeld
Secretary for
Environmental Protection

Department of Toxic Substances Control
Meredith Williams, Ph.D.
Acting Director
1001 "I" Street
P.O. Box 806
Sacramento, California 95812-0806

Gavin Newsom
Governor

EPA ID PROFILE

Map

ID Number:	CAC002281769	**Status:**	INACTIVE
Name:	UNITED TITLE INSURANCE	**Inactive Date:**	10/25/2000 12:00:00 AM
County:	LOS ANGELES	**Record Entered:**	1/31/2000 12:00:00 AM
NAICS:	N/A	**Last Updated:**	10/25/2000 12:00:00 AM

	Name	Address	City	State	Zip Code	Phone
Location	UNITED TITLE INSURANCE	514 SHATTO PL	LOS ANGELES	CA	900200000	
Mailing		514 SHATTO PL	LOS ANGELES	CA	900200000	
Owner	UNITED TITLE INSURANCE	514 SHATTO PL	LOS ANGELES	CA	900200000	2133853600
Operator/Contact	LIZ COURTNEY - BLDNG MGR	514 SHATTO PL	LOS ANGELES	CA	900200000	2133853600

Based Only Upon ID Number: **CAC002281769**

Calif. Manifests?	Non Calif. Manifests?	Transporter Registration?
N/A	N/A	N/A

California and Non California Manifest Tonnage Total and Waste Code by Year Matrix by Entity Type (if available) are on the next page

Calif. Manifest Counts and Total Tonnage

No Records Found

Non California Manifest Total Tonnage

No Records

Found

The Department of Toxics Substances Control (DTSC) takes every precaution to ensure the accuracy of data in the Hazardous Waste Tracking System (HWTS). However, because of the large number of manifests handled, inaccuracies in the submitted data, limitations of the manifest system and the technical limitations of the database, DTSC cannot guarantee that the data accurately reflect what was actually transported or produced.

Department of Public Works
dpw.lacounty.gov

Clean LA for Residents
Clean LA for Business
Clean LA for Government
Clean LA is for ALL
Los Angeles County

Reduce, Reuse, Recycle, Rethink
Trash Collection / Illegal Dumping
Household Hazardous Waste / Electronic Waste
Used Motor Oil Recycling
Industrial Waste
Underground Storage Tanks
Solid Waste
Stormwater
Water Conservation
Youth Education

Online File Review

Industrial Waste / Underground Storage Tanks / Stormwater

Back

You searched the following address:

Street Number: 514 Street Name: Shatto

Our office does not have any records (related to industrial waste/underground storage tanks/stormwater) for the requested site address.

Please double check the spelling of the street name or search a different address. Both street number and street name must be exact and spelled correctly as they appear for the facility on file. Do not include street direction prefix (i.e. N, S, E, W, etc...) or suffix (i.e. ST, AVE, RD, BLVD, etc...) unless they appear in the street name (i.e. AVENUE K, AVENIDA CESAR CHAVEZ, 10TH ST EAST, CROSSROADS PKWY N, etc...). Do not include any extra spaces after the street number or after the street name.

Back

5077 | 4

ALE 1" = 80'

5-27-65
3-25-68
680305
720804808
2-6-64P
5-12-64
781102216

5TH

ST.

PL.

AVE.

AVE.

SHATTO

WESTMORELAND

VIRGIL

6TH

ST.

N

BLK. 3

BLK. 32

BLK. 22

N.0°18'W.

N.89°29'E.

CODE
67

SHATTO PLACE
M. B. 6 - 86

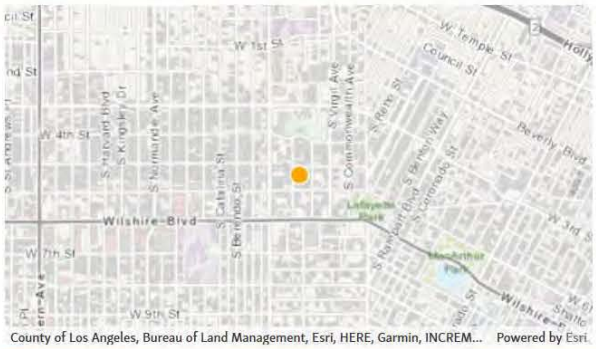
AN APPENDIX TO MAP OF
THE SOUTH HALF OF THE
WEST END UNIVERSITY ADDITION
M. R. 24 - 74

SOUTH HA
THE WE
UNIVERS
M

FOR PREV. ASSM'T. SEE: 44 - 3, 13 & 35

UTC FINANCIAL CORP

Close



Address: 514 SHATTO PL, LOS ANGELES, CA 90020

Facility ID: 86405

Status: ACTIVE

Back Fees Due: No.

Equipment List

No Equipment Listed

Compliance

Emissions

Hearing Board

Transportation

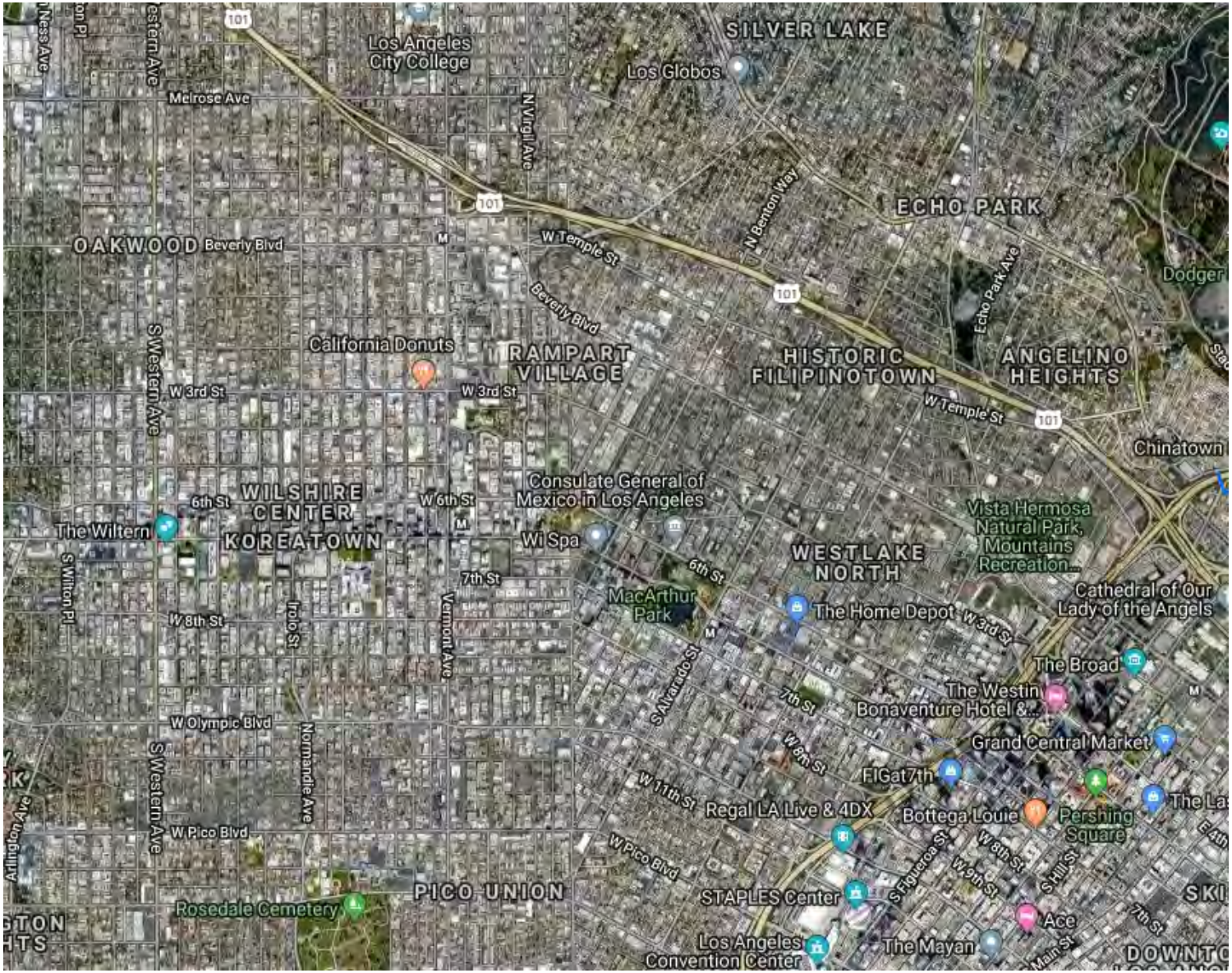
Compliance

Notices of Violation

NONE

Notices to Comply

NONE



Legend

- Gas Transmission Pipelines
- Hazardous Liquid Pipelines

500 m
1000 ft

Pipelines depicted on this map represent gas transmission and hazardous liquid lines only. Gas gathering and gas distribution systems are not represented.

This map should never be used as a substitute for contacting a one-call center prior to excavation activities. Please call 811 before any digging occurs.

Questions regarding this map or its contents can be directed to npms@dot.gov.

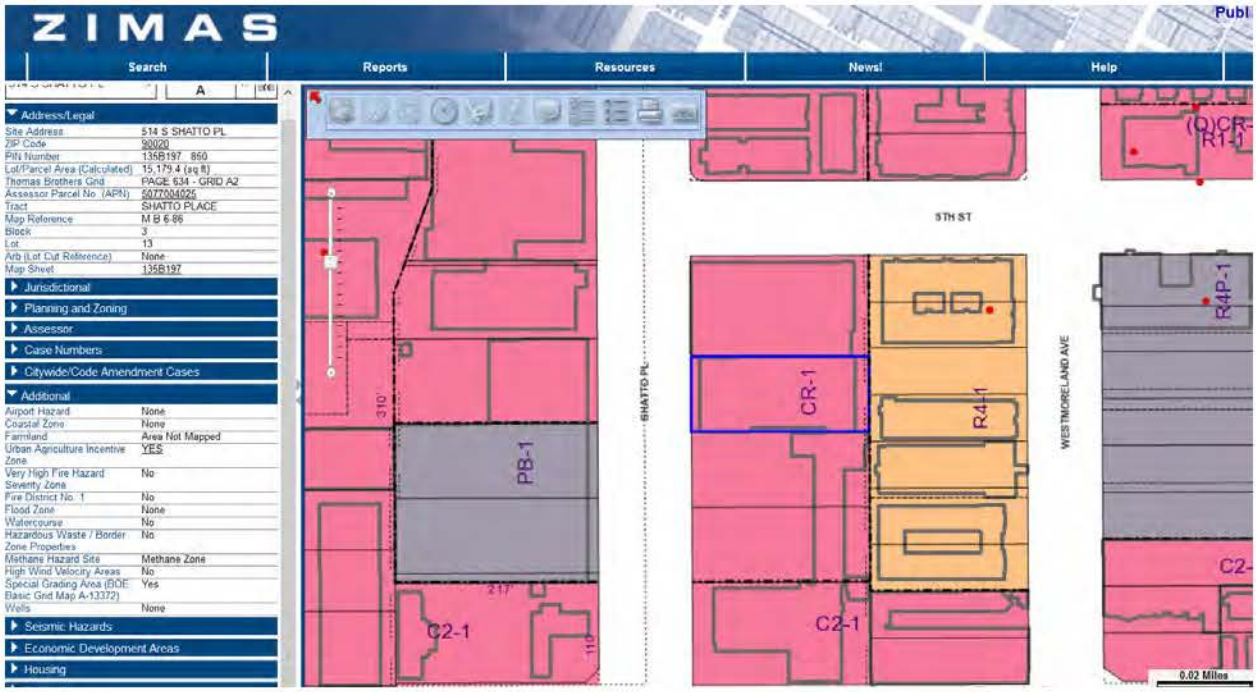
Projection: Geographic

Datum: NAD83

Map produced by the Public Viewer application at www.npms.phmsa.dot.gov

Date Printed: Sep 11, 2019

811 Know what's below. Call before you dig.


ZIMAS
Publi
Search
Reports
Resources
News!
Help
Address/Legal
Site Address 514 S SHATTO PL
ZIP Code 90020
PIN Number 135B197 860
Lot/Parcel Area (Calculated) 15,179.4 (sq ft)
Thomas Brothers Grid PAGE 634 - GRID A2
Assessor Parcel No. (APN) 5077004025
Tract SHATTO PLACE
Map Reference M B 6-86
Block 3
Lot 13
Arb (Lot Cut Reference) None
Map Sheet 135B197
Jurisdictional
Planning and Zoning
Assessor
Case Numbers
Citywide/Code Amendment Cases
Additional
Airport Hazard None
Coastal Zone None
Farmland Area Not Mapped
Urban Agriculture Incentive Zone YES
Very High Fire Hazard Severity Zone No
Fire District No. 1 No
Flood Zone None
Watercourse No
Hazardous Waste / Border Zone Properties No
Methane Hazard Site Methane Zone
High Wind Velocity Areas No
Special Grading Area (BOE Basic Grid Map A-13372) Yes
Wells None
Seismic Hazards
Economic Development Areas
Housing
5TH ST
SHATTO PL
WESTMORELAND AVE
PB-1
C2-1
CR-1
R4-1
R4P-1
(Q)CR-
R1-1
C2-
310'
217'
110'
0.02 Miles

APPENDIX I

QUALIFICATIONS

Education:

BA International Environmental Politics, University of California Berkeley, Berkeley California (2007)

Training/Licenses/Registrations:

Energy Auditing Techniques for Small and Medium Commercial Facilities
Benchmarking Energy Use in Commercial Building
Integrating Energy Efficiency and Renewables in Home Retrofits
Energy Audit Skills
Financial Analysis of Energy Efficiency

Summary of Professional Experience:

Mr. Rotnem began conducting Phase I Environmental Site Assessments (ESAs) in 2007. He has completed over 1,000 Phase I ESA studies on commercial, industrial, residential, and agricultural sites throughout the United States and Canada for clients including private individuals, developers, and lenders. He has experience with projects requiring special scope considerations and client guidelines, including national banks, SBA, Fannie Mae, and Freddie Mac.

Select Phase I ESA project experience for Mr. Rotnem includes:

- Gilmore Gasoline Plant – former refinery in Long Beach Oil Field, California
- Rain CII Carbon LLC – carbon coke processing plants in Chalmette and Gramercy, Louisiana
- Paramount Chemical Corporation – chemical and paper manufacturing plant in Montebello, California
- Hays Ready Mix – concrete batch plant in Hays, Kansas
- FXI, Inc. – foam product production plant in Orange, California
- Warner Center Towers - 21-acre office park with six high-rise towers and UST tank farm in Woodland Hills, California
- Union 76/Circle K – portfolio of eight service stations in Los Angeles, Riverside, and Orange Counties, California
- HM Holloway – gypsum mines in Lost Hills, California
- Siren Studios – film production studios in Hollywood, California
- Sutro Tower – 1,000-foot radio antenna tower in San Francisco, California
- Millennium Tower – 58-story residential structure in San Francisco, California
- Mare Island – former naval shipyard in Vallejo, California
- Hunter's Point NPL – brownfields adjacent to San Francisco Bay in San Francisco, California
- NAPA Truck Repair – service, engine washing, and degreasing facility in Redding, California
- W 36th Street – R&D building adjacent to Boeing HQ in Everett, Washington
- One Bush Plaza – office high-rise in San Francisco, California
- ML Macadamia Orchard, LP – 5,000-acre macadamia farm in Pahala, Hawaii

Edna M. Picciolini – National Client Manager

B.A. – Environmental Sciences, Northwestern University, 1995

Illinois Department of Public Health Asbestos Inspector
USEPA Accredited Asbestos Building Inspector

Ms. Picciolini has served as a National Client Manager, Senior Project Manager and Group Leader, overseeing all aspects of Environmental Due Diligence, including Phase I Environmental Site Assessments (ESAs), Phase II ESAs, and Regulatory Compliance Audits. Ms. Picciolini has 22 years of environmental consulting experience. Her responsibilities have included coordinating Phase I Environmental Site Assessments (ESA) and Industrial Hygiene operations and managing national client accounts for sites throughout the United States, Canada and Mexico. Ms. Picciolini has produced several national client report formats for Phase I ESAs, as well as NEPA reports. She has prepared a Quality Assurance/Quality Control (QA/QC) database to track the report writing performance of internal staff. Her experience includes writing proposals, overseeing project budgets, invoicing, and reviewing Health and Safety Plans, Phase I ESAs, Asbestos and Lead Survey Reports, reviewing and writing Federal Communications (FCC) NEPA Compliance Checklists and FCC Environmental Assessments (EAs), and performing Phase I ESAs, asbestos surveys, mold inspections, hazardous materials surveys and compliance audits. She has been responsible for overall QA/QC of Phase I ESAs, Phase II ESAs, and Asbestos Surveys for multiple clients and portfolios. Ms. Picciolini has performed and managed Phase I ESAs on varied property types including retail shopping centers, commercial office buildings, high-rise structures, medical clinics, medical office buildings, manufacturing sites, industrial/warehouse structures, gas stations, automotive service stations, marinas, retail strip malls, multi-family residential buildings, railroad yards, airports, bulk oil storage terminals, cemeteries, funeral homes, and vacant parcels.

Ms. Picciolini's experience also includes FESOP and Title V air permitting, air emissions inventories, and a thorough knowledge of Comprehensive Environmental Response, Compensation, and Liability Act issues and reform options; Illinois Responsible Property Transfer Act (IRPTA) applicability; Risk Management Planning (RMP); Resource Conservation and Recovery Act (RCRA); Emergency Prevention and Community Right-To-Know Act (EPCRA) regulations; asbestos surveys; mold surveys; hazardous materials surveys, and project management.

Ms. Picciolini has a thorough knowledge of health and safety issues and regulations. She has provided Occupational Safety and Health Administration (OSHA) Asbestos Awareness Training to clients and in-house personnel, and has provided mentoring and training to junior staff. She has successfully managed and/or completed numerous multi-site portfolios within project budgets and under strict deadlines.

Project experience for Ms. Picciolini includes:

- GMAC Commercial Mortgage Corporation - Managed many multi-site portfolios of Phase I ESAs including healthcare, and emissions testing facilities throughout the State of Illinois. These projects were performed for re-financing purposes and identified recognized environmental conditions (RECs) associated with these sites. Provided client consultation regarding next steps for Phase II ESAs.
- Confidential Client - Managed major telecommunications account that involved over 1,300 projects, including FCC Checklist reports, FCC EAs, Phase I ESAs, and Phase II investigations, including asbestos surveys.
- GuernseyBel - Conducted air emissions inventory and completed the Illinois Environmental Protection Agency annual emissions summary report for a regional food topping manufacturer.
- **Confidential Client - Completed desktop reviews of prior environmental reports, historical record reviews and database reports for 950 properties. Risk analysis of each property was performed, with information summarized in an access database. Calculated worst case environmental liability loss.**
- Confidential Client - Maintained monthly reporting requirements for an active site remediation system. Activities include submitting wastewater effluent reports in connection with the industrial waste permit for an on-site remediation system.
- Confidential Client - Performed compliance reviews for a national drugstore's distribution warehouse facilities and an equipment rental company in Illinois, Wisconsin, and Indiana. Responsibilities included determination of compliance status and developing company-wide compliance manual.
- Confidential Client - Prepared EAs pertaining to flood plain, wetland, archaeological, and historical issues. Acted as liaison between local telecommunications clients and United States Army Corps of Engineers, Natural Resources Conservation Service, State Historic Preservation Agency, and local agencies.
- LaSalle Investment Management: Managed multiple Phase I ESAs, Asbestos and Lead Surveys, and Phase II ESAs for various properties throughout the United States and Canada for purchase and sale. Inspections were performed to current ASTM Standards.
- Military Housing - Conducted Mold Surveys in the southeast to support the privatization of base housing.
- Client Management: Various - Managed multiple portfolios of Phase I ESAs, Asbestos and Lead Surveys, and Phase II ESAs for various properties throughout the United States, Mexico and Canada for purchase, sale and refinances. Inspections were performed to current ASTM Standards. Performed staff training, prepared report formats, project management, staff assignments, report reviews, and client communications throughout the projects. Ensured projects

were performed within budget and timelines. Communicated updates to the client and provided consultation regarding next steps. Oversaw Phase II proposals and completion of Phase II ESAs. Analyzed subsurface data to determine if a reported release had occurred and next steps. Prepared or reviewed Health and Safety Plans for each project determining whether various safety issues were adequately addressed for on-site staff performing assessments.

- Walgreen Co. **–** Oversaw Due Diligence Services for a National Retail Drug Chain Account. Duties included training staff, overseeing all reporting, tracking, maintaining, developing, and providing training to the account. Oversaw project proposals, budgets, client contacts and updates, as well as made sure client performance standards were met. Sites were located throughout the United States and Puerto Rico.
- Confidential Client **-** Performed a Visual Survey for suspect microbial growth on drywall, which included cuts to drywall throughout the structure. The Survey was performed for an insurance carrier to determine if the moisture infiltration was occurring in several areas, or was isolated to one portion of the building.
- Equity **-** Prepared an Asbestos and Hazardous Material Survey for a defunct power plant. Oversaw basement dewatering, hazardous material identification removal, and asbestos abatement contractors throughout the project, which spanned over one year and was valued at over $3 million in total cost. Oversaw obtaining de-watering permits from the local municipalities, as well as compliance with local, state and federal regulations throughout the project.
- Lillibridge Healthcare Services, Inc**.-** Provided OSHA Asbestos Awareness Training to maintenance personnel and established a Corporate Asbestos Management Plan for a healthcare property management company.
- Albertson's **-** Performed an Asbestos and Hazardous Material Survey for a defunct bakery building slated for demolition. Provided detailed reporting and drawings for asbestos removal cost estimates.

SPECIALIZED EDUCATION

Site Remediation 40 Hour HAZWOPER Training

Construction Safety 10 Hour OSHA Training

Confined Space Training

Appendix I
Civil Report Memorandum and Correspondence

FORM GEN. 160 (REV. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: December 3, 2020

TO: Shana M.M. Bonstin
Arthi L. Varma
Lisa M. Webber
Deputy Director of Planning
Department of City Planning

FROM: Gerald Watson, Acting Division Manager
Clean Water North Conveyance Division
LA Sanitation & Environment

SUBJECT: AA-2019-7098-PMLA — 7650 North Balboa Boulevard
AA-2020-4533-PMLA-HCA — 2119 South Federal Avenue
TRACT MAP No. 83213 — 550 South Shatto Place

Our office has reviewed the sewer/storm drain lines serving the subject tracts/areas, and found no potential problems to our structures and/or potential maintenance issues.

Note: This Approval is for the Tract Map only and represents the office of LA Sanitation/CWCDs. The applicant may be required to obtain other necessary Clearances/Permits from LA Sanitation and appropriate District office of the Bureau of Engineering.

If you have any questions, please contact Rafael Yanez at (323) 342-1563.

Civil Report Memorandum
October 15, 2020

BRANDOW & JOHNSTON
EST. 1945
STRUCTURAL + CIVIL ENGINEERS

Existing Conditions

Topography and Drainage – Approved Project

The existing site area consisting of three parcels (approximately 1.18 acres pre-dedication) generally slopes southwest toward the intersection of Shatto Place and 6th Street at a rate of about 1.2%. There are on-site inlets for drainage that currently curb drain to Shatto Place. The existing site is 98% impervious, resulting in a discharge volume of 3,758 cubic feet for an 85th Percentile storm. Based on a 50-year storm event the existing peak discharge is 3.11 cubic feet per second.

Topography and Drainage – Modified Project

One additional lot north of the approved project has been added to the project site, resulting in a total of four parcels (approximately 1.52 acres pre-dedication). The site general flow pattern is unchanged with southwesterly slopes at a rate of about 1.2%. The existing impervious increased slightly to 99%. The resultant existing 85th Percentile storm volume discharge is increased to 4,590 cubic feet, while the existing 50-year peak discharge is increased to 4.0 cubic feet per second. No existing inlets were observed and runoff appears to all sheet flow onto Shatto Place. Existing roof drains either discharge above-grade or are connected to curb drains discharging onto Shatto Place.

Storm Drain

Based on our existing utility research, there are no existing storm drain systems in the adjacent public streets abutting the site. The closest existing public storm drain main line is located one block westerly running northerly along Vermont Avenue.

Sanitary Sewer

The existing public sanitary sewer main lines near the project are owned and maintained by the City of Los Angeles Sanitation Department. An existing main line exists in each street adjacent to the subject property and their information is summarized below:

- Shatto Place – 8-inch vitrified clay pipe (VCP) running south towards 6th Street
- 6th Street – 8-inch vitrified clay pipe (VCP) running easterly

The City of Los Angeles Central District Sewer Wye Map 11789, 25635, and supplemental plan B-4551 cover the subject area and provide information regarding these existing main lines and profiles. Information related to the existing sewer capacity and flow has been provided by the Wastewater Engineering Services Division (WESD) via the Wastewater Service Information (WWSI) process and their response is attached separately (dated

September 23, 2020). The report indicates that the two existing 8-inch lines adjacent to the project site feed into a 20-inch mainline on Berendo Street, and that the existing design capacity of that main line is at 32%.

Domestic/Fire Water – Approved Project

The existing water main lines near the project area are owned and maintained by the Los Angeles Department of Water & Power. An existing main line exists in each street adjacent to the subject property and their information is summarized below:

- Shatto Place – 8-inch main line with a maximum pressure of 90 psi as of May 2, 2018.
- 6th Street – 24-inch main line with a maximum pressure of 83 psi as of October 10, 2018

One existing fire hydrant is located immediately adjacent to the project site at the southwestern corner of the intersection of Shatto Place and 6th Street. The Los Angeles Fire Department, in its Interdepartmental Memo dated August 3, 2018 did not require any additional hydrants for the Approval Project.

Telecommunications

Per City of Los Angeles Substructure Map 101-3 an existing 1-1/2” telecommunication conduit owned and maintained by AT&T (formerly PTT) runs along the property frontage on Shatto Place connecting to an existing underground vault near the southeastern corner of the project site. Considering the Approved Project’s proposed street improvements on Shatto Place the existing conduit will be protected in place unless it is required to be removed by AT&T during the design process. Per the City of Los Angeles’ online GIS system “Geohub” there are no existing cellular towers located adjacent to the project site.

Proposed Development

Storm Drain – Approved Project

The project would be designed to comply with the City of Los Angeles’s Low Impact Development (LID) design standards. To facilitate this, the proposed stormwater Best Management Practices (BMPs) that are to be considered are rainwater harvesting and/or bio-infiltration flow-through planters. The entirety of the roof drains for the new mixed-use building and the existing church building will be diverted to the proposed stormwater BMPs and the overflow discharge will be discharged to Shatto Place and 6th Street via a curb drain or parkway drain. Based on the Geotechnical Report provided by Geotechnologies, Inc., dated January 24, 2019, groundwater was encountered and infiltration is not feasible.

Post-dedication, the total site area is approximately 1.28 acres in size. To comply with the Bureau of Sanitation’s Low Impact Development Standards the greater runoff volume between a 0.75-inch storm event and the 85th percentile storm event will be treated. Based

on the proposed impervious area percentage of 94% the greater volume is generated by the 85th percentile storm: 3,936 cubic feet in volume. The section of the bio-infiltration flow-through planter would consist of 12" of ponding, 3' of soil, and 12" of permeable material.

Storm Drain – Modified Project

Due to the increased total site area of approximately 1.69 acres and revised imperviousness of 95%, the 85th percentile storm runoff volume is 5,057 cubic feet in volume. In order to comply with the Bureau of Sanitation's Low Impact Development standards, the project would implement several stormwater treatment options, such as a bio-filtration flow through planter system consisting of 12" of ponding, 3' of soil media, and 12" of permeable material, and a rainwater harvesting system. The required BMPs, such as a bio-filtration flow through planter system or a rainwater harvesting system, shall be sized to collect the 85th percentile storm runoff volume based on Bureau of Sanitation Low Impact Development Standards. The rainwater harvesting system would be connected to the buildings' irrigation system so that collected stormwater runoff would be re-used. The system is designed to capture runoff, store it within its chambers, and re-use it for irrigation.

	Approved Project	**Modified Project**
Proposed Site Area	1.28 acres	1.69 acres
85th Percentile Storm Volume	3,936 cubic feet	5,057 cubic feet
50-year peak discharge flow	3.37 cfs	4.29 cfs

Sanitary Sewer – Approved Project

Based on input from the project Applicant, a facility description was submitted to the City of Los Angeles for generation of a Sewer Capacity Availability Report. The Proposed Facility Description on the SCAR is summarized below:

Proposed Use Description	**Sewage Generation Rate (GPD)**	**Per Unit**	**Qty**	**GPD**
RESIDENTIAL: APT – BACHELOR	75	DU	2	150
RESIDENTIAL: APT – 1 BDRM	110	DU	150	16,500
RESIDENTIAL: APT – 2 BDRMS	150	DU	92	13,800
RESIDENTIAL: APT – 3 BDRMS	190	DU	8	1,520
RESTAURANT: FULL SERVICE INDOOR SEAT	30	SEAT	380	11,400

RESIDENTIAL: DUPLEX/TOWNHOUSE -2BDRMS	150	DU	4	600
OFFICE BUILDING	120	KGSF	2,507	301
PROPOSED TOTAL FLOW (Gross):			**44,271 GPD**	

The estimated proposed total flow based on the facility description is 44,271 gallons per day (gpd). This calculated flow does not net out existing uses that would be removed. The estimated existing sewer demand for the existing school to be removed is 1,360 gallons per day. The proposed points of connection to the existing public main lines will be determined by the Plumbing Engineer during design.

Sanitary Sewer – Modified Project

Based on revised input from the project Applicant, a facility description was submitted to the City of Los Angeles for generation of a Wastewater Service Information request (WWSI). The estimated proposed total flow based on the facility description is 80,986 gallons per day (gpd). This calculated flow does not net out existing uses that will be removed. The estimated existing sewer demand for the existing school to be removed is 1,360 gallons per day. The Modified Project would also remove the existing office building containing 27,843 square feet. The estimated existing sewer demand for the existing office building to be removed is 3,342 gpd. The calculated sewer demand of the school and office building uses to be removed is 4,702 gpd. The revised sanitary sewer demand is itemized below:

Proposed Use Description	**Sewage Generation Rate (GPD)**	**Unit**	**Quantity**	**GPD**
RESIDENTIAL: APT - 1 BDRM. *6	110	DU	200	22,000
RESIDENTIAL: APT - 2 BDRMS *6	150	DU	100	15,000
RESIDENTIAL: APT - 3 BDRMS *6	190	DU	13	2,470
RESIDENTIAL: APT - 5 BDRMS *6**	270	DU	54	14,580
OFFICE BUILDING	120	KGSF	11,965	1,436
RESTAURANT: FULL SERVICE INDOOR SEAT	30	SEAT	850	25,500
SWIMMING POOL ***	1	EA	4	4
Proposed Total Flow (Gross):				**80,990 GPD**

** The 5 Bedrooms are co-living units. As such, to be conservative, these dwelling units were modeled as 6 Bedroom units.

*** The proposed pool will be a closed loop circulation system with anticipated sewer discharge only when the filters are washed. Washing schedule is 6 times per year for 100 gallons each, resulting in an average of 4

GPD.

	Approved Project (Gross)	Modified Project (Gross)**	Existing Sewage Generation due to Removed Uses at Modified Project*	Modified Project (Net)
Estimated Sewer Max Allowable Capacity	44,271 gpd	80,990 gpd	4,702 gpd	76,288 gpd

* Existing Sewage Generation was calculated based on the sum of existing demands of removed uses, including the existing office building and school
**The project's infrastructure will be designed to accommodate the gross sewer max allowable capacity.

The WWSI states that the existing sewer system may be able to accommodate the total flow for the proposed project and that further detailed gauging and evaluation will be needed via the SCAR process. Per the SCAR received from the Bureau of Sanitation the determination is that there is capacity available to handle the anticipated discharge from the proposed project.

Domestic/Fire Water – Modified Project

Updated Pressure Flow Reports were procured from LADWP and are summarized below:

- Shatto Place – 8-inch main line with a maximum pressure of 83 psi as of June 10, 2020
- 6th Street – 24-inch main line with a maximum pressure of 81 psi as of June 10, 2020

The calculated demand provided by the project's Plumbing Engineer of the proposed building is approximately 1,000 gallons per minute. The locations of the double detector check assembly and Fire department connection will be determined based on feedback from the City of Los Angeles Fire Department. LADWP will be coordinated with accordingly based on the final location both domestic and fire water points of connection. The existing domestic water connection for the existing building to be protected-in-place located along 6th St will be considered to be reused for the repurposed building. All new domestic water and fire water connections will connect to the existing main line along Shatto Place.

There are two existing public fire hydrants located adjacent to the project site. One is located 150 feet to the west on the northwestern corner of Shatto & 6th St. The other is

located 100 feet to the north on the south eastern corner of Shatto & 5th St. The need for additional fire hydrants will be determined by the Los Angeles Fire Department based on LAMC 57.507.3.1 as summarized below:

SEC. 57.507.3.1. FIRE-FLOW REQUIREMENTS.

Fire-flows shall comply with Table 57.507.3.1 for any structures, group of structures or facilities by the type of land development, or as otherwise determined by the Chief.

1. Where street alignments mandate the installation of dead-end mains, the fire-flow in gallons per minute may be adjusted downward, depending on the type of land development.

2. A minimum residual water pressure of 20 pounds per square inch is to remain in the system with the required gallons per minute flowing.

EXCERPT OF TABLE 57.507.3.1
FIRE-FLOW BY TYPE OF LAND DEVELOPMENT

Type of Land Development	Fire-Flow in Gallons Per Minute
High Density Residential and Neighborhood Commercial	4,000 G.P.M. from four adjacent fire hydrants flowing simultaneously

APPENDICES

City of Los Angeles

Los Angeles Department of Water and Power - Water System

SAR NUMBER **85889**

Fire Service Pressure Flow Report

SERVICE NUMBER **634408**

For: **514 SHATTO PL** Approved Date: **6-10-2020**

Proposed Service **8 INCH** off of the

8 inch main in **SHATTO PL** on the **EAST** side approximately

205 feet **SOUTH** of **SOUTH** of **5TH ST** The System maximum pressure is

83 psi based on street curb elevation of **263** feet above sea level at this location.

The distance from the DWP street main to the property line is **63** feet

System maximum pressure should be used only for determining class of piping and fittings.

Residual Flow/Pressure Table for water system street main at this location

Flow (gpm)	Press. (psi)	Flow (gpm)	Press. (psi)	Flow (gpm)	Press. (psi)
0	66				
1500	65				

These values are subject to change due to changes in system facilities or demands.

Notes:

Meter Assembly Capacities

Domestic Meters	
1 inch =	56 gpm
1-1/2 inch =	96 gpm
2 inch =	160 gpm
3 inch =	220 gpm
4 inch =	400 gpm
6 inch =	700 gpm
8 inch =	1500 gpm
10 inch =	2500 gpm

Fire Service	
2 inch =	250 gpm
4 inch =	600 gpm
6 inch =	1400 gpm
8 inch =	2500 gpm
10 inch =	5000 gpm

FM Services	
8 inch =	2500 gpm
10 inch =	5000 gpm

This information will be sent to the Department of Building and Safety for plan checking.

This SAR is valid for one year from 06-10-20. Once the SAR expires, the applicant needs to re-apply and pay applicable processing fee.

For additional information contact the Water Distribution Services Section **CENTRAL (213) 367-1216**

DAJANI STRACHAN	**DAJANI STRACHAN**	**134-198**
Prepared by	**Approved by**	**Water Service Map**

City of Los Angeles

Los Angeles Department of Water and Power - Water System

SAR NUMBER **85892**

Fire Service Pressure Flow Report

SERVICE NUMBER **634411**

For: **514 SHATTO PL** Approved Date: **6-10-2020**

Proposed Service **4 INCH** off of the

24 inch main in **6TH ST** on the **NORTH** side approximately

192 feet **EAST** of **SOUTH** of **SHATTO PL** The System maximum pressure is

81 psi based on street curb elevation of **267** feet above sea level at this location.

The distance from the DWP street main to the property line is **57** feet

System maximum pressure should be used only for determining class of piping and fittings.

Residual Flow/Pressure Table for water system street main at this location

Flow (gpm)	Press. (psi)	Flow (gpm)	Press. (psi)	Flow (gpm)	Press. (psi)
0	64				
400	63				

These values are subject to change due to changes in system facilities or demands.

Notes:

Meter Assembly Capacities

Domestic Meters	
1 inch =	56 gpm
1-1/2 inch =	96 gpm
2 inch =	160 gpm
3 inch =	220 gpm
4 inch =	400 gpm
6 inch =	700 gpm
8 inch =	1500 gpm
10 inch =	2500 gpm

Fire Service	
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4 inch =	600 gpm
6 inch =	1400 gpm
8 inch =	2500 gpm
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For additional information contact the Water Distribution Services Section **CENTRAL (213) 367-1216**

Unknown	**DAJANI STRACHAN**	**134-198**
Prepared by	**Approved by**	**Water Service Map**

City of Los Angeles
Bureau of Engineering

Sewer Capacity Availability Request (SCAR)

To: Bureau of Sanitation
The following request is submitted to you on behalf of the applicant requesting to connect to the public sewer system. Please verify that the capacity exists at the requested location for the proposed developments shown below. The results are good for 180 days from the date the sewer capacity approval from the Bureau of Sanitation. Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480. **Sewer ejector use is prohibited.**

Job Address:	**514 S Shatto Pl**	Sanitation Scar ID:	**65-5218-0720**
Date Submitted	07/20/2020	Request Will Serve Letter?	Yes
BOE District:	Central District		
Applicant:	Allan Lumidao, Brandow & Johnston		
Address:	700 S. Flower Street, Suite 1800	City :	Los Angeles
State:	CA	Zip:	90017
Phone:	213-596-4516	Fax:	
Email:	ALumidao@bjsce.com	BPA No.	Pending
S-Map:	493	Wye Map:	135A197-D

SIMM Map - Maintenance Hole Locations

No.	Street Name	U/S MH	D/S MH	Diam. (in)	Approved Flow %	Notes
1	Shatto Pl	49316096	49316108	8	100.00	

Proposed Facility Description

No.	Proposed Use Description	Sewage Generation (GPD)	Unit	Qty	GPD
1	RESIDENTIAL: APT - 1 BDRM. *6	110	DU	200	22,000
2	RESIDENTIAL: APT - 2 BDRMS *6	150	DU	100	15,000
3	OFFICE BUILDING	120	KGSF	11,965	1,436
4	RESTAURANT: FULL SERVICE INDOOR SEAT	30	SEAT	850	25,500
5	RESIDENTIAL: APT - 3 BDRMS *6	190	DU	13	2,470
6	RESIDENTIAL: APT - 5 BDRMS *6	270	DU	54	14,580
				Proposed Total Flow (gpd):	**80,986**

Remarks 1] Approved maximum allowable capacity of 80,986 GPD (56.24 gpm). 2] IWMD permit required.

Note: Results are good for 180 days from the date of approval by the Bureau of Sanitation

Date Processed: 07/29/2020 Expires On: 01/25/2021

Processed by: Albert Lew
Bureau of Sanitation
Phone: 323-342-6207
Sanitation Status: Approved
Reviewed by: Ricardo Avendano
on 07/29/2020

Submitted by: AVALYN KAMACHI
Bureau of Engineering
Central District
Phone: 213-482-7030

Scar Request Number: 3599

Fees Collected	Yes	SCAR FEE (W:37 / QC:705)	$1,996.50
Date Collected	07/21/2020	SCAR Status:	**Completed**

Scar Request Number: 3599

City of Los Angeles
Bureau of Engineering

SEWER CAPACITY AVAILABILITY REVIEW FEE (SCARF) - Frequently Asked Questions

SCAR stands for Sewer Capacity Availability Review that is performed by the Department of Public Works, Bureau of Sanitation. This review evaluates the existing sewer system to determine if there is adequate capacity to safely convey sewage from proposed development projects, proposed construction projects, proposed groundwater dewatering projects and proposed increases of sewage from existing facilities. The SCAR Fee (SCARF) recovers the cost, incurred by the City, in performing the review for any SCAR request that is expected to generate 10,000 gallons per day (gpd) of sewage.

The SCARF is based on the effort required to perform data collection and engineering analysis in completing a SCAR. A brief summary of that effort includes, but is not limited to, the following:

1. Research and trace sewer flow levels upstream and downstream of the point of connection.
2. Conduct field surveys to observe and record flow levels. Coordinate with maintenance staff to inspect sewer maintenance holes and conduct smoke and dye testing if necessary.
3. Review recent gauging data and in some cases closed circuit TV inspection (CCTV) videos.
4. Perform gauging and CCTV inspection if recent data is not available.
5. Research the project location area for other recently approved SCARs to evaluate the cumulated impact of all known SCARs on the sewer system.
6. Calculate the impact of the proposed additional sewage discharge on the existing sewer system as it will be impacted from the approved SCARs from Item 6 above. This includes tracing the cumulative impacts of all known SCARs, along with the subject SCAR, downstream to insure sufficient capacity exist throughout the system.
7. Correspond with the applicant for additional information and project and clarification as necessary.
8. Work with the applicant to find alternative sewer connection points and solutions if sufficient capacity does not exist at the desired point of connection.

Questions and Answers:

1. **When is the SCARF applied, or charged?**
   It applies to all applicants seeking a Sewer Capacity Availability Review (SCAR). SCARs are generally required for Sewer Facility Certificate applications exceeding 10,000 gpd, or request from a property owner seeking to increase their discharge thru their existing connection by 10,000 gpd or more, or any groundwater related project that discharges 10,000 gpd or more, or any proposed or future development for a project that could result in a discharge of 10,000 gpd.
2. **Why is the SCARF being charged now when it has not been in the past?**
   The City has seen a dramatic increase in the number of SCARs over 10,000 gpd in the last few years and has needed to increase its resources, i.e., staff and gauging efforts, to respond to them. The funds collected thru SCARF will help the City pay for these additional resources and will be paid by developers and property owners that receive the benefit from the SCAR effort.
3. **Where does the SCARF get paid?**
   The Department of Public Works, Bureau of Engineering (BOE) collects the fee at its public counters. Once the fee is paid then BOE prepares a SCAR request and forwards it to the BOS where it is reviewed and then returned to BOE. BOE then informs the applicant of the result. In some cases, BOS works directly with the applicant during the review of the SCAR to seek additional information and work out alternative solutions

Scar Request Number: 3599

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CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

DEPARTMENT OF PUBLIC WORKS

BUREAU OF ENGINEERING

GARY LEE MOORE, PE, ENV SP
CITY ENGINEER

1149 S BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

http://eng.lacity.org

07/29/2020

ALLAN LUMIDAO, BRANDOW & JOHNSTON
700 S. FLOWER STREET, SUITE 1800
LOS ANGELES, CA, 90017

Dear Allan Lumidao, Brandow & Johnston,

SEWER AVAILABILITY: 514 S Shatto Pl

The Bureau of Sanitation has reviewed your request of 07/20/2020 for sewer availability at **514 S SHATTO PL**. Based on their analysis, it has been determined on 07/29/2020 that there is capacity available to handle the anticipated discharge from your proposed project(s) as indicated in the attached copy of the Sewer Capacity Availability Request (SCAR) .

This determination is valid for 180 days from the date shown on the Sewer Capacity Availability request (SCAR) approved by the Bureau of Sanitation.

While there is hydraulic capacity available in the local sewer system at this time, availability of sewer treatment capacity will be determined at the Bureau of Engineering Public Counter upon presentation of this letter. A Sewer Connection Permit may also be obtained at the same counter provided treatment capacity is available at the time of application.

A Sewerage Facilities Charge is due on all new buildings constructed within the City. The amount of this charge will be determined when application is made for your building permit and the Bureau of Engineering has the opportunity to review the building plans. To facilitate this determination a preliminary set of plans should be submitted to Bureau of Engineering District Office, Public Counter.

Provision for a clean out structure and/or a sewer trap satisfactory to the Department of Building and Safety may be required as part of the sewer connection permit.

Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480. **Sewer ejector use is prohibited.**

Scar Request Number: 3599

Sincerely,

AVALYN KAMACHI
CIVIL ENGINEERING ASSOCIATE III
Central District, Bureau of Engineering

City of Los Angeles
Bureau of Engineering

SEWER CAPACITY AVAILABILITY REVIEW FEE (SCARF) - Frequently Asked Questions

SCAR stands for Sewer Capacity Availability Review that is performed by the Department of Public Works, Bureau of Sanitation. This review evaluates the existing sewer system to determine if there is adequate capacity to safely convey sewage from proposed development projects, proposed construction projects, proposed groundwater dewatering projects and proposed increases of sewage from existing facilities. The SCAR Fee (SCARF) recovers the cost, incurred by the City, in performing the review for any SCAR request that is expected to generate 10,000 gallons per day (gpd) of sewage.

The SCARF is based on the effort required to perform data collection and engineering analysis in completing a SCAR. A brief summary of that effort includes, but is not limited to, the following:

1. Research and trace sewer flow levels upstream and downstream of the point of connection.
2. Conduct field surveys to observe and record flow levels. Coordinate with maintenance staff to inspect sewer maintenance holes and conduct smoke and dye testing if necessary.
3. Review recent gauging data and in some cases closed circuit TV inspection (CCTV) videos.
4. Perform gauging and CCTV inspection if recent data is not available.
5. Research the project location area for other recently approved SCARs to evaluate the cumulated impact of all known SCARs on the sewer system.
6. Calculate the impact of the proposed additional sewage discharge on the existing sewer system as it will be impacted from the approved SCARs from Item 6 above. This includes tracing the cumulative impacts of all known SCARs, along with the subject SCAR, downstream to insure sufficient capacity exist throughout the system.
7. Correspond with the applicant for additional information and project and clarification as necessary.
8. Work with the applicant to find alternative sewer connection points and solutions if sufficient capacity does not exist at the desired point of connection.

Questions and Answers:

1. **When is the SCARF applied, or charged?**
   It applies to all applicants seeking a Sewer Capacity Availability Review (SCAR). SCARs are generally required for Sewer Facility Certificate applications exceeding 10,000 gpd, or request from a property owner seeking to increase their discharge thru their existing connection by 10,000 gpd or more, or any groundwater related project that discharges 10,000 gpd or more, or any proposed or future development for a project that could result in a discharge of 10,000 gpd.
2. **Why is the SCARF being charged now when it has not been in the past?**
   The City has seen a dramatic increase in the number of SCARs over 10,000 gpd in the last few years and has needed to increase its resources, i.e., staff and gauging efforts, to respond to them. The funds collected thru SCARF will help the City pay for these additional resources and will be paid by developers and property owners that receive the benefit from the SCAR effort.
3. **Where does the SCARF get paid?**
   The Department of Public Works, Bureau of Engineering (BOE) collects the fee at its public counters. Once the fee is paid then BOE prepares a SCAR request and forwards it to the BOS where it is reviewed and then returned to BOE. BOE then informs the applicant of the result. In some cases, BOS works directly with the applicant during the review of the SCAR to seek additional information and work out alternative solutions

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HYPERION EXECUTIVE PLANT MANAGER

WASTEWATER ENGINEERING
SERVICES DIVISION
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-6210
WWW.LACITYSAN.ORG

September 25, 2020

Mr. Ed Melo, PE
Brandow & Johnston
700 South Flower Street, Suite 1800
Los Angeles, CA 90017

Dear Mr. Melo,

514 SHATTO PLACE - REQUEST FOR WASTEWATER SERVICE INFORMATION

This is in response to your September 16, 2020 letter requesting a review of your proposed mixed-use project located at 514-550 S Shatto Place, Los Angeles, CA 90020. The project will consist of residential units, office building, and restaurant. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Proposed			
Residential: 1-BDRM	110 GPD/DU	200 DU	22,000
Residential: 2-BDRM	150 GPD/DU	100 DU	15,000
Residential: 3-BDRM	190 GPD/DU	13 DU	2,470
Residential: 5-BDRM	270 GPD/DU	54 DU	14,580
Office Building	120 GPD/1000 SQ.FT	11,965 SQ.FT	1,436

Restaurant	30 GPD/ 1 Seat	850 Seats	25,500
Total			**80,986**

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes two existing 8-inch lines on Shatto Place and on 6th St. The sewage from the two existing 8-inch lines join to feed into a 20-inch line on Berendo St before discharging into a 48-inch sewer line on Normandie Ave. Figure 1 and Figure 2 show the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 8-inch lines cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Shatto Pl.	*	229,323 GPD
8	6TH St.	*	229,323 GPD
20	Berendo St.	32	2.05 MGD
48	Normandie Ave.	25	29.86 MGD

* No gauging available

Based on estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer lacks sufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at the time. Ultimately, this sewage flow will be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the project.

All sanitary wastewater ejectors and fire tank overflow ejectors shall be designed, operated, and maintained as separate systems. All sanitary wastewater ejectors with ejection rates greater than 30 GPM shall be reviewed and must be approved by LASAN WESD staff prior to other City plan check approvals. Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org.

STORMWATER REQUIREMENTS

LA Sanitation, Stormwater Program is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

In accordance with the Municipal Separate Storm Sewer (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R4-2012-0175, NPDES No. CAS004001) and the City of Los Angeles Stormwater and Urban Runoff Pollution Control requirements (Chapter VI, Article 4.4, of the Los Angeles Municipal Code), the Project shall comply with all mandatory provisions to the Stormwater Pollution Control Measures for Development Planning (also known as

Low Impact Development [LID] Ordinance). Prior to issuance of grading or building permits, the applicant shall submit a LID Plan to the City of Los Angeles, Public Works, LA Sanitation, Stormwater Program for review and approval. The LID Plan shall be prepared consistent with the requirements of the Planning and Land Development Handbook for Low Impact Development.

Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lacitysan.org. It is advised that input regarding LID requirements be received in the preliminary design phases of the project from plan-checking staff. Additional information regarding LID requirements can be found at: www.lacitysan.org or by visiting the stormwater public counter at 201 N. Figueroa, 2nd Fl, Suite 280.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local groundwater basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements. Green Street standard plans can be found at: www.eng2.lacity.org/techdocs/stdplans/

CONSTRUCTION REQUIREMENTS

All construction sites are required to implement a minimum set of BMPs for erosion control, sediment control, non-stormwater management, and waste management. In addition, construction sites with active grading permits are required to prepare and implement a Wet Weather Erosion Control Plan during the rainy season between October 1 and April 15. Construction sites that disturb more than one-acre of land are subject to the NPDES Construction General Permit issued by the State of California, and are required to prepare, submit, and implement the Storm Water Pollution Prevention Plan (SWPPP).

If there are questions regarding the stormwater requirements, please call WPP's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 2nd Fl, Suite 280.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a

conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers a Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of $1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from the Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact LA Sanitation Solid Resources Recycling hotline 213-922-8300.

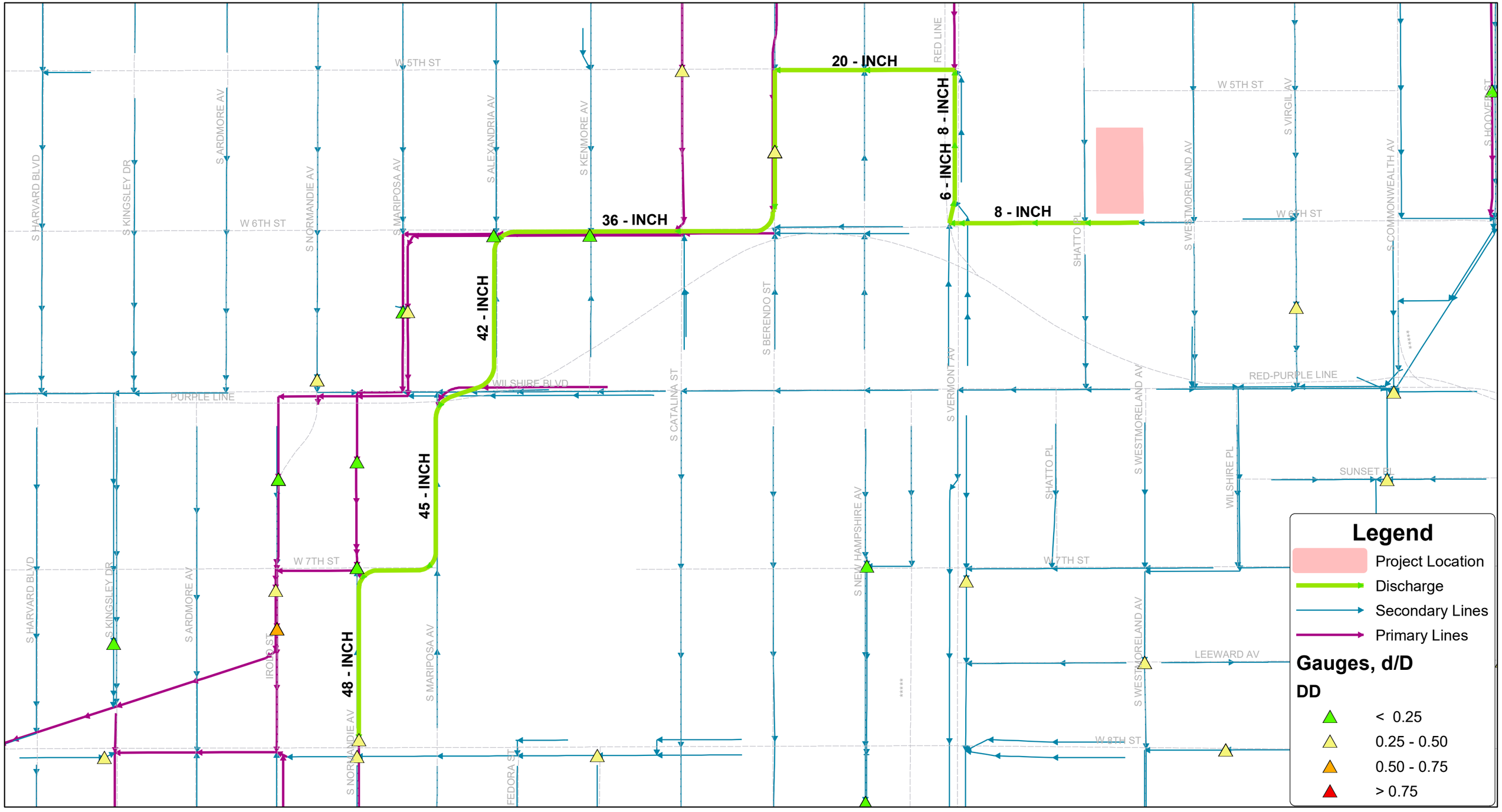
Sincerely,

Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment

AP/CD: sa

Attachment: Figure 1 - Shatto Place Sewer Map
Figure 2 - 6TH St Sewer Map

c: Shahram Kharaghani, LASAN
Michael Scaduto, LASAN
Wing Tam, LASAN
Christopher DeMonbrun, LASAN



Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

Figure 2
514 Shatto Place
Sewer Map

Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

Appendix J
Noise Worksheets

Noise and Vibration – Existing Site Operational Traffic Noise Calculation Worksheet

ESA

TRAFFIC NOISE ANALYSIS TOOL

Project Name: 550 Shatto Place
Analysis Scenario: Existing
Source of Traffic Volumes: Gibson Transportation Consulting

	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Peak Hour Noise Level (Leq(h) dBA)	Noise Level dBA CNEL
			Auto	MT	HT	Auto	MT	HT		
5th Street e/o Shatto Place	Hard	40	25	25	25	226	5	2	56.4	56.7
6th Street between Vermont Avenue and Shatto Place	Hard	50	30	30	30	2458	51	25	67.3	67.6
6th Street e/o Shatto Place	Hard	40	30	30	30	2364	49	24	68.1	68.4
6th Street w/o Vermont Avenue	Hard	40	30	30	30	2077	43	21	67.6	67.9
Shatto Place between 5th Street and 6th Street	Hard	50	30	30	30	678	14	7	61.7	62.0
Shatto Place n/o 5th Street	Hard	50	30	30	30	523	11	5	60.6	60.9
Shatto Place s/o 6th Street	Hard	45	30	30	30	697	14	7	62.3	62.6
Vermont Avenue n/o 6th Street	Hard	50	30	30	30	2412	50	25	67.2	67.5
Vermont Avenue s/o 6th Street	Hard	60	30	30	30	2549	53	26	66.7	67.0

Model Notes:
The calculation is based on the methodology described in FHWA Traffic Noise Model Technical Manual (1998).
The peak hour noise level at 50 feet was validated with the results from FHWA Traffic Noise Model Version 2.5.
Accuracy of the calculation is within ±0.1 dB when comparing to TNM results.
Noise propagation greater than 50 feet is based on the following assumptions:
For hard ground, the propagation rate is 3 dB per doubling the distance.
For soft ground, the propagation rate is 4.5 dB per doubling the distance.
Vehicles are assumed to be on a long straight roadway with cruise speed.
Roadway grade is less than 1.5%.
CNEL levels were obtained based on Figure 2-19, on page 2-58 Caltran's TeNS 2013.

Noise and Vibration – Modified Project Construction Traffic Noise Calculation Worksheets

ESA

TRAFFIC NOISE ANALYSIS TOOL

Project Name: 514-550 Shatto Place
Analysis Scenario: Foundations and Building Construction
Traffic Volumes: Construction Truck & Worker Trips + Existing Traffic (Gibson Tranportation Consulting)

Roadway Segment	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Peak Hour Noise Level (Leq(h) dBA)	Noise Level dBA CNEL
			Auto	MT	HT	Auto	MT	HT		
5th Street e/o Shatto Place	Hard	40	25	25	25	226	5	2	56.4	56.7
6th Street between Vermont Avenue and Shatto Place	Hard	50	30	30	30	2702	51	47	68.2	68.5
6th Street e/o Shatto Place	Hard	40	30	30	30	2608	49	46	69.0	69.3
6th Street w/o Vermont Avenue	Hard	40	30	30	30	2321	43	43	68.6	68.9
Shatto Place between 5th Street and 6th Street	Hard	50	30	30	30	922	14	29	64.2	64.5
Shatto Place n/o 5th Street	Hard	50	30	30	30	767	11	27	63.7	64.0
Shatto Place s/o 6th Street	Hard	45	30	30	30	941	14	29	64.8	65.1
Vermont Avenue n/o 6th Street	Hard	50	30	30	30	2656	50	47	68.1	68.4
Vermont Avenue s/o 6th Street	Hard	60	30	30	30	2793	53	48	67.5	67.8

Model Notes:
The calculation is based on the methodology described in FHWA Traffic Noise Model Technical Manual (1998).
The peak hour noise level at 50 feet was validated with the results from FHWA Traffic Noise Model Version 2.5.
Accuracy of the calculation is within ±0.1 dB when comparing to TNM results.
Noise propagation greater than 50 feet is based on the following assumptions:
For hard ground, the propagation rate is 3 dB per doubling the distance.
For soft ground, the propagation rate is 4.5 dB per doubling the distance.
Vehicles are assumed to be on a long straight roadway with cruise speed.
Roadway grade is less than 1.5%.
CNEL levels were obtained based on Figure 2-19, on page 2-58 Caltran's TeNS 2013.

TRAFFIC NOISE ANALYSIS TOOL

Project Name: 514-550 Shatto Place
Analysis Scenario: Grading and Excavation
Traffic Volumes: Construction Haul Truck & Worker Trips + Existing Traffic (Gibson Tranportation Consulting)

Roadway Segment	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Peak Hour Noise Level (Leq(h) dBA)	Noise Level dBA CNEL
			Auto	MT	HT	Auto	MT	HT		
6th Street between Vermont Avenue and Shatto Place	Hard	50	30	30	30	2470	51	45	67.9	68.2
Shatto Place between 5th Street and 6th Street	Hard	50	30	30	30	690	14	27	63.5	63.8
Vermont Avenue n/o 6th Street	Hard	50	30	30	30	2424	50	45	67.8	68.1

Model Notes:
The calculation is based on the methodology described in FHWA Traffic Noise Model Technical Manual (1998).
The peak hour noise level at 50 feet was validated with the results from FHWA Traffic Noise Model Version 2.5.
Accuracy of the calculation is within ±0.1 dB when comparing to TNM results.
Noise propagation greater than 50 feet is based on the following assumptions:
For hard ground, the propagation rate is 3 dB per doubling the distance.
For soft ground, the propagation rate is 4.5 dB per doubling the distance.
Vehicles are assumed to be on a long straight roadway with cruise speed.
Roadway grade is less than 1.5%.
CNEL levels were obtained based on Figure 2-19, on page 2-58 Caltran's TeNS 2013.

Noise and Vibration – Modified Project Operational Traffic Noise Calculation Worksheets

ESA

TRAFFIC NOISE ANALYSIS TOOL

Project Name: 550 Shatto Place
Analysis Scenario: Modified Project Only
Source of Traffic Volumes: Gibson Transportation Consulting

	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Peak Hour Noise Level (Leq(h) dBA)	Noise Level dBA CNEL
			Auto	MT	HT	Auto	MT	HT		
5th Street e/o Shatto Place	Hard	40	25	25	25	0	0	0	5.7	6.0
6th Street between Vermont Avenue and Shatto Place	Hard	50	30	30	30	50	1	1	50.4	50.7
6th Street e/o Shatto Place	Hard	40	30	30	30	36	1	0	49.9	50.2
6th Street w/o Vermont Avenue	Hard	40	30	30	30	23	0	0	48.1	48.4
Shatto Place between 5th Street and 6th Street	Hard	50	30	30	30	11	0	0	43.7	44.0
Shatto Place n/o 5th Street	Hard	50	30	30	30	67	1	1	51.7	52.0
Shatto Place s/o 6th Street	Hard	45	30	30	30	35	1	0	49.3	49.6
Vermont Avenue n/o 6th Street	Hard	50	30	30	30	7	0	0	41.7	42.0
Vermont Avenue s/o 6th Street	Hard	60	30	30	30	29	1	0	47.3	47.6

Model Notes:
The calculation is based on the methodology described in FHWA Traffic Noise Model Technical Manual (1998).
The peak hour noise level at 50 feet was validated with the results from FHWA Traffic Noise Model Version 2.5.
Accuracy of the calculation is within ±0.1 dB when comparing to TNM results.
Noise propagation greater than 50 feet is based on the following assumptions:
For hard ground, the propagation rate is 3 dB per doubling the distance.
For soft ground, the propagation rate is 4.5 dB per doubling the distance.
Vehicles are assumed to be on a long straight roadway with cruise speed.
Roadway grade is less than 1.5%.
CNEL levels were obtained based on Figure 2-19, on page 2-58 Caltran's TeNS 2013.

TRAFFIC NOISE ANALYSIS TOOL

Project Name: 550 Shatto Place
Analysis Scenario: Existing + Project
Source of Traffic Volumes: Gibson Transportation Consulting

	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Peak Hour Noise Level (Leq(h) dBA)	Noise Level dBA CNEL
			Auto	MT	HT	Auto	MT	HT		
5th Street e/o Shatto Place	Hard	40	25	25	25	226	5	2	56.4	56.7
6th Street between Vermont Avenue and Shatto Place	Hard	50	30	30	30	2508	52	26	67.4	67.7
6th Street e/o Shatto Place	Hard	40	30	30	30	2400	49	25	68.2	68.5
6th Street w/o Vermont Avenue	Hard	40	30	30	30	2100	43	22	67.6	67.9
Shatto Place between 5th Street and 6th Street	Hard	50	30	30	30	689	14	7	61.8	62.1
Shatto Place n/o 5th Street	Hard	50	30	30	30	590	12	6	61.1	61.4
Shatto Place s/o 6th Street	Hard	45	30	30	30	732	15	8	62.5	62.8
Vermont Avenue n/o 6th Street	Hard	50	30	30	30	2419	50	25	67.3	67.6
Vermont Avenue s/o 6th Street	Hard	60	30	30	30	2578	53	27	66.7	67.0

Model Notes:
The calculation is based on the methodology described in FHWA Traffic Noise Model Technical Manual (1998).
The peak hour noise level at 50 feet was validated with the results from FHWA Traffic Noise Model Version 2.5.
Accuracy of the calculation is within ±0.1 dB when comparing to TNM results.
Noise propagation greater than 50 feet is based on the following assumptions:
For hard ground, the propagation rate is 3 dB per doubling the distance.
For soft ground, the propagation rate is 4.5 dB per doubling the distance.
Vehicles are assumed to be on a long straight roadway with cruise speed.
Roadway grade is less than 1.5%.
CNEL levels were obtained based on Figure 2-19, on page 2-58 Caltran's TeNS 2013.

TRAFFIC NOISE ANALYSIS TOOL

Project Name: 550 Shatto Place
Analysis Scenario: Future Baseline
Source of Traffic Volumes: Gibson Transportation Consulting

	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Peak Hour Noise Level (Leq(h) dBA)	Noise Level dBA CNEL
			Auto	MT	HT	Auto	MT	HT		
5th Street e/o Shatto Place	Hard	40	25	25	25	235	5	2	56.5	56.8
6th Street between Vermont Avenue and Shatto Place	Hard	50	30	30	30	2746	57	28	67.8	68.1
6th Street e/o Shatto Place	Hard	40	30	30	30	2638	54	27	68.6	68.9
6th Street w/o Vermont Avenue	Hard	40	30	30	30	2306	48	24	68.0	68.3
Shatto Place between 5th Street and 6th Street	Hard	50	30	30	30	723	15	7	62.0	62.3
Shatto Place n/o 5th Street	Hard	50	30	30	30	695	14	7	61.8	62.1
Shatto Place s/o 6th Street	Hard	45	30	30	30	727	15	7	62.5	62.8
Vermont Avenue n/o 6th Street	Hard	50	30	30	30	2846	59	29	68.0	68.3
Vermont Avenue s/o 6th Street	Hard	60	30	30	30	2934	61	30	67.3	67.6

Model Notes:
The calculation is based on the methodology described in FHWA Traffic Noise Model Technical Manual (1998).
The peak hour noise level at 50 feet was validated with the results from FHWA Traffic Noise Model Version 2.5.
Accuracy of the calculation is within ±0.1 dB when comparing to TNM results.
Noise propagation greater than 50 feet is based on the following assumptions:
For hard ground, the propagation rate is 3 dB per doubling the distance.
For soft ground, the propagation rate is 4.5 dB per doubling the distance.
Vehicles are assumed to be on a long straight roadway with cruise speed.
Roadway grade is less than 1.5%.
CNEL levels were obtained based on Figure 2-19, on page 2-58 Caltran's TeNS 2013.

TRAFFIC NOISE ANALYSIS TOOL

Project Name: 550 Shatto Place
Analysis Scenario: Future + Project
Source of Traffic Volumes: Gibson Transportation Consulting

	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Peak Hour Noise Level (Leq(h) dBA)	Noise Level dBA CNEL
			Auto	MT	HT	Auto	MT	HT		
5th Street e/o Shatto Place	Hard	40	25	25	25	235	5	2	56.5	56.8
6th Street between Vermont Avenue and Shatto Place	Hard	50	30	30	30	2829	58	29	67.9	68.2
6th Street e/o Shatto Place	Hard	40	30	30	30	2674	55	28	68.7	69.0
6th Street w/o Vermont Avenue	Hard	40	30	30	30	2329	48	24	68.1	68.4
Shatto Place between 5th Street and 6th Street	Hard	50	30	30	30	733	15	8	62.1	62.4
Shatto Place n/o 5th Street	Hard	50	30	30	30	761	16	8	62.2	62.5
Shatto Place s/o 6th Street	Hard	45	30	30	30	761	16	8	62.7	63.0
Vermont Avenue n/o 6th Street	Hard	50	30	30	30	2853	59	29	68.0	68.3
Vermont Avenue s/o 6th Street	Hard	60	30	30	30	2963	61	31	67.3	67.6

Model Notes:
The calculation is based on the methodology described in FHWA Traffic Noise Model Technical Manual (1998).
The peak hour noise level at 50 feet was validated with the results from FHWA Traffic Noise Model Version 2.5.
Accuracy of the calculation is within ±0.1 dB when comparing to TNM results.
Noise propagation greater than 50 feet is based on the following assumptions:
For hard ground, the propagation rate is 3 dB per doubling the distance.
For soft ground, the propagation rate is 4.5 dB per doubling the distance.
Vehicles are assumed to be on a long straight roadway with cruise speed.
Roadway grade is less than 1.5%.
CNEL levels were obtained based on Figure 2-19, on page 2-58 Caltran's TeNS 2013.

Appendix K
Population Calculations

technical memorandum

date	August 21, 2020
to	Courtney Shum, City Planner, City of Los Angeles
cc	
from	Jessie Barkley, ICF Alan Sako, ESA
subject	Co Living Methodology Memorandum

Introduction

California's high cost of living and acute housing shortage make co-living developments particularly popular, especially with young professionals. Co-living is a modern form of housing where residents share living space in which residents: typically have an individual bedroom; likely have an individual bathroom; and are provided access to amenity spaces, such as a common kitchen, living room and other common space.[1] These shared living and amenity spaces provide greater opportunities for social connections than traditional apartment rentals. In addition, co-living rents are typically on average 15-40% less than market studio apartments. Developers around the state are eager to provide this type of housing in order to meet high-demands in areas like Los Angeles and the San Francisco Bay Area, and also to diversify the housing supply in their developments.

Many cities and counties struggle with how to process co-living development applications because they have yet to update their general plans and/or zoning ordinances to address the unique aspects of co-living developments by categorizing them as a specific use. A notable exception is the City of San Jose, which updated its zoning ordinance in February 2019 to add co-living facilities as a new category of use permitted in its downtown. In the interim, many jurisdictions have applied ad hoc controls to applications for apartment building developments or conversions to three-, four- and five-bedroom units. In addition to measures that do not find support in the local zoning ordinance or building code, local jurisdictions without clearly codified regulations for co-living units often treat these applications the same as for traditional apartments. This may lead to potentially skewed occupancy/density assumptions in impact analysis during environmental review if review is conducted at all.

[1] Some co-living developments may have multiple beds or "pods" in one room, similar to dormitory accommodations. This Memo does not address those multiple beds or "pods" within one room co-living developments.

Some project opponents have already seized on the issue and have raised arguments that under CEQA a co-living unit's environmental impacts are more intensive than a multi-family dwelling unit's impacts.

Due to the unique nature of co-living units, this technical memorandum presents a methodology for analyzing air quality, greenhouse gas, and population and housing impacts related to co-living units.

Population and Housing

Based on a review of recent environmental documents in the City, the standard methodology for calculating the average person per dwelling unit for population projections, including co-living units which may have five or more bedrooms per unit, is based on the Citywide average household size (owner and renter) based on the most recent Census data. According to U.S. Census population estimates from July 1, 2019,[2] the average household size in Los Angeles is 2.82. However, while this is a conservative estimate for standard rental apartment units, this methodology does not capture the unique configuration of co-living units.

ICF and ESA reviewed other CEQA documents that have been successfully approved that have also included a mixture of standard and co-living units. The most applicable document is an EIR Addendum for the Starcity Residential project adopted in May 2019 in the City of San Jose.[3] The originally approved project permitted the development of an 18-story tower with up to 302 standard apartment residential units (apartments with individual bedrooms, living rooms, kitchens and bathrooms) and approximately 9,300 square feet of ground floor commercial.

The modified project analyzed in the Starcity Addendum would construct an 18-story tower with up to 803 co-living residential beds, 3,800 square feet of retail/market, and three levels of underground parking. The Starcity co-living development would have private bedrooms and bathrooms with common kitchen and living space amenities. The Starcity Addendum classified each co-living bed as a co-living residential unit and examined a range of equivalency calculations for the 803 co-living units (i.e., all co-living beds) including a range of 1.0 person per bed to 1.5 persons per bed. To be conservative, the Starcity Addendum assumed that each co-living unit (i.e., each co-living bed) would include 1.5 persons per bed, which would result in an on-site population of 1,205 persons.

ICF and ESA examined local data for the City with respect to citywide housing and household population Census data provided in the 2017 American Housing Survey (AHS), which is the most recent AHS data available.[4] In order to determine occupancy/density rates applicable to co-living beds based on Census data, ICF and ESA filtered the AHS data for occupied residential units in the Los Angeles-Long Beach Metropolitan area. According to the AHS, a housing unit consisting of only one room, such as a one-room efficiency apartment, is classified by definition as having no bedroom.[5] Additionally, a room designed and used mainly for non-bedroom purposes, such as a den with a sleep sofa used mainly for watching television, is not considered a bedroom. It is noted that a housing unit with no bedrooms may have more than one room, such as a dining room, if an area is separated from an adjoining area by built-in

[2] https://www.census.gov/quickfacts/losangelescitycalifornia
[3] https://www.sanjoseca.gov/Home/ShowDocument?id=43469
[4] https://www.census.gov/programs-surveys/ahs/data.html
[5] https://www2.census.gov/programs-surveys/ahs/2017/2017%20AHS%20Definitions.pdf#

archways, walls, half-walls or bookcases that extend at least six inches from an intersecting wall (i.e., an area need not be fully walled off from an adjoining area to be considered a separate room). Since a co-living unit is a housing unit similar to an efficiency apartment, the AHS data was also filtered for housing units with no bedrooms.

The Census data, with the above filters applied, yielded AHS survey data that indicated 42 percent of the these units have one room and 58 percent of the units have two rooms, which is an average of 1.58 rooms per unit. The data also indicated 56 percent of the units have a population density of 0.5 persons per room and 44 percent of the units have a population density of 1 person per room, which is an average of 0.72 persons per room. Multiplying these averages together yields an average population density for units with no bedrooms, as defined by the AHS survey, of 1.14 persons per unit. In terms of population density, the individual bedrooms within the co-living units would closely resemble the population density of studio, efficiency, and bachelor units since they too generally consist of one or two rooms, as defined by the AHS survey, with an attached bathroom (the AHS survey does not count a bathroom as a room).

ICF and ESA also reached out to two co-living management companies to obtain recent data on occupancy statistics for existing co-living units. For these co-living spaces, the residents had their own bedroom and bathroom or there were two bedrooms with a shared bathroom with shared living spaces. A co-living operator who provided data based on its 58 co-living buildings nationwide, including four co-living buildings in the Los Angeles Metropolitan area, found that nationwide, approximately 14.1 percent of the total co-living units were available to be occupied by couples. The total number of bedrooms actually occupied by couples was 3.7 percent. This translates nationwide into an occupancy ratio of 1.037 per bedroom based on data from 58 co-living projects. For the Los Angeles co-living projects, the occupancy was slightly greater: there was an occupancy ratio of 1.054/room with 23 percent of the co-living bedrooms available to be occupied by two people.[6] The data from this operator is all from within the previous five years.[7]

For one co-living development, located in Long Island that has been in operation since 2018, the statistics indicated that 423 residents were occupied in 422 bedrooms for an occupancy ratio of 1.002 persons/bedroom.[8]

Based on the household size per bedroom for at least 59 co-living projects; the Census data for the Los Angeles Metropolitan area for housing units, such as bachelor units and studios; and the household size used in the co-living environmental document we reviewed for a different city (that did not present methodology to support its 1.5 persons per unit ratio), it can be conservatively assumed that 1.14 persons per bedroom would occupy the co-living units. For a project with five co-living bedrooms grouped into a co-living unit, each co-living unit would generate an average household size of 5.7 person per co-living unit (five co-living bedrooms grouped together) (see **Table 1**). For co-living units with three bedrooms or more per unit, the calculation of 1.14 persons per bedroom for co-living units would yield a larger household size compared to the Citywide average household size of 2.82 persons per dwelling unit. Therefore, this would represent a more conservative approach for conducting environmental analysis than

[6] Communication with Caleb Balbera Associate Director of Real Estate, Common. July 2, 2020 and August 20, 2020.
[7] *Id.*
[8] Communications with Ellen Parry, Director of Real Estate Partnerships. Ollie. July 1, 2020 and August 20, 2020

using the City's average household size, especially as it takes into account the characteristics of co-living units and is based on local census data and the experience of co-living operators.

For a hypothetical mixed-use project with high rise apartments containing 200 standard dwelling units and 50 co-living units with five bedrooms per co-living unit, the population demand would be as follows:

TABLE 1
ESTIMATED NUMBER OF RESIDENTS

	1.14 Persons per Bedroom/Co-Living Unit		
Parameter	**Units**	**Average HH Size**	**Number of Residents**
Standard Dwelling Units	200	2.82	564
Co-Living Units	50	1.14*5 bedrooms=5.7 person/unit	285
Total	**250**		**849**

Thus, in the City, for co-living units of three or more bedrooms, ICF currently recommends the use of 1.14 persons per bedroom per co-living unit ratio in lieu of the City's current average household size of 2.82 people/dwelling unit.

Air Quality and Greenhouse Gases

The California Emissions Estimator Model, Version 2016.3.2 (CalEEMod), is the standard model for calculating criteria air pollutant and greenhouse gas (GHG) emissions from land use development projects. It is assumed that each co-living bedroom would contain a bed and an attached private bathroom. However, unlike traditional apartment units, co-living beds typically have the common area living and kitchen spaces that are used by the residents of the co-living unit. CalEEMod does not include a co-living land use type as part of its default model input parameters and has not been updated to accommodate the unique configuration of co-living units. As a result, it is necessary to develop an appropriate methodology to ensure that emissions are estimated in an accurate and reasonably conservative manner to meet the environmental disclosure requirements of the California Environmental Quality Act. The sections that follow summarize the proposed CalEEMod methodology for estimating the emissions from the proposed co-living units.

Emissions Estimation Methodologies

Emissions estimated in CalEEMod are highly dependent upon the inputs in the model's Land Use input section. In this section, the model user selects the Land Use Types and Subtypes relevant to a project and enters the unit amount (e.g., dwelling units) to generate default lot acreage, square feet, and population values. The model user has the option to overwrite these values with project-specific data as available and supported by substantial evidence. The inputs in the Land Use input section establish much of the basis for the emissions generated from a project. Each section that follows the Land Use input section utilizes default assumptions based on the specified Land Use inputs. The proposed methodology for completing the Land Use input section of CalEEMod are discussed below.

Co-Living Unit to Dwelling Unit Equivalency

The hypothetic project in Table 1, would be a mixed-use project that would contain a residential high-rise apartment building with 50 co-living units containing five bedrooms within each unit. As shown in Table 1, for a hypothetical project with 200 standard dwelling units and 50 co-living units with five bedrooms, each co-living unit would house 1.14 persons per bedroom, which equates to 5.7 persons per co-living unit.

Utilizing the above assumptions and the estimated average household population size of 2.82 for the City of Los Angeles,[9] an expected count of co-living residents can be generated and converted into an equivalent number of traditional high rise apartment units providing for the number of dwelling units to input into the Land Use section of CalEEMod. The dwelling unit equivalency calculations and results are presented in further detail below in **Table 2**.

Equations:

Dwelling Units [#] = Total Residents [#] ÷ Average Household Population

Where, Total People = People Per Bed [#] x Beds Per Unit [#] x Co-Living Units [#]

TABLE 2
CO-LIVING UNITS TO DWELLING UNITS EQUIVALENT

Parameter	Persons per Co-Living Unit 1.14 persons / bed
People Per Bed	1.14
Beds Per Unit	X 5
Co-Living Units	X 50
Total Estimated Co-Living Residents	= 285
Average Household Population	÷ 2.82
Estimated CalEEMod Equivalent Standard Dwelling Units	101

Source: ESA, 2020.

Since CalEEMod contains assumptions for building energy consumption rates based on the type of dwelling unit, the methodology of converting to a high-rise apartment unit accounts for emissions generated from activities of a typical apartment, such as laundry, cooking, etc. While laundry and cooking uses are not provided within the co-living bedrooms, but rather as shared common spaces, the emissions generated from these uses would be captured based on the equivalent dwelling unit calculation above, which are based on the use of such spaces by the residential population.

Co-Living Dwelling Unit Square Feet

The default assumption in CalEEMod is 1,000 square feet per high rise apartment dwelling unit. This default assumption would be overridden with the actual square footage of a proposed residential

[9] United States Census Bureau, https://www.census.gov/quickfacts/losangelescitycalifornia. Accessed June 2020.

development. The total square footage would include both the residential and common space on each co-living floor.

Methodology for Common Spaces and Amenities

A hypothetical project with co-living units may also include other various types of amenity spaces, such as pools, gyms, game rooms, spas, wellness spaces, lounges, and other outdoor recreational areas.[10] These spaces would be shared by residents of all dwelling units. The methodology for estimating emissions from these typical common spaces and amenities are outlined in the sections that follow.

Pool

If a project includes a pool, it would be modeled separately in CalEEMod with a Land Use Type of Recreational and Land Use Subtype of Recreational Swimming Pool. Any buildings associated with the pool, including mechanical rooms, bathrooms, etc., would be included in the pool building square footage.

Gym, Indoor Game Spaces, Spa, and Wellness Spaces

If a project includes gym, indoor game, or wellness spaces, these facilities would be modeled separately in CalEEMod with a Land Use Type of Recreational and Land Use Subtype of Health Club, which typically provide services such as wellness, spa, fitness, etc.

Lounges and Flex Space

Any indoor lounges and flex spaces planned as part of a proposed project would be modeled together in CalEEMod with Land Use Type of Commercial and Land Use Subtype of General Office Building. Additionally, the total square footage of the hallways and common areas that connect the indoor spaces would be included with this Land Use Subtype.

Outdoor Game, Screening Spaces, Dog Runs

Any outdoor amenity spaces such as outdoor game, screening spaces, or dog runs would be modeled together in CalEEMod with Land Use Type of Recreational and Land Use Subtype of City Park and/or User Defined with appropriate electricity demand factors programmed as input values.

Outdoor Barbeque Areas and Hearths/Fireplaces

Any outdoor barbeque area or outdoor areas equipped with fireplaces would be accounted for in CalEEMod. While CalEEMod does not specifically provide inputs for barbeques or fireplaces for commercial or recreational Land Use Types, these uses would be programmed into the model under the Residential Land Use Types, which allows the user to enter the total number of fireplaces. Since current air quality regulations only allow for natural gas fireplaces and barbeques are generally natural gas-fueled, these uses would be programmed into CalEEMod as natural gas-fueled.

[10] Common laundry and kitchen areas are not included in this list because they are specifically accounted for as part of the co-living unit methodology discussed above.

Methodology for Standard Residential Units

All standard dwelling units would be modeled in CalEEMod with a Residential Land Use Type and the applicable Land Use Subtype, Apartment High Rise. As shown in Table 1, for a hypothetical project with 200 standard units and 50 co-living units with five bedrooms per co-living unit, the number of standard dwelling units would be 200 with an estimated population size of 564 (2.82 Average Household Population × 200 Standard Units).

Methodology for Commercial Office and Restaurant Spaces

Any commercial office spaces would be modeled in CalEEMod with a Land Use Type of Commercial and Land Use Subtype of General Office Building. Any commercial restaurant spaces would be modeled in CalEEMod with a Land Use Type consistent with the type of commercial or restaurant space proposed, such as Strip Mall, Supermarket, Food Restaurant without Drive Thru, High Turnover (Sit Down Restaurant), Quality Restaurant, etc.

Water

For water demand, the 1.14 persons per bedroom (or 5.7 person/co-living unit) would account for a larger water demand for co-living units than is typically assumed for the citywide average dwelling unit. As an additional data source, a project's civil engineer could potentially calculate the specific number of fixtures per co-living unit. This fixture count would provide more precise water calculations. Additionally, landscaped areas, pools, and spas would generally not be expected to increase water demand for co-living units as compared to standard dwelling units. However, in absence of fixture count data, the 5.7 persons/unit would very conservatively account for the higher water demand that co-living units would likely require due to a greater population density.

Summary

For co-living units only, we propose to model the population density as 1.14 per bedroom in lieu of the City's population density per "standard" apartment. The population density per co-living unit would be converted to an equivalency based on population density of standard dwelling unit. Though CalEEMod is not currently configured to accommodate the unique circumstances of co-living units, the methodology of converting the total co-living units to the number of residents and, ultimately, to the equivalent high rise apartment dwelling units provides a reasonable estimation of emissions. As with any typical multi-family complex, the common spaces and amenities are assumed to be shared by all residents with the exception of the communal laundry and kitchens, which are assumed to only be utilized by the residents of the co-living units since they do not have access to laundry or kitchen within their private bedrooms. These emissions and emissions generated from these residence-based activities (laundry and cooking) are accounted for through the conversion of the co-living units to a dwelling unit equivalent since CalEEMod assumes an energy consumption rate based on the residence type (in this case, high rise apartments). The dwelling unit equivalency combined with the typical residential dwelling units and various Land Use Types accounting for the common spaces and amenities would appropriately estimate the emissions resulting from a hypothetical project that includes co-living units.

		2016	Projected 2045	2045-2016	Inc/Year	2020	2024
	Pop						
LA		3933800	4771300	837,500	28879	4049317	4164834
	Housing						
LA		1367000	1793000	426,000	14690	1425759	1484517
	Emp						
LA		1848300	2135900	287,600	9917	1887969	1927638

	Interp 2024	**2024-2020**	**% Inc 2020 to 2024**	**Projected 2045**	**2045-2020**	**% Inc 2020 to 2045**
	4164834	115517	2.9%	4771300	721,983	17.8%
	1484517	58759	4.1%	1793000	367,241	25.8%
	1927638	39669	2.1%	2135900	247,931	13.1%

PROJECT INCREASE W/IN CITY

POPULATION	Project Increase	SCAG Projected Growth	Project % of Growth
2020-2024	1068	115517	0.9%
2020-2045	1068	721983	0.1%
HOUSEHOLDS	Project Increase	SCAG Projected Growth	Project % of Growth
2020-2024	367	58759	0.6%
2020-2045	367	367241	0.1%

EMPLOYMENT	Project Increase	SCAG Projected Growth	Project % of Growth
2020-2024	-37	39669	-0.1%
2020-2045	-37	247931	0.0%

CUMULATIVE INCREASES

POPULATION	Cumulative + Project	SCAG Projected Growth	Project % of Growth
2020-2024	10,534	115517	9.1%
2020-2045	10,534	721983	1.5%

HOUSEHOLDS	Cumulative + Project	SCAG Projected Growth	Project % of Growth
2020-2024	3,699	58759	6.3%
2020-2045	3,699	367241	1.0%

EMPLOYMENT	Cumulative + Project	SCAG Projected Growth	Project % of Growth
2020-2024	2,998	39669	7.6%
2020-2045	2,998	247931	1.2%

Project Generation	**Avg Household Size**	**Total Population**
Housing Units		
54	5.7	308
313	2.43	761
367		1068

Employees	**Amount**	**Generation Factor (per sf)**	**Number of Employees**	
Ground-floor Restaurant	24,435	0.00271	67	
Office	11,965	0.00479	58	
				125
Proposed Subtotal			**125**	
Existing	school		28	
office	27,843	0.00479	134	
			0	
Existing Subtotal			**162**	
		NET EMP	-37	

CUMULATIVE	Related	Project	Both	Cumulative percentage of growth 2020-2045 (SCAG)
Population	9,466	1068	10,534	1.5%
Housing	3,332	367	3,699	1.0%
Emp	3035	-37	2,998	1.2%

Jobs/Housing Ratio

	City	Project	City+Project	Cumulative+Project	C+P+City	
2020	1.32	0.40	1.32			
2024	1.30		1.30			
2045	1.19		1.19	0.81		1.19

Appendix L
Public Services

DEPARTMENT OF RECREATION AND PARKS

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ASSISTANT GENERAL MANAGER

(213) 202-2633 FAX (213) 202-2614

October 15, 2020

Jessie Barkley
ICF
555 West 5th Street, Suite 3100
Los Angeles, CA 90013

REQUEST FOR INFORMATION REGARDING RECREATIONAL AND PARK SERVICES FOR THE 550 SHATTO PLACE PROJECT IN THE CITY OF LOS ANGELES

Dear Ms. Barkley:

The following has been prepared in response to your request for Recreation and Parks information relative to The 550 Shatto Place Project. This project proposes the development of a residential project with 367 residential dwelling units on a site generally located at 514 and 550 Shatto Place in the Wilshire Community Plan Area of the City of Los Angeles.

1. *Which parks and recreational facilities would serve the proposed project?*

The following Department of Recreation and Parks (RAP) facilities are classified as neighborhood parks and are located within a two-mile radius of the project site:

- Alvarado Terrace Park, located at 1342 S. Alvarado Terrace.
- Cahuenga Elementary Community School Park, located at 220 S. Hobart Boulevard.
- Country Club Heritage Park, located at 1015 S. Wilton Place.
- Francis Avenue Community Garden, located at 2909 W. Francis Avenue.
- Harvard Elementary Community School Park, located at 330 N. Harvard Boulevard.
- Hope and Peace Park, located at 843 S. Bonnie Brae Street.
- Laurel and Hardy Park, located at 3022 W. Del Monte Drive.
- Leo Politi Elementary Community School Park, located at 2481 W. 11th Street.
- Madison West Park, located at 464 N. Madison Avenue.
- Normandie and Cordova Park, located at 1903 W. Cordova Street.
- Patton Street Pocket Park, located at 303-305 and 317-327 N. Patton Street.
- Pico Union Park, located at 1827 S. Hoover Street.
- Robert F. Kennedy Inspiration Memorial Park, located at 3400 W. Wilshire Boulevard.
- Robert L. Burns Park, located at 4900 W. Beverly Boulevard.
- Rockwood Community Park, located at W. Rockwood Street.

- Unidad Park, located at 1644-1648 W. Beverly Boulevard.
- Valencia Triangle, located at 1425 W. 8th Street.

The following Department of Recreation and Parks facilities are classified as community parks and are located within a five-mile radius of the project site:

- 1st and Broadway Civic Center Park, located at 217 W. 1st Street.
- Alpine Recreation Center, located at 817 Yale Street.
- Baldwin Hills Recreation Center, located at 5401 W. Highlight Place.
- Barnsdall Park, located at 4800 W. Hollywood Boulevard.
- Bellevue Recreation Center, located at 826 N. Lucille Avenue.
- Boyle Heights Sports Center, located at 933 S. Mott Street.
- Central Recreation Center, located at 1357 E. 22nd Street.
- Challengers Boys and Girls Club Track and Field, located at 1046-1056 and 1047-1057 W. 51st Street.
- Chevy Chase Park, located at 4165 E. Chevy Chase Drive.
- Cypress Recreation Center, located at 2630 N. Pepper Avenue.
- Denker Recreation Center, located at 1550 W. 35th Place.
- Downey Pool, located at 7020 W. Franklin Avenue
- Downey Recreation Center, located at 1775 N. Spring Street.
- Echo Park, located at 751 Echo Park Boulevard.
- Echo Park Deep Pool, located at 1419 Colton Street.
- Eleanor Green Roberts Aquatic Center, located at 4526 W. Pico Boulevard.
- Elysian Valley Recreation Center, located at 1811 W. Ripple Street.
- EXPO Center, located at 3980 S. Bill Robertson Lane.
- Fairfax Senior Citizen Center, located at 7929 W. Melrose Avenue.
- Fred Roberts Recreation Center, located at 4700 S. Honduras Street.
- Gilbert W. Lindsay Community Center, located at 429 E. 42nd Place.
- Glassell Park Recreation Center and Youth Center, located at 3650 N. Verdugo Road.
- Hazard Recreation Center, located at 2230 E. Norfolk Street.
- Hollenbeck Park, located at 415 S. St. Louis Street.
- Hoover Recreation Center, located at 1010 W. 25th Street.
- Jim Gilliam Recreation Center, located at 4000 S. La Brea Avenue.
- Lafayette Park, located at 2830 W. 6th Street.
- Lake Street Community Center, located at 227 N. Lake Street.
- Las Palmas Senior Citizen Center, located at 1820 N. Las Palmas Avenue.
- Lemon Grove Recreation Center, 4959 W. Lemon Grove Avenue.
- Lincoln Heights Recreation Center, 2303 N. Workman Street.
- Lincoln Heights Youth Center, located at 2911 N. Altura Street.
- Lincoln Park, located at 3501 E. Valley Boulevard.
- Loren Miller Recreation Center, located at 2717 S. Halldale Avenue.
- MacArthur (Glen Douglas) Park, located at 2230 W. 6th Street.
- Martin Luther King Jr. Park, located at 3934 S. Western Avenue.
- Miguel Contreras Learning Center Pool, located 322 S. Lucas Avenue.
- Normandie Recreation Center, located at 1550 S. Normandie Avenue.

- Pan Pacific Park, located at 7600 W. Beverly Boulevard.
- Pecan Recreation Center, located at 127 S. Pecan Street.
- Pershing Square, located at 525 S. Olive Street.
- Poinsettia Recreation Center, located at 7341 W. Willoughby Avenue.
- Queen Anne Recreation Center, located at 1240 South West Boulevard.
- Rancho Cienega Sports Complex, located at 5001 W. Obama Boulevard.
- Rio De Los Angeles State Park, located at 1900 N. San Fernando Road.
- Ross Snyder Recreation Center, located at 1501 E. 41st Street.
- Seoul International Park, located at 3520 San Marino Street.
- Shatto Recreation Center, located at 3191 W. 4th Street.
- Silverlake Recreation Center and Dog Park, located at 1850 W. Silverlake Boulevard.
- South LA Wetlands Park, located at 5413 S. Avalon Boulevard.
- South Park Recreation Center, located at 345 E. 51st Street.
- South Seas House Park, located at 2301 W. 24th Street.
- State Street Recreation Center, located at 716 N. State Street.
- Toberman Recreation Center, located at 1725 S. Toberman Street.
- Tommy Lasorda's Field of Dreams, located at 1901 Waterloo Street.
- Trinity Recreation Center, located at 2415 Trinity Street.
- Vineyard Recreation Center, located at 2942 Vineyard Avenue.
- Vista Hermosa Soccer Field, located at 1301 W. 1st Street.

The following Department of Recreation and Parks facilities are classified as regional parks and are located within a ten-mile radius of the project site:

- Ascot Hills Park, located at 4371 Multnomah Street.
- Beverly Glen Park, located at 2448 N. Angelo Drive.
- Campo de Cahuenga, located at 3919 Lankershim Boulevard.
- Charles F. Lummis Home, located at 200 E. Avenue 43.
- Coldwater Canyon Park, located at 12601 N. Mulholland Drive.
- Eagle Rock Hillside Park, located at 2747 Valle Vista Drive.
- Elysian Park, located at 929 Academy Road.
- Ernest E. Debs Regional Park, located at 4235 Monterey Road.
- Exposition Park Rose Garden, located at 701 State Drive.
- Griffith Park, located at 4730 Crystal Springs Drive.
- Heritage Square, located at 3800 Homer Street.
- Holmby Park, located at 601 Club View Drive.
- Laurel Canyon Mulholland Park, located at 8100 W. Mulholland Drive.
- Runyon Canyon Park, located at 2000 N. Fuller Avenue.
- Wattles Garden Park, located at 1824 N. Curson Avenue.

For additional information regarding facilities and features available in these parks visit our website: www.laparks.org.

2. What is the area's existing parkland acres-to-population ratio and what is the desired acres-to-population ratio?

The City of Los Angeles overall has a ratio of 0.84 acres of neighborhood or community parkland per 1,000 residents. The City's General Plan, sets a goal of a parkland acres-to population ratio of 10 acres of parkland per 1,000 residents.

3. What is the current capacity and level of use of parks and recreational facilities within a two-mile radius of the Project Site?

While data regarding the level of use for the recreational facilities that serve the project site is not available, parks within the surrounding community are heavily utilized and often overburdened.

4. Are there any planned or ongoing construction or expansion projects for the above-identified parks? If yes, please describe.

The City is planning to construct a new gymnasium building at Seoul International Park. The project is currently in the design phase.

5. Are there any City-adopted Recreation and Park standards and acreage goals to be used in analyzing the project?

Each project is required to mitigate the impacts of the development through either the dedication of land, the payment of in-lieu fees, or a combination thereof. The environmental analysis for the project should consider the possibility of a land dedication, in-lieu fee payment or a combination thereof.

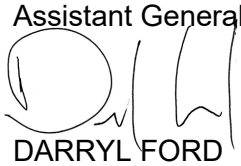
6. Any other design features or special Recreation and Parks requirements due to specific attributes of the project?

As the project includes the construction of new dwelling units, the project will be subject to the requirements set forth by Los Angeles Municipal Code Section 12.33.

Thank you for the opportunity to provide information relative to the proposed project's impact on recreation and park services. Most subdivision projects that contain more than fifty residential dwelling units are required to meet with the Department of Recreation and Parks prior to filing in order to discuss any potential dedication requirements. If you have any questions or comments regarding this information please contact the RAP Park Staff at (213) 202-2682 or rap.parkfees@lacity.org.

Sincerely,

CATHIE M. SANTO DOMINGO
Assistant General Manager



DARRYL FORD
Superintendent
Planning, Maintenance, and Construction Branch

CSD/DF:cy

cc: Reading File

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October 13, 2020

Timothy Moran
Irvine & Associates, Inc.
660 S. Figueroa Street, #1780
Los Angeles, CA 90017

EARLY CONSULTATION MEETING VERIFICATION (VTT-83123 – 514-550 South Shatto Place, 3119 West 6th Street)

Dear Applicant:

Los Angeles Municipal Code Section 12.33 C.1 requires that applicants participate in an early consultation with the Department of Recreation and Parks staff, and Department of City Planning staff, in advance of submitting a tract map application for a project of more than 50 residential dwelling units. The purpose of this early consultation is to discuss whether the City may require a land dedication for the project and/or to discuss credits available to the applicant, if any.

Los Angeles Municipal Code Section 12.33 D.1 requires the Department of Recreation and Parks provide written verification of this early consultation to the project applicant within ten (10) business days of the meeting. Written verification of the early consultation is required before the Department of City Planning may accept an application for a tentative tract map that is subject to the requirements of Los Angeles Municipal Code Section 12.33 D.1.

This letter serves as verification that, on **October 9, 2020**, the applicant/representative of a proposed residential project located at **514-550 South Shatto Place, 3119 West 6th Street** participated in an early consultation meeting with the Department of Recreation and Parks.

As currently conceptualized, the project located at **VTT-83123, 514-550 South Shatto Place, 3119 West 6th Street** proposed the demolition of a one-story and five-story structures and the construction of a 42-story mixed-use commercial and residential building with 367 dwelling units, 42 of which are affordable, with office and restaurant space. The existing church building will be repurposed for additional restaurant space. This project is located in the Koreatown area of Los Angeles.

Residential subdivision projects with more than 50 residential dwelling units that involve condominiums, a stock cooperative or a community apartment project may be required by the City to dedicate land, or pay a fee in-lieu, or provide a combination of land dedication and in-lieu fee payment for the purpose of acquiring, expanding and improving park and recreational facilities for new residents.

The amount of land to be dedicated is calculated pursuant to the formula detailed in Los Angeles Municipal Code Section 12.33 D.2. Based on the project description above, and the formula detailed in Los Angeles Municipal Code Section 12.33 D.2, **VTT-83123**, **514-550 South Shatto Place, 3119 West 6th Street** may be required by the City to dedicate a maximum of **2.65** acres of land to the City for park and recreational purposes. Per Los Angeles Municipal Code Section 12.33 D.3, a project that is required to make a land dedication to the City may make said land dedication, or any portion thereof, either on-site or off-site of the project location. Any off-site land dedication must be located within a certain radius of the project site.

Following the submission of Tract Map Application for this project to the City, the Advisory Agency will distribute a notification to the Department requesting the Department provide its report and recommendations on the project. Once the Department receives said notification, the Department will prepare a report, with its recommendations for how the project should be required to meet its obligations under Los Angeles Municipal Code Section 12.33 (either though a dedication of park land or the payment of fees in lieu). That report will then be submitted to the Board of Recreation and Park Commissioners for their review and approval. Meetings of the Board of Recreation and Park Commissioners are regularly scheduled and are open to the public (http://www.laparks.org/commission). Once the Board of Recreation and Park Commissioners has approved a recommendation for the project, the Department will prepare and submit its report and recommendations on the project to the Advisory Agency.

If you have any questions or comments regarding this information, please feel free to contact Darryl Ford, of my staff, at (213) 202-2682, at your convenience.

Sincerely,

MICHAEL A. SHULL
General Manager

CATHIE M. SANTO DOMINGO, P.E.
Acting Assistant General Manager

MAS/CSD/DF:ml

Cc: Case File VTT-83123
Reading File

LOS ANGELES UNIFIED SCHOOL DISTRICT

Facilities Services Division

December 21, 2020

Jessie Barkley
ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

Re: 550 Shatto Place (Soul Project)

Dear Ms. Barkley,

In response to your request for information, please find a ***LAUSD Schools Enrollments and Capacities Report*** for the schools and programs serving the 550 Shatto Place (Soul Project). The project is planned to contain 367 residential units, including retail/commercial use. At this time reporting is based on individual project address, without reporting on the combined impacts of other project addresses served by the same schools. This report contains the most recent data available on operating capacities and enrollments, and is designed to address any questions pertaining to overcrowding and factors related to school capacity. All schools operate on single track calendar.

Please note that no new school construction is planned and the data in this report *already take into account*: portable classrooms on site, additions being built onto existing schools, student permits and transfers, programs serving choice areas, and any other operational activities or educational programming affecting the operating capacities and enrollments among LAUSD schools.

Additional information on LAUSD's Capital Improvement programs can be found on the Facilities Services Division main webpage at http://www.laschools.org/new-site/. Listings of residential schools and other programs serving the project can be found using LAUSD's Residential School Finder at http://rsi.lausd.net/ResidentSchoolIdentifier/.

The Developer Fee Justification Study with student generation rates can be found online at https://achieve.lausd.net/domain/921.

MASTER PLANNING AND DEMOGRAPHICS RESPONSE TO SPECIFIC QUESTIONS

Questions: 1, 3-6 Please see LAUSD Schools Enrollments and Capacities Report details;

Question: 2 Please contact the LAUSD Developer Fee Program Office (DFPO) at (213) 241-0715 if more information regarding fees and student generation rates is needed.

ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT
2. BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT
   Boundary descriptions for existing schools identified as serving the proposed project

Sincerely,

Vincent Maffei, Director
School Management Services and Demographics

PROJECT SERVED: 550 Shatto Place (Soul Project). The project is planne to contain 367 residential units, including retail/commercial use.

SCHOOL YEAR: 2019-2020

1	2	3	4	5	6	7	8	9	10
Cost Center Code	School Name	Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded **Now**?	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future**?
1806401	Kim Academy *	891	-	871	-	-	-	-	-
a	**SCHOOL CHOICE AREA TOTALS** (schools listed below)	**4695**	**4710**	**3887**	**(15)**	**Yes**	**3923**	**772**	**No**
	RFK ZONE OF CHOICE								
1236901	RFK Ambsdr Glbl Edu	433	-	141	-	-	-	-	-
1777101	RFK Ambsdr Glbl Ldsh	713	-	549	-	-	-	-	-
1778001	RFK UCLA Comm Sch	1154	-	728	-	-	-	-	-
1778301	RFK New Open Wld	1267	-	1136	-	-	-	-	-
1820601	RFK Sch Vis Arts/Hum	591	-	421	-	-	-	-	-
1850101	RFK LA SH Arts	537	-	429	-	-	-	-	-
1236902	RFK Ambsdr Glbl Ed Sp	-	-	137	-	-	-	-	-
1236903	RFK Ambsdr Glbl Ed Ko	-	-	79	-	-	-	-	-
1778002	RFK UCLA Comm Sch DLC	-	-	267	-	-	-	-	-

[a] Schools & programs that are part of a "school choice area" pull enrollments from the area school(s) that have resident attendance boundaries.

Seating overage/shortage and overcrowding is calculated and reported for the school choice area as a whole; capacity and actual enrollment is reported for each individual school and/or program listed in the shaded cells.

Schools Planned to Relieve Known Overcrowding

NONE

see next page

NOTES:

[1] School's ID code.

[2] School's name

[3] School's operating capacity. The maximum number of students the school can serve with the school's classroom utilization. Excludes capacity allocated to charter co-locations. Includes capacity for dual language and magnet programs.

[4] The total number of students living in the school's attendance area and who are eligilble to be served by school programs as of the start of the school year. Includes resident students enrolled at any dual language or on-site magnet centers.

[5] The number of all students actually attending all programs at the school at the start of the reported school year. Includes all dual language and magnet students.

[6] Reported school year seating overage or (shortage): equal to (capacity) - (resident enrollment).

[7] Reported school year overcrowding status of school. The school is overcrowded if any of these conditions exist:
-There is a seating shortage.
-There is a seating overage of LESS THAN or EQUAL TO a margin of 20 seats.

[8] Projected 5-year total number of students living in the school's attendance area and who are eligible to be served by school programs as of the start of the school year. Includes resident students enrolled at any dual language or on-site magnet centers.

[9] Projected seating overage or (shortage): equal to (capacity) - (projected enrollment).

[10] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
-There is a seating shortage in the future.
-There is a seating overage of LESS THAN or EQUAL TO a margin of 20 seats in the future.

° Magnet Schools with Resident Kindergarten Enrollment: Resident enrollment is reported for Kindergarten only. Actual enrollment is reported for all grades in school. Projected data not reported.

* Enrollment is by application only.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 2369 **COST CENTER:** 1236901

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR AMBASSADOR SCHOOL for GLOBAL EDUCATION at ROBERT F. KENNEDY COMMUNITY of SCHOOLS EFFECTIVE JULY 1, 2010.

The area described below has been approved as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective (New School).

This is an official copy for your file.

(GRADES K - 5)

OPTIONAL: AMBASSADOR SCHOOL for GLOBAL EDUCATION, NEW OPEN WORLD ACADEMY SCHOOL, OR UCLA COMMUNITY SCHOOL

FIFTH STREET TO ALEXANDRIA AVENUE * FIFTH STREET (BOTH SIDES) * KENMORE AVENUE (BOTH SIDES) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WESTMORELAND AVENUE (BOTH SIDES EXCLUDED) * SAN MARINO STREET * VERMONT AVENUE * OLYMPIC BOULEVARD * CATALINA STREET * SAN MARINO STREET * CATALINA STREET * JAMES M. WOOD BOULEVARD * FEDORA STREET (BOTH SIDES) * EIGHTH STREET (BOTH SIDES) * MARIPOSA AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) TO NORMANDIE AVENUE * SEVENTH STREET * HOBART BOULEVARD.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: JAMES SOHN, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 7783 **COST CENTER:** 1778301

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR NEW OPEN WORLD ACADEMY SCHOOL at ROBERT F. KENNEDY COMMUNITY of SCHOOLS EFFECTIVE JULY 1, 2010 (UPDATED 7-1-2011).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2010. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 5)

OPTIONAL: NEW OPEN WORLD ACADEMY SCHOOL, AMBASSADOR SCHOOL for GLOBAL EDUCATION, OR UCLA ACADEMY SCHOOL

FIFTH STREET TO ALEXANDRIA AVENUE * FIFTH STREET (BOTH SIDES) * KENMORE AVENUE (BOTH SIDES) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WESTMORELAND AVENUE (BOTH SIDES EXCLUDED) * SAN MARINO STREET * VERMONT AVENUE * OLYMPIC BOULEVARD * CATALINA STREET * SAN MARINO STREET * CATALINA STREET * JAMES M. WOOD BOULEVARD * FEDORA STREET (BOTH SIDES) * EIGHTH STREET (BOTH SIDES) * MARIPOSA AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) TO NORMANDIE AVENUE * SEVENTH STREET * HOBART BOULEVARD.

(GRADES 6 - 8)

OPTIONAL: NEW OPEN WORLD ACADEMY, AMBASSADOR SCHOOL of GLOBAL LEADERSHIP, KIM ACADEMY, OR UCLA ACADEMY MIDDLE SCHOOLS (Young Oak Kim Academy by Application Only)

FIFTH STREET TO ALEXANDRIA AVENUE * FIFTH STREET (BOTH SIDES) * KENMORE AVENUE (BOTH SIDES) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WESTMORELAND AVENUE (BOTH SIDES EXCLUDED) * SAN MARINO STREET * VERMONT AVENUE * OLYMPIC BOULEVARD * CATALINA STREET * SAN MARINO STREET * CATALINA STREET * JAMES M. WOOD BOULEVARD * FEDORA STREET (BOTH SIDES) * EIGHTH STREET (BOTH SIDES) * MARIPOSA AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) TO NORMANDIE AVENUE * SEVENTH STREET * HOBART BOULEVARD.

(OVER)

(GRADES 9 - 12)

OPTIONAL: NEW OPEN WORLD ACADEMY HIGH SCHOOL, AMBASSADOR SCHOOL of GLOBAL LEADERSHIP, LOS ANGELES HIGH SCHOOL for the ARTS, SCHOOL of VISUAL ARTS and HUMANITIES, OR UCLA ACADEMY HIGH SCHOOL

BEVERLY BOULEVARD * KINGSLEY DRIVE * THIRD STREET * ALEXANDRIA AVENUE (BOTH SIDES EXCLUDED) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WILSHIRE PLACE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * HOOVER STREET * SAN MARINO STREET TO ELDEN AVENUE * SAN MARINO STREET (BOTH SIDES) * WESTMORELAND AVENUE (BOTH SIDES) * OLYMPIC BOULEVARD * SERRANO AVENUE (BOTH SIDES) * SAN MARINO STREET * SERRANO AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * WESTERN AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: KELLY SCHMADER, Interim Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:
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Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8064 **COST CENTER:** 1806401

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR YOUNG OAK KIM ACADEMY MIDDLE SCHOOL EFFECTIVE JULY 1, 2010.

The area described below has been approved as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective July 1, 2009 (name change 7-7-2009).

This is an official copy for your file.

(GRADES 6 - 8)

OPTIONAL: KIM ACADEMY AND BERENDO MIDDLE SCHOOLS (Young Oak Kim Academy by Application Only)

AREA I

WILSHIRE BOULEVARD * HOBART BOULEVARD * SEVENTH STREET TO NORMANDIE AVENUE * SEVENTH STREET (BOTH SIDES EXCLUDED) * MARIPOSA AVENUE (BOTH SIDES EXCLUDED) * EIGHTH STREET (BOTH SIDES EXCLUDED) * FEDORA AVENUE (BOTH SIDES EXCLUDED) * JAMES M. WOOD BOULEVARD * CATALINA STREET * SAN MARINO STREET * CATALINA STREET * OLYMPIC BOULEVARD * SERRANO AVENUE (BOTH SIDES) * SAN MARINO STREET * SERRANO AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * WESTERN AVENUE.

AREA II

WILSHIRE BOULEVARD * WILSHIRE PLACE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * HOOVER STREET * SAN MARINO STREET * ELDEN AVENUE (BOTH SIDES EXCLUDED) * OLYMPIC BOULEVARD (BOTH SIDES EXCLUDED) TO WESTMORELAND AVENUE * OLYMPIC BOULEVARD * VERMONT AVENUE * SAN MARINO STREET * WESTMORELAND AVENUE (BOTH SIDES) AND EXTENSION.

OPTIONAL: KIM ACADEMY, AMBASSADOR SCHOOL of GLOBAL LEADERSHIP, NEW OPEN WORLD ACADEMY, OR UCLA COMMUNITY MIDDLE SCHOOLS (Young Oak Kim Academy by Application Only)

FIFTH STREET TO ALEXANDRIA AVENUE * FIFTH STREET (BOTH SIDES) * KENMORE AVENUE (BOTH SIDES) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WESTMORELAND AVENUE AND EXTENSION (BOTH SIDES EXCLUDED) * SAN MARINO STREET * VERMONT AVENUE * OLYMPIC BOULEVARD * CATALINA STREET * SAN MARINO STREET * CATALINA STREET * JAMES M. WOOD BOULEVARD * FEDORA STREET (BOTH SIDES) * EIGHTH STREET (BOTH SIDES) * MARIPOSA AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) TO NORMANDIE AVENUE * SEVENTH STREET * HOBART BOULEVARD.

(OVER)

OPTIONAL: KIM ACADEMY AND VIRGIL MIDDLE SCHOOLS (Young Oak Kim Academy by Application Only)

BEVERLY BOULEVARD * KINGSLEY DRIVE * THIRD STREET * ALEXANDRIA AVENUE (BOTH SIDES EXCLUDED) * FOURTH STREET * KENMORE AVENUE (BOTH SIDES EXCLUDED) * FIFTH STREET (BOTH SIDES EXCLUDED) TO ALEXANDRIA AVENUE * FIFTH STREET * HOBART BOULEVARD * WILSHIRE BOULEVARD * WESTERN AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: JAMES SOHN, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 7780 **COST CENTER:** 1778001

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR UCLA COMMUNITY SCHOOL at ROBERT F. KENNEDY COMMUNITY of SCHOOLS EFFECTIVE JULY 1, 2010 (UPDATED 7-1-2011).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2010. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 5)

OPTIONAL: UCLA COMMUNITY SCHOOL, AMBASSADOR SCHOOL for GLOBAL EDUCATION, OR NEW OPEN WORLD ACADEMY SCHOOL

FIFTH STREET TO ALEXANDRIA AVENUE * FIFTH STREET (BOTH SIDES) * KENMORE AVENUE (BOTH SIDES) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WESTMORELAND AVENUE (BOTH SIDES EXCLUDED) * SAN MARINO STREET * VERMONT AVENUE * OLYMPIC BOULEVARD * CATALINA STREET * SAN MARINO STREET * CATALINA STREET * JAMES M. WOOD BOULEVARD * FEDORA STREET (BOTH SIDES) * EIGHTH STREET (BOTH SIDES) * MARIPOSA AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) TO NORMANDIE AVENUE * SEVENTH STREET * HOBART BOULEVARD.

(GRADES 6 - 8)

OPTIONAL: UCLA COMMUNITY, AMBASSADOR SCHOOL of GLOBAL LEADERSHIP, KIM ACADEMY, OR NEW OPEN WORLD ACADEMY MIDDLE SCHOOLS (Young Oak Kim Academy by Application Only)

FIFTH STREET TO ALEXANDRIA AVENUE * FIFTH STREET (BOTH SIDES) * KENMORE AVENUE (BOTH SIDES) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WESTMORELAND AVENUE (BOTH SIDES EXCLUDED) * SAN MARINO STREET * VERMONT AVENUE * OLYMPIC BOULEVARD * CATALINA STREET * SAN MARINO STREET * CATALINA STREET * JAMES M. WOOD BOULEVARD * FEDORA STREET (BOTH SIDES) * EIGHTH STREET (BOTH SIDES) * MARIPOSA AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) TO NORMANDIE AVENUE * SEVENTH STREET * HOBART BOULEVARD.

(OVER)

(GRADES 9 - 12)

OPTIONAL: UCLA COMMUNITY HIGH SCHOOL, AMBASSADOR SCHOOL of GLOBAL LEADERSHIP, LOS ANGELES HIGH SCHOOL for the ARTS, NEW OPEN WORLD ACADEMY HIGH SCHOOL, OR SCHOOL of VISUAL ARTS and HUMANITIES

BEVERLY BOULEVARD * KINGSLEY DRIVE * THIRD STREET * ALEXANDRIA AVENUE (BOTH SIDES EXCLUDED) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WILSHIRE PLACE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * HOOVER STREET * SAN MARINO STREET TO ELDEN AVENUE * SAN MARINO STREET (BOTH SIDES) * WESTMORELAND AVENUE (BOTH SIDES) * OLYMPIC BOULEVARD * SERRANO AVENUE (BOTH SIDES) * SAN MARINO STREET * SERRANO AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * WESTERN AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: KELLY SCHMADER, Interim Chief Facilities Executive, Facilities Services Division

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Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8206 **COST CENTER:** 1820601

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR SCHOOL for the VISUAL ARTS and HUMANITIES at ROBERT F. KENNEDY COMMUNITY of SCHOOLS EFFECTIVE JULY 1, 2010 (CLARIFIED 7-1-2011).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on July 1, 2010. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9 - 12)

OPTIONAL: SCHOOL for the VISUAL ARTS and HUMANITIES, AMBASSADOR SCHOOL of GLOBAL LEADERSHIP, LOS ANGELES HIGH SCHOOL for the ARTS, NEW OPEN WORLD ACADEMY HIGH SCHOOL, OR UCLA COMMUNITY HIGH SCHOOL

BEVERLY BOULEVARD * KINGSLEY DRIVE * THIRD STREET * ALEXANDRIA AVENUE (BOTH SIDES EXCLUDED) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WILSHIRE PLACE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * HOOVER STREET * SAN MARINO STREET TO ELDEN AVENUE * SAN MARINO STREET (BOTH SIDES) * WESTMORELAND AVENUE (BOTH SIDES) * OLYMPIC BOULEVARD * SERRANO AVENUE (BOTH SIDES) * SAN MARINO STREET * SERRANO AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * WESTERN AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: KELLY SCHMADER, Interim Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:
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Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8501 **COST CENTER:** 1850101

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR LOS ANGELES HIGH SCHOOL for the ARTS at ROBERT F. KENNEDY COMMUNITY of SCHOOLS EFFECTIVE JULY 1, 2010 (CLARIFIED 7-1-2011).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on July 1, 2010. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9 - 12)

OPTIONAL: LOS ANGELES HIGH SCHOOL for the ARTS, AMBASSADOR SCHOOL of GLOBAL LEADERSHIP, NEW OPEN WORLD ACADEMY HIGH SCHOOL, SCHOOL of VISUAL ARTS and HUMANITIES, OR UCLA COMMUNITY HIGH SCHOOL

BEVERLY BOULEVARD * KINGSLEY DRIVE * THIRD STREET * ALEXANDRIA AVENUE (BOTH SIDES EXCLUDED) * FOURTH STREET TO CATALINA STREET * FOURTH STREET (BOTH SIDES EXCLUDED) * WESTMORELAND AVENUE (BOTH SIDES) * WILSHIRE BOULEVARD * WILSHIRE PLACE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * HOOVER STREET * SAN MARINO STREET TO ELDEN AVENUE * SAN MARINO STREET (BOTH SIDES) * WESTMORELAND AVENUE (BOTH SIDES) * OLYMPIC BOULEVARD * SERRANO AVENUE (BOTH SIDES) * SAN MARINO STREET * SERRANO AVENUE (BOTH SIDES) * SEVENTH STREET (BOTH SIDES) * WESTERN AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: KELLY SCHMADER, Interim Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

From: Wong, Christy <cp-christy.wong@lausd.net>
Sent: Tuesday, January 5, 2021 3:51 PM
To: Barkley, Jessie
Cc: GODEK, GWENN
Subject: RE: Request for Information LAUSD 555 Shatto Place
Attachments: 550 Shatto Place (Soul) Project EIR Project #977.pdf

Hi Jessie,

Please see attached LAUSD Schools Enrollment and Capacities Report. Additionally, please note that Young Oak Kim Academy, a sensitive receptor, is located approximately 250 feet south from the project site. Given this school's proximity to the proposed site, we would typically submit the following comments on your CEQA document when it is published. However, I'd like to start taking the opportunity to send you our standard comments now for your consideration and possible inclusion in your environmental document as warranted. Let me know if you have any questions or concerns.

Air Quality
The proposed Project will share local roadways with the students and staff of Young Oak Kim Academy, which is located a short distance south of the proposed project site. This should be considered a sensitive receptor to air pollution impacts. Construction activities for the proposed project could result in short term impacts on ambient air quality in the area resulting from equipment emissions and fugitive dust. To ensure that effective mitigation is applied to reduce construction air pollutant impacts on the schools, we ask that the following language be included as a mitigation measure for air quality impacts:

- If the proposed mitigation measures do not reduce air quality impacts to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively mitigate construction related air emissions at the affected schools. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted.

Noise and Vibration
Noise created by construction activities may affect Young Oak Kim Academy. These construction activities include grading, earth moving, hauling, and use of heavy equipment. The California Environmental Quality Act requires that such impacts be quantified and eliminated or reduced to a level of insignificance.

LAUSD established maximum allowable noise levels to protect students and staff from noise impacts. These standards were established based on regulations set forth by the California Department of Transportation and the City of Los Angeles. LAUSD's exterior noise standard is 67 dBA Leq and the interior noise standard is 45 dBA Leq. A noise level increase of 3 dBA or more over ambient noise levels is considered significant for existing schools and would require mitigation to achieve levels within 2 dBA of pre-project ambient level. To ensure that effective mitigations are employed to reduce construction related noise impacts on District sites, we ask that the following language be included in the mitigation measures for noise impacts:

- If the proposed mitigation measures do not reduce noise impacts to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively mitigate construction related noise at the affected schools. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted.

Traffic/Transportation
LAUSD's Transportation Branch **must be contacted** at (213) 580-2950 regarding the potential impact upon existing school bus routes. The Project Manager or designee will have to notify the LAUSD Transportation Branch of the

expected start and ending dates for various portions of the project that may affect traffic within nearby school areas. To ensure that effective mitigations are employed to reduce construction and operation related transportation impacts on District sites, we ask that the following language be included in the mitigation measures for traffic impacts:

- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for LAUSD transported students.
- During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.
- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.

Pedestrian Safety

Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the project site can lead to safety hazards for people walking in the vicinity of the construction site. To ensure that effective mitigations are employed to reduce construction and operation related pedestrian safety impacts on District sites, we ask that the following language be included in the mitigation measures for pedestrian safety impacts:

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to school may be impacted.
- Contractors must maintain safe and convenient pedestrian routes to all nearby schools. The District will provide School Pedestrian Route Maps upon your request.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Haul routes are not to pass by ***any*** school, except when school is ***not*** in session.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

Thank you,

Christy Wong
Assistant CEQA Project Manager
LAUSD | Office of Environmental Health & Safety
Contract Professional
333 S. Beaudry Avenue, 21st Floor
Los Angeles, CA 90017
Office: 213.241.3394
Cell: 415.350.2538
cp-christy.wong@lausd.net

+FORM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

December 16, 2020

TO: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: Nick Hendricks

FROM: Los Angeles Fire Department

SUBJECT: **TRACT MAP NO.: VTT-83213 (550 South Shatto Ave.) (EXPEDITED)**

Submit plot plans for Fire Department approval and review prior to recordation of Tract Map Action.

RECOMMENDATIONS:

The Fire Department has no objection to the Airspace Vacation.

The Fire Department has no objection to Merger and Re-subdivision.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please email **lafdhydrants@lacity.org.** You should advise any consultant representing you of this requirement as well.

RALPH M. TERRAZAS
Fire Chief

Kristin Crowley, Fire Marshal
Bureau of Fire Prevention and Public Safety

KC:RD:jb
VTT-83213 (EXPEDITED)

Barkley, Jessie

From: Myers, Robyn <rmyers@lapl.org>
Sent: Wednesday, January 6, 2021 3:26 PM
To: Barkley, Jessie <Jessie.Barkley@icf.com>
Subject: 550 Shatto Place

ATTACHED!

Thanks

--
Robyn Myers
Management Analyst
Facilities & Events Management
Los Angeles Public Library
630 W. Fifth St., Los Angeles, CA 90071
213-359-0105
rmyers@lapl.org

550 Shatto Place Project
Request for Information
Los Angeles Public Library Response
December 9, 2020

This Project would be served by the following branches:

Felipe de Neve
2820 W Sixth St
Los Angeles, 90057

Memorial Branch Library
4625 W. Olympic Blvd
Los Angeles, 90019

Pio Pico Branch Library
694 S. Oxford St
Los Angeles, 90005

Wilshire Branch Library
149 N. St Andrews Place
Los Angeles, 90004

Detailed information regarding each branch is attached.

There are no current plans to build new libraries that would serve this project area.

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities — 12,500 Square feet for community with less than 45,000 population and 14,500 square feet for community with more than 45,000 population and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

The Los Angeles Public Library recommends a mitigation fee of $200 per capita based upon the projected population of the development. The funds will be used for library materials, technology, and/or facilities improvement. It is recommended that mitigation fees be paid for by the developer

Location Name and Address
Felipe De Neve Branch Library
2820 W. Sixth St
Los Angeles, 90057

Size of facility in Square feet
9,723
Collection size
39,174
Annual Circulation
39,992
Staffing level
9.0 FTE
Volunteers
9
Service Population
111,737
The City of Los Angeles makes no predictions on future population statistics

The branch has a community room that is used by the community for public programs. This library has a small Korean collection as well as materials in English and Spanish.

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:

Free Public Wi-Fi

Wireless & Mobile Printing

Reserve a Public Computer

Location Name and Address
Memorial Branch Library
4625 W. Olympic Blvd
Los Angeles, 90019

Size of facility in Square feet
10,578
Collection size
37,130
Annual Circulation
55,728
Staffing level
9.5
Volunteers
26
Service Population
45,721
The City of Los Angeles makes no predictions on future population statistics

The branch has a community room that is used by the community for public programs. This branch has a collections in English and Spanish. They also have a Collection of Yearbooks from Los Angeles High School dating back to 1900.
The City of Los Angeles makes no predictions on future population statistics

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:
Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

Location Name and Address
Pio Pico- Koreatown Branch Library
694 S. Oxford Av
Los Angeles, 90005

Size of facility in Square feet
20,000
Collection size
65,508
Annual Circulation
88,919
Staffing level
14.0
Volunteers
90
Service Population
123,961
The City of Los Angeles makes no predictions on future population statistics

The branch has a community room that is used by the community for public programs. This library has a substantial Korean language collection as well as materials in English and Spanish. There is also a Literacy Center and a New Americans Super Center. They will open a Media Lab this Summer.

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:
Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

Location Name and Address
Wilshire Branch Library
149 N. St Andrews Place
Los Angeles, 90004

Size of facility in Square feet
6,258
Collection size
37,516
Annual Circulation
42,717
Staffing level
8.5 FTE
Volunteers
17
Service Population
109,850
The City of Los Angeles makes no predictions on future population statistics

The branch has a community room that is used by the community for public programs. This library has small Korean collection as well as materials in English and Spanish.

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:

Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

Appendix M
Transportation Study

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

550 S Shatto Pl
DOT Case No. CEN20-50399

Date: December 2, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 550 SOUTH SHATTO PLACE (CPC-2020-6192-GPAJ-VZCJ-HD-CU-MCUP-SPR-HCA/ENV-2018-3986-SCEA/VTT-82171-CN/VTT-83213)**

On October 18, 2018, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning (City Planning) for the mixed-use project at 550 South Shatto Place, which was subject to a transportation analysis, dated October 2018, prepared by Gibson Transportation Consulting, Inc. (GTC). However, subsequent to the release of this report, the project has been modified and on July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action, GTC submitted a transportation assessment including a VMT analysis and freeway off-ramp evaluation, dated September 24, 2020 and November 18, 2020, for the proposed modified project. Please replace the previous DOT assessment report dated October 18, 2018, in its entirety, with this report, which addresses the totality of the transportation analysis.

DOT has reviewed the transportation assessment prepared by GTC, dated September 24, 2020 and November 18, 2020, for the proposed mixed-use project located at 550 South Shatto Place in the Wilshire Community Plan Area, the Central Area Planning Commission, and a Transit Oriented Community (TOC) Tier 4. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to replace several school buildings with a 40-story building and repurpose a two-story building on the northeast corner of Shatto Place and 6th Street as illustrated in **Attachment A**. The development will include 367 residential units (including 42 affordable housing units and 54 co-living housing units), 11,965 square-feet of office use, and 24,435 square-feet of restaurant space. The project will provide 175 long-term and 25 short-term bicycle parking spaces and 470 vehicle parking spaces within a four-story subterranean parking structure, which will be accessed via a full-access driveway along Shatto Place. An ingress only driveway south of the main driveway will provide access to the primary passenger loading area onsite and will connect to the main driveway. A secondary passenger loading area will be

provided curbside further south along the southwestern edge of the project site. A right-turn in/out driveway along 6th Street will provide access to the loading dock. The project is expected to be completed by 2024.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by DOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline.

The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

The proposed project is projected to have a Household VMT per capita of 3.7 and a Work VMT per employee of 6.5. Therefore, it is concluded that implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. Access to the project will be provided along Shatto Place and 6th Street. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements

The project would provide parking for 470 vehicles and up to 200 bicycles. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 4.

2. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Shatto Place**, a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way and **6th Street**, an Avenue II, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation

The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. The project would be accessed via a full-access driveway along Shatto Place, an ingress driveway along Shatto Place for the on-site passenger loading area, and a right-turn in/out driveway along 6th Street for the on-site loading dock. South of the driveways, the project is proposing to repurpose the curbside frontage along Shatto Place as a full-time permanent Pedestrian Loading Zone (PLZ). Review and approval of the PLZ should be coordinated with DOT's Parking Meters Division, 555 Ramirez Street, Space 315 at 213-473-8270.

Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

4. Worksite Traffic Control Requirements

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology,
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, DOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update expected in 2020 if applicable. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

6. Development Review Fees

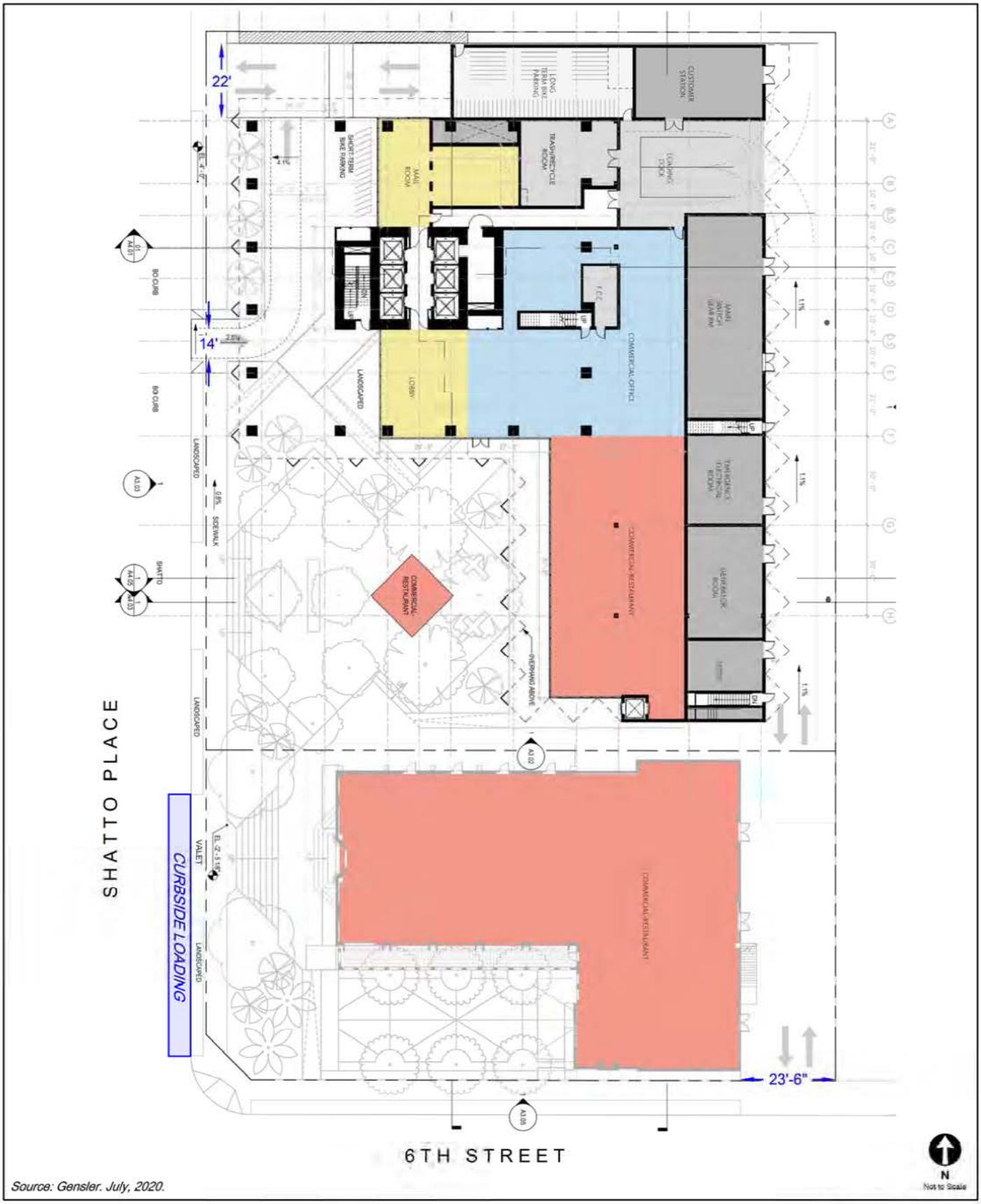
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Jimmy Vivar of my staff at (213) 972-4993.

Attachments

*K:\Letters\2020*CEN20-50399*_550 S Shatto Pl MU_vmt update_ltr.*docx

c: Craig Bullock, Council District 13
Phillip Bazan, City Planning
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Brian Hartshorn/Casey Le, Gibson Transportation Consulting, Inc.



Source: Gensler. July, 2020.

MODIFIED PROJECT SITE PLAN

FIGURE 1

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 514-550 Shatto Place
Scenario:
Address: 550 S SHATTO PL. 90020

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
School | Private School (K-12)	170	Students
Office | General Office	15.179	ksf
School | Private School (K-12)	170	Students

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	24.435	ksf
Housing | Multi-Family	271	DU
Housing | Affordable Housing - Family	42	DU
Office | General Office	12.115	ksf
Retail | High-Turnover Sit-Down Restaurant	24.435	ksf
(custom) Housing | Co-Living | Retail/Non-Retail	Non-Retail	LU type
(custom) Housing | Co-Living | Residents	308	Person
(custom) Housing | Co-Living | Employees	0	Person
(custom) Housing | Co-Living | Daily	416	Trips
(custom) Housing | Co-Living | HBW-Attraction Sp	0	Percent
(custom) Housing | Co-Living | HBO-Attraction Sp	20	Percent
(custom) Housing | Co-Living | NHB-Attraction Spl	5	Percent
(custom) Housing | Co-Living | HBW-Production S	15	Percent
(custom) Housing | Co-Living | HBO-Production S	41	Percent

☑ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
342 Daily Vehicle Trips	2,788 Daily Vehicle Trips
2,024 Daily VMT	17,722 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,446 Net Daily Trips
The net increase in daily VMT ≤ 0	15,698 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	24.435 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 514-550 Shatto Place

Scenario:

Address: 550 S SHATTO PL, 90020

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	271	DU
Housing | Affordable Housing - Family	42	DU
Office | General Office	12.115	ksf
Retail | High-Turnover Sit-Down Restaurant	24.435	ksf
(custom) Housing | Co-Living | Retail/Non-Retail	Non-Retail	LU type
(custom) Housing | Co-Living | Residents	308	Person
(custom) Housing | Co-Living | Employees	0	Person
(custom) Housing | Co-Living | Daily	416	Trips
(custom) Housing | Co-Living | HBW-Attraction Sp	0	Percent
(custom) Housing | Co-Living | HBO-Attraction Sp	20	Percent
(custom) Housing | Co-Living | NHB-Attraction Spl	5	Percent
(custom) Housing | Co-Living | HBW-Production S	15	Percent
(custom) Housing | Co-Living | HBO-Production Sp	41	Percent
(custom) Housing | Co-Living | NHB-Production Sp	19	Percent

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
100 city code parking provision for the project site
74 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
175 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
50 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,788 Daily Vehicle Trips	**2,788** Daily Vehicle Trips
17,722 Daily VMT	**17,722** Daily VMT
3.7 Household VMT per Capita	**3.7** Household VMT per Capita
6.5 Work VMT per Employee	**6.5** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

7/15/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 15, 2020
Project Name: 514-550 Shatto Place
Project Scenario:
Project Address: 550 S SHATTO PL, 90020

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	271	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	42	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	24.435	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	12.115	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*

Other	Housing | Co-Living	416	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 15, 2020
Project Name: 514-550 Shatto Place
Project Scenario:
Project Address: 550 S SHATTO PL, 90020

Version 1.3

Analysis Results			
Total Employees: 146 Total Population: 1,051			
Proposed Project		***With Mitigation***	
2,788	**Daily Vehicle Trips**	**2,788**	**Daily Vehicle Trips**
17,722	**Daily VMT**	**17,722**	**Daily VMT**
3.7	**Household VMT per Capita**	**3.7**	**Household VMT per Capita**
6.5	**Work VMT per Employee**	**6.5**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking ($)	$0	$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge ($)	$0.00	$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit ($)	$0	$0

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) ($)	$0.00	$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	0%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
		Degree of implementation (low, medium, high)	*0*	*0*
	Employer sponsored vanpool or shuttle	*Employees eligible (%)*	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: July 15, 2020
Project Name: 514-550 Shatto Place
Project Scenario:
Project Address: 550 S SHATTO PL, 90020

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MAX. TDM EFFECT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: July 15, 2020
Project Name: 514-550 Shatto Place
Project Scenario:
Project Address: 550 S SHATTO PL, 90020

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	341	-30.8%	236	7.5	2,558	1,770
Home Based Other Production	942	-57.4%	401	5.2	4,898	2,085
Non-Home Based Other Production	907	-8.3%	832	7.8	7,075	6,490
Home-Based Work Attraction	212	-32.5%	143	6.6	1,399	944
Home-Based Other Attraction	1,521	-57.2%	651	4.8	7,301	3,125
Non-Home Based Other Attraction	576	-8.9%	525	6.3	3,629	3,308

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production		236	1,770		236	1,770
Home Based Other Production		401	2,085		401	2,085
Non-Home Based Other Production		832	6,490		832	6,490
Home-Based Work Attraction		143	944		143	944
Home-Based Other Attraction		651	3,125		651	3,125
Non-Home Based Other Attraction		525	3,308		525	3,308

MXD VMT Methodology Per Capita & Per Employee

Total Population: 1,051
Total Employees: 146
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**3,855**	**3,855**
Total Home Based Work Attraction VMT	**944**	**944**
Total Home Based VMT Per Capita	**3.7**	**3.7**
Total Work Based VMT Per Employee	**6.5**	**6.5**

Attachment C
CEN20-50399_550 Shatto Pl

FUTURE CONDITIONS (YEAR 2024)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1. [a]	Shatto Place & 5th Street	AM PM	12.3 13.4	B B	12.6 13.9	B B
2.	Vermont Avenue & 6th Street	AM PM	34.0 28.7	C C	40.0 31.7	D C
3.	Shatto Place & 6th Street	AM PM	19.0 19.3	B B	19.6 22.8	B C

Notes:

[a] Intersection operates as a TWSC and is analyzed based on the HCM Unsignalized methodology. Reported results reflect the control delay for the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals. The average intersection delay is provided in Attachment E.

Gibson
transportation consulting, inc.

MEMORANDUM

TO: Wes Pringle, LADOT

CC: Damon Chan, Forme Development

FROM: Brian Hartshorn and Casey Le, P.E.

DATE: November 18, 2020

RE: CEQA Thresholds and Non-CEQA Transportation Analysis for the 550 S. Shatto Place Project
Los Angeles, California **Ref:** J1606

This memorandum summarizes our analysis of potential transportation impacts for the 550 S. Shatto Place Project (Project) in the Wilshire Center/Koreatown community of the City of Los Angeles, California (City) based on *Transportation Assessment Guidelines* (Los Angeles Department of Transportation [LADOT], July 2020) (TAG). The analysis applies the California Environmental Quality Act (CEQA) thresholds, as well as the non-CEQA transportation analysis, identified in the TAG.

The Project was previously analyzed for potential transportation impacts using the level of service (LOS) methodology formerly required by CEQA. *Transportation Impact Study for the 550 S. Shatto Place Project* (Gibson Transportation Consulting, Inc., October 2018) (Transportation Study) analyzed the original proposal to construct a 31-level mixed-use building comprised of 256 multi-family housing units, including 29 affordable housing units, approximately 2,507 square feet (sf) of office space, and approximately 12,800 sf of restaurant space (Approved Project). The Transportation Study was reviewed and approved by LADOT via an inter-departmental memorandum to the Los Angeles Department of City Planning (LADCP) on October 18, 2018 (Assessment Letter). The Assessment Letter is provided in Attachment A.

Since the approval of the Transportation Study, the Project Applicant has obtained an adjacent building to the north consisting of 27,843 sf of office space and incorporated it into the Project design. Thus, the Project has been modified to a larger mixed-use residential and commercial development (Modified Project) and is now being assessed using the new TAG.

MODIFIED PROJECT CONTEXT

Description

The Modified Project consists of a proposed mixed-use development within a new 40-story building and an existing two-story building to be repurposed. Upon completion, the Modified Project would include a total of 367 residential units, including 42 units of affordable housing

and 54 units of co-living housing[1], 11,965 sf office use, and 24,435 sf of restaurant use. The Modified Project also extends the Approved Project buildout from Year 2021 to Year 2024. The Modified Project would provide 470 vehicular parking spaces within four levels of subterranean parking and up to 200 bicycle parking spaces, including 25 short-term and 175 long-term bicycle spaces. Consistent with the Approved Project, parking would be provided via one full access driveway on Shatto Place. The Modified Project proposes an ingress-only secondary driveway to an internal passenger drop-off area that would connect on-site to the primary vehicular driveway lane leading to the parking garage. Additionally, access to the loading dock would be provided via a separate driveway along 6th Street, east of Shatto Place, with limited right-turn in/out access. The Project site plan is shown in Figure 1.

Location and Study Area

As shown in Figure 2, the Project Site is bounded by an office use to the north, residential and commercial uses to the east, 6th Street to the south, and Shatto Place to the west in the Wilshire Center/Koreatown community within City Council District 13.

Based on the factors identified in Section 3.3.4 of the TAG, the Study Area for the Modified Project includes intersections along Shatto Place and 6th Street. The following three study intersections, two signalized and one unsignalized, were identified for detailed analysis:

- Intersection 1. Shatto Place & 5th Street
- Intersection 2. Vermont Avenue & 6th Street
- Intersection 3. Shatto Place & 6th Street

Figure 3 illustrates the location of the Project Site in relation to the surrounding street system and the three study intersections. The existing lane configurations and mobility facilities at each of the analyzed study intersections are detailed in Figure 4A and 4B, respectively. Additionally, the street designations as defined in *Mobility Plan 2035: An Element of the General Plan* (LADCP, January 2016) (Mobility Plan) for the Study Area are shown in Figure 5.

Existing Transportation Conditions

As required in the TAG, an inventory was collected of facilities serving pedestrians, bicyclists, and transit riders within 0.25 miles of the Project Site. Figure 6 shows the local commercial and institutional facilities that could be considered as pedestrian destinations. Figures 7A and 7B show the existing transportation facilities and transit service, respectively, that would support pedestrian activity to and from the pedestrian destinations.

Existing Conditions Traffic Volumes. Intersection turning movement counts at the study intersections were collected during typical operating conditions, without large construction projects in the area, with schools and businesses in full operation, and in normal weather. To this end, a mix of historical counts were utilized and adjusted by 1% per year to represent Existing

[1] The Modified Project would provide 54 five-bedroom co-living housing units. Based on information provided by the Applicant, it is estimated that 1.14 persons would occupy each bed, or 5.7 persons per unit. In total, the co-living housing component would have approximately up to 308 residents.

Conditions in Year 2020. The existing intersection peak hour traffic volumes are illustrated in Figure 8. The traffic count worksheets are provided in Attachment B.

Future Cumulative Transportation Conditions

Future planned transportation facilities have been identified as part of the Vision Zero Vermont Avenue (7th to Beverly) Safety Improvements project and Young Oak Kim Academy Safer Routes to School (SRTS) Plan and are detailed in Figure 9A.

All components identified as part of the Vision Zero Vermont Avenue (7th to Beverly) Safety Improvements project have been installed within the Study Area and no additional improvements are currently proposed. As part of the Young Oak Kim Academy SRTS Plan, accessible pedestrian signals, continental crosswalks, curb extensions, leading pedestrian intervals, sidewalk repairs, and tree trimmings are planned improvements adjacent to the Project Site. While these improvements would provide better pedestrian connection and safer routes for pedestrian access, no changes to the physical configuration at the study intersections are expected.

Modifications along Shatto Place between 6th Street and Wilshire Boulevard have been proposed by Young Oak Kim Academy and include new roadway alignments, on-street parking provisions, and removal of on-street parking. Any modifications in the public right-of-way (ROW) will need to be considered within the context of the surrounding neighborhoods. The proposed modifications have not been approved by the City; therefore, no changes to intersection lane configurations or the pedestrian network were made as a result of the proposed modifications. Many of the approved SRTS improvements within the Study Area include continental crosswalk striping, curb extensions, and leading-pedestrian-interval phasing at existing signalized intersections. The design of the Project does not preclude any of these improvements.

Additionally, the Mobility Plan identifies key corridors as components of various “mobility-enhanced networks.” The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation; therefore, no changes to intersection lane configurations were made as a result of the Mobility Plan. The mobility-enhanced networks included corridors within the Study Area and are depicted in Figure 9B.

Future without Project Conditions Traffic Volumes. This analysis includes increases to existing traffic volumes expected from regional growth and from future projects. An ambient growth factor of 1% per year compounded annually was applied to the adjusted existing traffic volumes to reflect the effects of the regional growth and development by Year 2024. The total adjustment applied over the four-year period corresponding to the buildout year of the Modified Project was 4.06%.

This study also considered the effects of the Modified Project traffic on other developments either proposed, approved, or under construction (collectively, the Related Projects). The list of Related Projects is based on information provided by LADCP and LADOT in August 2020, as well as recent studies of development projects in the area within a radius of 0.5 miles. The Related Projects are detailed in Table 1 and their approximate locations are shown in Figure 10. Figure 11 shows the peak hour traffic volumes associated with these Related Projects at the study intersections.

The Related Projects volumes were added to the existing traffic volumes after adjustment for ambient growth through the projected Modified Project completion year of 2024. These volumes represent the Future without Project Conditions for Year 2024 and are shown in Figure 12 for the three study intersections.

Modified Project Traffic

Consistent with the Transportation Study, trip generation estimates for the Modified Project were developed using published rates from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017). The rates for dense multi-use urban location type were used for the residential and office components and rates for general urban/suburban location type were used for the restaurant use, as no dense multi-use urban rates are available for this use. The number of trips expected to be generated by the residential component of the Modified Project was calculated using local trip generation rates developed by LADOT for multi-family, mid-rise residential land uses in "Dense Multi-Use Urban" areas, as provided in Table 3.3-1 of the TAG. Additionally, per the TAG, residential or mixed-use developments that include affordable housing units are eligible to use a City-specific trip generation rate based on vehicle trip count data collected at affordable housing sites in the City, as provided in Table 3.3-2 of the TAG. Consistent with the Transportation Study, trip generation reductions were applied to account for internal capture, public transit usage/walk-in trips, and pass-by trips, as well as the removal of the existing private school and office uses currently on-site.

As detailed in Table 2, after applying appropriate trip reductions and accounting for the removal of trips associated with the existing uses, the Modified Project was estimated to generate 146 morning peak hour trips (10 inbound, 136 outbound) and 240 afternoon peak hour trips (170 inbound, 70 outbound). When compared to the Approved Project, these volumes have increased by 123 morning trips and 131 afternoon trips. Both CEQA (vehicle miles traveled) and non-CEQA (operational) analyses were conducted of these traffic volume increases.

Consistent with the Transportation Study, the intersection-level trip distribution pattern shown in Figure 13 was used to assign the Modified Project-generated traffic through the three study intersections based on the trip generation estimates summarized in Table 2. Figure 14 illustrates the Modified Project-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours.

CEQA THRESHOLDS

The TAG identifies three CEQA thresholds applicable to the Modified Project[2]. Should a project exceed thresholds identified in the TAG, its impact would be considered significant under CEQA and would require any feasible mitigation measures be implemented to reduce the impact below the threshold of significance, to the extent feasible. The following CEQA thresholds identified in the TAG are consistent with City thresholds and with CEQA guidance:

[2] A fourth threshold, Threshold T-2.2: Substantially Inducing Additional Automobile Travel, is intended for transportation projects that would induce substantial VMT by increasing vehicular capacity on the roadway network. The Modified Project is not a transportation project that would induce automobile travel and does not meet the screening criteria for Threshold T-2.2. Thus, further evaluation is not required.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The Modified Project meets the TAG screening criteria for analysis under each of these three thresholds.

In addition, LADOT issued *Interim Guidance for Freeway Safety Analysis* (LADOT, May 1, 2020) (City Freeway Guidance) identifying City requirements for a CEQA safety analysis for California Department of Transportation facilities as part of a transportation assessment. However, the Modified Project would not add 25 peak hour trips to any freeway off-ramp and, therefore, would not meet the screening criteria for further analysis under the City Freeway Guidance.

CEQA THRESHOLD T-1: CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

Threshold T-1 states that a project would result in a significant impact if it conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities. Table 2.1-1 of the TAG provides the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. The TAG also requires that a project complete the *Plans, Policies, and Programs Consistency Worksheet* to help guide the consistency review. This worksheet is provided in Attachment C.

As summarized below, the Modified Project is consistent with the transportation-related elements of the City documents listed in Table 2.1-1 of the TAG; therefore, the Modified Project would not result in a significant impact under Threshold T-1.

Mobility Plan 2035

The Mobility Plan combines “complete street” principles with the following five goals that define the City’s mobility priorities:

1. Safety First
2. World Class Infrastructure
3. Access for all Angelenos
4. Collaboration, Communication, and Informed Choices
5. Clean Environments and Healthy Communities

A detailed analysis of the Modified Project’s consistency with the Mobility Plan is provided in Table 3. In summary, the Modified Project provides separate pedestrian access to the site via residential lobby and commercial entrances along Shatto Place and 6th Street to reduce conflicts with vehicles. The Modified Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure nor will the Modified Project be in conflict with or preclude implementation of any identified neighborhood improvements. The Modified Project is not required to provide additional widening along Shatto Place. As later detailed, the Applicant is

requesting a Waiver of Dedication for a three-foot dedication along 6th Street. Consistent with the driveway location planning guidelines, primary vehicular access to the Modified Project would be placed on a non-arterial street, Shatto Place. The driveways and truck loading dock would be designed in accordance with the standards set forth in Section 321 of *Manual of Policies and Procedures* (LADOT, December 2008).

The Modified Project encourages non-motorized travel through provision of short- and long-term bicycle parking and promotes transit usage by developing a mixed-use development located within a 0.25-mile walking distance of the Los Angeles County Metropolitan Transportation Authority (Metro) B/D Line Wilshire/Vermont Station and Metro Rapid 754 and 720 bus stops. All sidewalks and curb ramps along the Modified Project frontage would be designed in compliance with Americans with Disabilities Act (ADA) standards to achieve accessibility for all patrons of the Modified Project. In addition, the Modified Project includes a mix of land uses to encourage interaction between components within a walkable environment in close proximity to jobs, destinations, and the multitude of neighborhood services available in the immediate Wilshire/Koreatown area, thereby reducing the number of trips made by vehicle and reducing overall VMT.

The Modified Project would incorporate Transportation Demand Management (TDM) measures to reduce the dependency on single-occupancy vehicles by providing convenient bicycle parking and pedestrian network improvements within and connecting off-site. TDM measures help reduce VMT and vehicle trips to and from the Project Site consistent with City and State transportation and Greenhouse Gas (GHG) policies and objectives. The Modified Project would also provide sufficient off-street parking to accommodate the Modified Project's parking demand on-site.

The Modified Project would not interfere with any other policies or programs of the Mobility Plan and would, therefore, be consistent with it.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (LADCP, March 2015) (Plan for a Healthy Los Angeles) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

A detailed analysis of the Modified Project's consistency with Plan for a Healthy Los Angeles is provided in Table 4. The Modified Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements and providing direct connections to pedestrian amenities at the adjacent signalized intersection of Shatto Place & 6th Street. Further, the Modified Project supports healthy lifestyles by locating housing and jobs near transit, providing bicycle parking, and enhancing the pedestrian environment through new walkways, a courtyard, a public pedestrian plaza, and shade trees for a more comfortable and inviting environment for pedestrians. The Modified Project also includes affordable housing units to provide attainable opportunities for social mobility. Therefore, it is consistent with Plan for a Healthy Los Angeles.

Land Use Element of the General Plan (Wilshire Community Plan)

The City General Plan's Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. The Modified Project falls within the boundaries of the *Wilshire Community Plan* (LADCP, September 2001) (the Community Plan).

A detailed analysis of the Modified Project's consistency with the Community Plan is provided in Table 5. The Modified Project would be consistent with the objectives of the Community Plan by furthering the development of the Wilshire Center/Koreatown community as a safe, secure, and high-quality residential and commercial environment. The Modified Project would be consistent with the Community Plan's objectives related to developing additional multi-family residential and commercial uses along mixed-use boulevards in appropriate locations and providing pedestrian enhancements and open space to meet anticipated demands. In line with these objectives, the Modified Project would increase housing and jobs in proximity to local and Rapid bus lines, as well as rail transit service. The Modified Project would also encourage pedestrian-oriented design by implementing activated street frontages that would improve and promote pedestrian travel and separating the vehicular and pedestrian accesses to reduce conflicts. Furthermore, the Modified Project would include bicycle parking spaces for residents, employees, and visitors consistent with Los Angeles Municipal Code (LAMC) requirements.

Specific Plans

The Modified Project is not located within a Specific Plan area.

LAMC Section 12.21.A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. The Modified Project would provide short and long-term bicycle parking spaces to meet the minimum bicycle space requirement for on-site supply.

LAMC Section 12.26J TDM Ordinance

LAMC Section 12.26J, the TDM Ordinance (1993) establishes TDM requirements for non-residential projects, in addition to non-residential components of the mixed-use projects, in excess of 25,000 sf. Key requirements of the TDM Ordinance applicable to the Modified Project include providing carpool / vanpool loading areas, walkways between buildings and public sidewalks, and improving adjacent bus stops to the satisfaction of local transit agencies. Passenger loading would be primarily contained on-site, with secondary curbside loading along the southwestern edge of the Project Site on Shatto Place. The Modified Project provides extensive pedestrian connectivity and facilities within the site, including to the public sidewalks. There are no bus stops adjacent to the Project Site.

Pursuant to the requirements of the TDM Ordinance, the Modified Project design would implement TDM strategies such as providing reduced residential vehicle parking as an incentive in conjunction with the General Plan Amendment and Zone Change proposed. Additionally, the

Modified Project would provide on-site bicycle parking per LAMC requirements and pedestrian network improvements through new walkways, a courtyard, a public pedestrian plaza, and shade trees and landscaped areas within and along the frontages. The Modified Project is consistent with the current TDM Ordinance and is, therefore, consistent with LAMC Section 12.26J.

LAMC Section 12.37 (Waivers of Dedications and Improvement)

Under LAMC Section 12.37, a project must dedicate and improve adjacent streets to half-ROW standards consistent with street designations from the Mobility Plan or request a waiver of dedication or improvement supported by findings.

The Project Site has frontage on Shatto Place, a designated Local Street in the Mobility Plan with a ROW width of 60 feet, and on 6th Street, a designated Avenue II in the Mobility Plan with a ROW width of 86 feet. Shatto Place has a current ROW of 100 feet, with a half-width of 50 feet, including 25 feet of pavement width and 25 feet of sidewalk, on the east side of the street along the frontage. The Modified Project proposes a 20-foot merger to meet the minimum City standard of 30 feet half-ROW. Within the public ROW, Shatto Place would be proposed with a 25-foot half-roadway width and five-foot sidewalks on the east side of the street. Additionally, the Modified Project would provide a seven-foot easement into the Property Line to extend the sidewalk/parkway to 12 feet. The Project Applicant requests a Waiver of Dedication of three feet along 6th Street, which currently has a ROW of 80 feet, with a half-ROW width of 40 feet, including 28 feet of pavement width and 12 feet of sidewalk, on the north side of the street along the frontage.

Vision Zero Action Plan / Vision Zero Corridor Plans

The primary goal of Vision Zero is to eliminate traffic deaths in the City of Los Angeles by 2025. Vision Zero identifies the High Injury Network (HIN), a network of streets where strategic investments will have the biggest impact in reducing death and severe injury.

Adjacent to the Project Site, 6th Street is identified in the HIN. As of June 2019, LADOT installed basic safety improvements on Vermont Avenue between 7th Street and Beverly Boulevard as part of the Vermont Avenue (7th to Beverly) Safety Improvements project. Improvements on Vermont Avenue included continental crosswalks upgrades and protected left-turn signals at intersections. In partnership with Vision Zero, the SRTS program has also identified safety improvements to enhance pedestrian safety and comfort on routes to and from school. As part of the Young Oak Kim Academy SRTS Plan, planned improvements include accessible pedestrian signals, continental crosswalks, curb extensions, etc. within the Study Area and are detailed in Figure 9A.

The Modified Project improvements to the pedestrian environment would not preclude future Vision Zero Safety Improvements or related programs such as the SRTS program by the City. Thus, the Modified Project does not conflict with Vision Zero.

Streetscape Plans

There are no streetscape plans near the Project Site and, therefore, streetscape plans do not apply to the Modified Project.

Citywide Design Guidelines

Citywide Design Guidelines (LADCP Urban Design Studio, October 2019) (Design Guidelines) identifies urban design principles to guide architects and developers in designing high-quality projects that meet the City's functional, aesthetic, and policy objectives and help foster a sense of community. A detailed analysis of the Modified Project's consistency with the Pedestrian-First Design Guidelines is provided in Table 6.

In summary, the Modified Project design includes pedestrian facilities and amenities, such as walkways, a courtyard, a public pedestrian plaza, and street trees, to provide a more comfortable and inviting mobility environment for pedestrians. Furthermore, the orientation of the Modified Project design and active ground floor facilities ensures that the Modified Project actively engages with the street and its surrounding uses, aligning with the Design Guidelines' recommendations regarding the pedestrian experience and incorporating amenities that promote social connection.

Cumulative Analysis

In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.5 miles of the Project Site and any transportation system improvements in the vicinity. Related Projects located within 0.5 miles of the Project Site are identified in Table 1.

The Related Projects would be separately reviewed and approved by the City and would comply with City design requirements and LAMC requirements relative to street standards and improvements, bike parking, and safety, and each such approval would include an analysis of the project's consistency with applicable plans and policies. Collectively, the Modified Project and the Related Projects add high-density development in a major commercial area with high-quality transit options and high levels of pedestrian activity and are, therefore, consistent with City VMT reduction-related plans and goals. The Modified Project and its Related Projects are served by adequate roads, pedestrian facilities, and access to various forms of transit such that it would not preclude but rather promote the City's ability to serve transportation user needs through the collective location of higher density, transit-oriented uses within a designated job and population center well-served by multiple forms of transit. Therefore, the Modified Project, together with the Related Project, would not create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

Approved Project Comparison

As detailed in *Addendum to the Approved Sustainable Communities Environmental Assessment for the Soul Project ZA-2018-3985-MCUP-TOC-WDI-SPR and VTT 82171-CN* (LADCP, May 2019*),* which was approved by the City on August 14, 2019, the Approved Project would not conflict with the transportation-related elements of the City documents nor would it result in a significant impact under Threshold T-1. Consistent with the Approved Project, the Modified Project would not result in a significant impact under Threshold T-1 as detailed above. Thus, the Modified Project does not result in any new significant impacts as compared to the Approved Project.

CEQA THRESHOLD T-2.1: CAUSING SUBSTANTIAL VMT

Threshold T-2.1 seeks to reduce VMT to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. It thereby encourages development that shortens the distance between housing, jobs, and services, increases the availability of affordable housing options proximal to public transit, offers attractive non-vehicular transportation alternatives, provides strong transportation demand management programs, and promotes walking and bicycling trips.

VMT Impact Thresholds

Consistent with CEQA guidance, TAG Threshold T-2.1 states that a residential project would result in a significant VMT impact if it would generate household VMT per capita more than 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which it is located. Similarly, an office project would result in a significant VMT impact if it would generate work VMT per employee more than 15% below the existing average work VMT per employee for the APC area in which it is located.

Residents contribute to household VMT while employees (including hotel, retail, and restaurant employees) contribute to work VMT. The TAG identifies a daily household VMT per capita impact criteria of 6.0 and a daily work VMT per employee impact criteria of 7.6 for the Central APC, in which the Project is located. Therefore, should the Modified Project's average household VMT per capita be equal to or lower than 6.0 and average work VMT per employee be equal to or lower than 7.6, the Modified Project's overall VMT impact would be less than significant.

VMT Analysis Methodology

LADOT prepared an analysis tool, *City of Los Angeles VMT Calculator Version 1.3* (July 2020) (VMT Calculator), designed to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits. Some of the key factors built into the VMT Calculator include travel behavior zones, mixed-use development methodology, population, and employment assumptions, and TDM measures.

Travel Behavior Zones (TBZs). The City developed TBZs as part of a framework for determining the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. The Project Site is located in an Urban (Zone 4) TBZ.

Mixed-Use Development Methodology. As detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020) (VMT Calculator Documentation), the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers sociodemographic, land use, and built environment factors for a project area.

Trip Lengths. The VMT Calculator estimates trip lengths to and from a Project site based on information from the City's Travel Demand Forecasting Model. The model considers the traffic analysis zones within 0.125 miles of a project to determine the average trip length and trip type, both of which factor into the calculation of a project's VMT.

Population and Employment Assumptions. The VMT Calculator contains population assumptions based on Census data and employment assumptions derived from multiple data sources. A summary of population and employment assumptions for various land uses is provided in Table 1 of the VMT Calculator Documentation.

TDM Measures. The VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies as project design features or mitigation measures. TDM strategies have been empirically demonstrated to reduce trip-making or travel mode choice in such a way as to reduce VMT, as documented in *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, August 2010).

Modified Project VMT Analysis

The VMT Calculator was used to evaluate the Modified Project VMT and compare it to the VMT impact thresholds. The VMT Calculator utilized the Modified Project's land uses and their respective sizes as the primary input. The VMT Calculator does not include the co-living housing use as a land use option. Therefore, a custom land use input was developed based on published trip generation rates in *Trip Generation Manual, 10th Edition* for multi-family housing based on total residents, as well as one-way trip type splits in the VMT Calculator Documentation for multi-family housing.

Additionally, the Modified Project includes design features considered as TDM strategies to reduce the number of single occupancy vehicle trips to the Project Site, including provision of bicycle parking per LAMC requirements on-site and improving the pedestrian network system through new or improved public facilities, connectivity, and landscaped areas within and along the frontages. For purposes of providing a conservative analysis, the Modified Project design features were not taken into consideration in the VMT evaluation.

The VMT analysis results are shown in Table 7 and the detailed output from the VMT Calculator is provided in the Attachment D. As shown in Table 7, the VMT Calculator estimates that the Modified Project would generate 17,722 total daily VMT, 3,855 daily household VMT, and 944 daily work VMT. The Modified Project would generate 3.7 household VMT per capita and 6.5 work VMT per employee, neither of which exceed the impact threshold of 6.0 and 7.6, respectively. Therefore, the overall Modified Project would not result in a significant VMT impact and no mitigation measures would be required.

Cumulative VMT Analysis

A development project would have a cumulative VMT impact if it were deemed inconsistent with *The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments, May 2020) (RTP / SCS), the regional plan to reach state air quality and GHG reduction targets. However, based on the TAG, a project that does not result in a significant VMT impact using the City's methodology described above would be in alignment with the RTP / SCS and, therefore, would also have no cumulative VMT impact. The Modified Project would not result in a significant VMT impact, as described above. Further, the Modified Project would be designed to further reduce single occupancy trips to the Project Site through various TDM strategies that would be incorporated as design features, including provisions of

LAMC-required bicycle parking and pedestrian network improvements through new or improved public facilities, connectivity, and landscaped areas within and along the frontages. Therefore, the Modified Project is not anticipated to result in a cumulative VMT impact under Threshold T-2.1, and no further evaluation or mitigation measures would be required.

The Project is also located within 0.25 miles of the Metro B/D Line Wilshire/Vermont Station and is well-served by various local and rapid bus lines. The Project's specific location and mixed-use design in close proximity to transit and other off-site commercial and job destinations, along with its highly walkable environment, support the conclusion that the Modified Project would achieve a VMT reduction greater than the average for the area, as concluded in the Modified Project VMT analysis provided above.

Approved Project Comparison

At the time of the approval of the Transportation Study, LADOT was in the process of updating its travel demand model that forms the basis for the VMT Calculator. Thus, a qualitative analysis was conducted to show that the Approved Project would not result in significant VMT impacts as the Project Site is located in an urban/compact infill location and its characteristics (e.g., its location, proximity to transit, access to other nearby destinations, pedestrian connections, bicycle amenities, etc.) would encourage non-auto modes of transportation (walking, bicycling, carpool, vanpool, and transit).

For comparison purposes, the VMT Calculator was used to evaluate the Approved Project VMT in the same manner as the Modified Project described above. As detailed in Table 7, the VMT Calculator estimates that the Approved Project would generate 10,354 total daily VMT, 2,592 daily household VMT, and 376 daily work VMT. The Approved Project would generate 4.3 household VMT per capita and 6.1 work VMT per employee, neither of which exceed the impact threshold of 6.0 and 7.6, respectively. In comparison to the Approved Project, the Modified Project would generate similar VMT per capita output, but still below the APC thresholds. Consistent with the Approved Project, the proposed Project would not result in VMT significant impacts. Thus, the Modified Project does not result in any new significant impacts as compared to the Approved Project.

CEQA THRESHOLD T-3: SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE

Threshold T-3 requires that a project undergo further evaluation if it proposes new access points or modifications along the public ROW (i.e., street dedications). A review of a project access points, internal circulation, and parking access would determine if a project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Access Overview

Vehicular access to the Project Site would be provided via one full-access driveway on Shatto Place and an ingress-only secondary driveway to a passenger drop-off area that would connect to the primary vehicular driveway lane to the parking garage. Additionally, access to the loading dock would be provided via a separate driveway along 6th Street, east of Shatto Place, with limited right-turn in/out access.

Hazards Analysis

The driveways along Shatto Place and 6th Street provide adequate sight distance as the driveway designs do not locate street trees or other potential impediments in the sidewalk that would affect sight distance and visibility of approaching vehicles, pedestrians, or bicycles. Additionally, the driveways intersect the roadways at right angles to maximize sight distance. No unusual obstacles are presented in the design that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians. The driveway designs do not present significant safety issues regarding traffic / pedestrian conflicts. The service entry along 6th Street would be limited to right-turn in/out access to further reduce vehicle/pedestrian conflicts and allow for safer turning maneuvers into and out of the driveway. The driveways and internal circulation of parking areas will be designed according to appropriate standards and will be further reviewed by the City Department of Building and Safety and Bureau of Engineering. The driveways and internal circulation of parking areas will also be reviewed by LADOT during site plan review to ensure code compliance and safe pedestrian and vehicular design.

As previously summarized, Shatto Place is a designated Local Street and the proposed half-ROW width of 30 feet meets the City standards. As such, the Applicant is not required to provide additional dedication or widening along Shatto Place. Nonetheless, the Applicant would provide a seven-foot easement within the 20-foot merger to widen the sidewalk/parkway to 12 feet. As described, 6th Street is a designated Avenue II and part of the Mobility Plan's HIN and Pedestrian Enhanced District. The proposed half-ROW width is 40 feet; due to the existing church building near the southerly property line along 6th Street, the Applicant would request a Waiver of Dedication of a three-foot dedication to meet City requirements. As stated above, Shatto Place and 6th Street meet the required street designations and the Modified Project proposes to maintain the sidewalk and roadway widths along all frontages, consistent with LAMC Section 12.37.

There are no bicycle facilities provided along Shatto Place or 6th Street adjacent to the Project Site. Metro Route 18 provides service along 6th Street adjacent to the Project Site but has no stops along the frontage. The driveways are not proposed along a street designated as part of the Bicycle Lane Network or Transit Enhanced Network and, thus, would not preclude or interfere with the implementation of future roadway improvements benefiting transit, pedestrians, or bicycles.

The Modified Project would result in an increase in both pedestrian and bicycle activity on Shatto Place and 6th Street, though not in sufficient quantities to result in a significant conflict with vehicles using the driveways. Further, pedestrians would have separate dedicated access points, as shown in Figure 1.

Based on this review, the Modified Project design and operation would not create any hazards that would significantly impact streets, sidewalks, or other mobility infrastructure.

Cumulative Analysis

In addition to potential Project-specific impacts, the TAG requires that a project be reviewed in combination with Related Projects with access points along the same block as the proposed project to determine if there may be a cumulatively significant impact. A future mixed-use development (Vermont Corridor Project) that is proposed by Los Angeles County Facilities, Inc. is currently under construction and is located directly opposite of the Project Site along Shatto Place. The Vermont Corridor Project will continue to utilize the two existing driveways that provide access to the parking structure located at 523 Shatto Place. Additional vehicular access to the Vermont Corridor Project would also be provided along Vermont Avenue.

As previously detailed, Shatto Place is a Local Street with two travel lanes and a center turn lane. The existing geometry of Shatto Place provides adequate spacing to avoid vehicle turn conflicts and would not impose additional safety issues. Similar to the Modified Project, the adjacent Related Project considered in this cumulative analysis would be individually responsible for complying with the City's design standards and the guidelines outlined in Threshold T-3 to address potential safety conflicts. The Modified Project, together with the adjacent Related Project, would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Approved Project Comparison

As detailed in the Transportation Study and Assessment Letter, the Approved Project would provide one full-access driveway along Shatto Place. No additional access is provided along 6th Street. The Approved Project would not result in substantially increased hazards due to geometric design features, including safety, operational, or capacity impacts under Threshold T-3. As detailed above, the Modified Project design and operation would not create any hazards that would significantly impact streets, sidewalks, or other mobility infrastructure under Threshold T-3 and, thus, the Modified Project does not result in any new significant impacts as compared to the Approved Project.

NON-CEQA TRANSPORTATION ANALYSIS

Per Section 3.1 of the TAG, any deficiencies identified based on the non-CEQA transportation analysis is "not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified in Section 2." Section 3 of the TAG identifies the following four non-CEQA transportation analyses for reviewing potential transportation deficiencies that may result from a development project:

- Pedestrian, Bicycle, and Transit Access Assessment
- Project Access, Safety, and Circulation Evaluation
- Residential Street Cut-Through Analysis
- Project Construction

The four non-CEQA transportation analyses were reviewed in detail below.

PEDESTRIAN, BICYCLE, AND TRANSIT ASSESSMENT

GTC assessed the Modified Project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site.

Factors to consider when assessing a project's potential effect on pedestrian, bicycle, and transit facilities, include the following:

- Would the project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities?
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities?

Existing Facilities

Figures 7A and 7B show the existing transportation facilities and transit service within walking distance of the Project Site. Adjacent to the Project Site, 25-foot wide sidewalks are provided along Shatto Place and 12-foot wide sidewalks are provided along 6th Street. There are some tactile warning strips for ADA accessibility, pedestrian push buttons, and continental crosswalks at the adjacent signalized intersection of Shatto Place & 6th Street. No bicycle facilities are provided adjacent to the Project Site. Although no bus stops are located adjacent to the Project Site, the bus stops in the vicinity of the Project Site are equipped with shelters (for rain or shade) and/or benches. For example, Metro Route 18 provides bus stops with shelters and benches along 6th Street in both directions at Vermont Avenue and in the westbound direction at Westmoreland Avenue and a bus stop with a bench in the eastbound direction at Westmoreland Avenue.

Intensification of Use

The Modified Project would result in additional pedestrian, bicycle, and transit activity in the vicinity of the Project Site. However, the Modified Project would provide a comfortable pedestrian experience with 12-foot sidewalks along Shatto Place and 6th Street, as well as providing new trees and maintaining accessible sidewalks along the frontages. The Modified Project would provide bicycle parking for residents, office employees, and patrons in accordance with the LAMC. Given the Project Site's proximity to active commercial uses in the Wilshire Center/Koreatown community, it is ideally located to encourage non-automobile trips to and from those destinations. Overall, the Modified Project would not result in the deterioration of any existing facilities serving pedestrians or bicyclists.

Although the Modified Project (and other Related Projects) will cumulatively add transit ridership, several established transit routes serve the immediate area, as shown in Figure 7B. The Project Site is served by multiple bus lines operated by Metro and LADOT Downtown Area Shuttle along Vermont Avenue and Wilshire Boulevard. Furthermore, the Project Site is located within a 0.25-mile walking distance of the Metro B/D Line Wilshire/Vermont Station and Metro Rapid 754 and

720 bus stops along Vermont Avenue and Wilshire Boulevard, respectively, that expand the reach of public transit. The adjacent transit capacity can easily accommodate the intensification of transit usage attributable to the Modified Project without significantly absorbing excess capacity.

Conclusion

The Modified Project would result in some intensification of pedestrian, bicycle, and transit activity in the vicinity of the Project Site. However, given the Project Site's location near local bus and rail services in the Wilshire Center/Koreatown community and its proximity to active commercial centers, it is ideally located to encourage non-automobile trips to and from those destinations and reach additional public transit routes. The amount of additional pedestrian, bicycle, and transit activity generated by the Modified Project would not strain the capacity of facilities and operations dedicated to those modes.

MODIFIED PROJECT ACCESS AND CIRCULATION ASSESSMENT

This section summarizes the site access, safety, and circulation of the Project Site. It includes a quantitative evaluation of the Modified Project's access and circulation operations, as well as the anticipated LOS at the study intersections and anticipated traffic queues.

Access

As previously described, primary vehicular access to the Modified Project would be provided via one full access driveway on Shatto Place and a secondary entry-only driveway to a passenger drop-off area south of the primary driveway. Service access to the loading dock would be provided via a separate driveway along 6th Street, east of Shatto Place, with limited right-turn in/out access.

Operational Evaluation

Intersection operations were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. A total of three intersections, two signalized and one unsignalized, in the vicinity of the Project Site were selected for detailed transportation analysis and are shown in Figure 3.

The following traffic conditions were developed and analyzed as part of this study:

- Existing with Modified Project Conditions: This analysis condition estimates the potential intersection operating conditions that could be expected if the Modified Project were built under existing conditions.

- Future with Modified Project Conditions (Year 2024): This analysis condition estimates the potential intersection operating conditions that could be expected if the Modified Project were occupied in the projected buildout year. In this analysis, the Modified Project-generated traffic is added to Future without Project Conditions (Year 2024).

Methodology. In accordance with the TAG, the intersection delay and queue analyses for the operational evaluation were conducted using the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM) methodology, which was implemented using Synchro software with signal timing configurations provided by the City to analyze intersection operating conditions. The HCM signalized methodology calculates the average delay, in seconds, for each vehicle passing through the intersections, while the HCM two-way stop-control unsignalized methodology calculates the control delay, in seconds, for individual approaches of an intersection and does not account for traffic gaps created by adjacent traffic signals. Table 8 presents a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A, to congested, stop-and-go conditions at LOS F, for signalized intersections.

Existing with Modified Project Conditions. The morning and afternoon peak hour traffic volumes generated by the Modified Project shown in Figure 14 were added to the Existing morning and afternoon peak hour traffic volumes shown in Figure 8. The resulting volumes are illustrated in Figure 15 and represent Existing with Modified Project Conditions, assuming Modified Project operation under Existing Conditions.

Table 9 summarizes the weekday morning and afternoon peak hour LOS results for each of the study intersections under Existing and Existing with Modified Project Conditions. As shown in Table 9, all three study intersections operate at LOS B or C during both the morning and afternoon peak hours.

Summary worksheets are provided in Attachment E.

Future with Project Modified Conditions. All future cumulative traffic growth (i.e., ambient and Related Project traffic growth) and any transportation infrastructure improvements are incorporated into this analysis.

The morning and afternoon peak hour traffic volumes generated by the Modified Project shown in Figure 14 were added to the Future without Project Conditions (Year 2024) morning and afternoon peak hour traffic volumes shown in Figure 12. The resulting volumes are illustrated in Figure 16 and represent Future with Modified Project Conditions after development of the Modified Project in Year 2024.

Table 10 summarizes the results of the Future without Project and Future with Modified Project Conditions (Year 2024) during the weekday morning and afternoon peak hours for the three study intersections. As shown in Table 10, all study intersections operate at LOS D or better during both the morning and afternoon peak hours.

Summary worksheets are provided in Attachment E.

Queuing Analysis

The study intersections and driveway were also analyzed to determine whether the lengths of intersection turning lanes could accommodate vehicle queue lengths. The queue lengths were estimated using Synchro software, which reports the 95th percentile queue length. Synchro queue

results that are reported in vehicle-length were converted to feet by multiplying each vehicle by 25 feet to account for the average length of a vehicle plus distance between vehicles in the queue.

Driveway Analysis. As illustrated in Figure 1, primary vehicular access to the Project Site is provided via one driveway along Shatto Place that would accommodate all turning movements. The driveway is located approximately 300 feet north of 6th Street. A drop-off entry-only driveway is also provided south of the primary driveway and a service-only driveway is provided along 6th Street.

As detailed in Table 2, the Modified Project would generate a maximum of 326 vehicles during a one-hour period (afternoon peak hour) that would primarily use the northern driveway on Shatto Place. Based on the LOS calculation worksheets provided in Attachment E, the driveway would operate at acceptable LOS C conditions during both the morning and afternoon peak hour and could accommodate peak Modified Project traffic demand. The queuing analysis estimates a queue of less than one vehicle-length (a maximum length of approximately five feet occurring in the afternoon peak hour) in either directional approach. Based on the estimated traffic volumes and configuration of this driveway, queuing would not extend as far as 5th Street or 6th Street and would not significantly affect through traffic movements along Shatto Place.

Based on the evaluation of the driveway and internal circulation, the driveway would be adequate to serve the demand of the Project Site and would not result in internal stacking that would spill into City arterials. The traffic expected at the driveway can be accommodated internally and within the existing infrastructure and lane striping at adjacent intersections. The Modified Project's internal circulation design and access provisions would not cause vehicle queues to extend beyond the driveway into the adjacent street system.

Detailed queuing analysis worksheets are provided in Attachment E.

6th Street Loading Driveway. Heavy truck activity is restricted to this driveway, which will accommodate loading activities completely on-site and be limited to right-turn in/out access. It is recommended that heavy vehicle activity be scheduled outside of the peak hours and that a loading area management plan be implemented so that trucks are not subject to dwell times on City streets in order to access the loading area. This plan should include a preferred truck route for use by all vendors when scheduling deliveries so that arrival patterns may be adequately controlled.

Passenger Loading Evaluation

The passenger loading evaluation determines if the Modified Project provides adequate on-site passenger loading facilities to accommodate the usage of transportation network companies (TNCs) and shared mobility services. Additionally, this evaluation included review of any potential conflicts with pedestrian and bicycle and potential curbside management options to reduce the need for curbside space in the public ROW.

The secondary driveway on Shatto Place is designed as one-way inbound and is anticipated for the majority of the pick-up/drop-off activity internal to the site. This drive aisle provides adequate width to allow vehicles to navigate around any stopped vehicles to avoid stacking to the sidewalk or spilling onto public streets.

Additionally, curbside loading is proposed in the public ROW within the first 100 feet north of 6th Street on Shatto Place. Currently within this section of approximately four vehicle spaces, the east curb is restricted to accommodate school activity from 7:00 AM – 10:00 AM and 2:00 PM – 6:00 PM for "Passenger Loading Only" (on school days, with a five-minute time limit). This section allows two-hour parking on the weekdays (10:00 AM – 2:00 PM) and Saturday (8:00 AM – 6:00 PM) and unrestricted parking outside of these hours affecting these four spaces. With the school replaced, the Modified Project proposes to repurpose this curbside frontage as full-time passenger loading zone (24-hour) within this 100 feet of linear curb. The net result of this application would affect approximately four on-street unmetered spaces, but does not require the removal of parking meters. The proposed drop-off zone would be coordinated with LADOT's Parking Meter Division, Los Angeles Police Department's Commissioner Investigation Division, and any other necessary agencies. Additionally, the curbside loading area would be designed according to City standards for installation of a permanent loading area in the public ROW.

As described previously, the Modified Project would generate a maximum of 326 vehicle trips to the primary driveway during any single peak hour, or an average of approximately five trips per minute. The majority of those vehicles would not be chauffeured trips and, therefore, would not result in a passenger loading stop. If as many as 20% of the trips were chauffeured trips, this would result in approximately 65 such trips per hour or one trip per minute on average. With a typical dwell time of less than 30 seconds for TNC pick-up or drop-off, there would be sufficient capacity within the designated passenger loading areas to accommodate the needs of the Modified Project.

Additionally, north of the proposed curbside loading area on Shatto Place, there is approximately 100 feet of linear curb marked for 30-minute parking (8:00 AM – 6:00 PM) and has capacity for approximately five vehicles. This section would be maintained to serve passenger loading purposes when not in use by parked vehicles.

The proposed driveways on Shatto Place would be located north of any existing available street parking, and, thus, the construction of the driveways would not affect on-street parking. No changes to the existing parking configuration are proposed on 6th Street along the frontage.

RESIDENTIAL STREET CUT-THROUGH ANALYSIS

The residential street cut-through analysis determines potential increases in average daily traffic volumes on designated Local Streets, as classified in the Mobility Plan, that can be identified as cut-through trips generated by the Modified Project and that can adversely affect the character and function of those streets.

Section 3.5.1 of the TAG states that it is the City's policy to locate new project driveways on lower-volume side streets and not on arterials. Therefore, trips to and from new development projects with driveways located on neighborhood streets are not considered "cut-through" traffic. The Project is providing primary access on a non-arterial street and trips through this corridor would not qualify as cut-through traffic.

Section 3.5.2 of the TAG provides a list of questions to assess whether the Modified Project would negatively affect residential streets and if further analysis is required. The net daily trips generated by the Modified Project is not projected to lead to trip diversion to parallel routes along residential

Local Streets. The Project is not located on a currently congested Arterial or Boulevard, nor is the Modified Project projected to add a substantial amount of automobile traffic to congested Arterial Streets that could potentially cause a shift to residential Local Streets. Based on the street configurations, traffic controls, and connectively potential from surrounding street corridors, no adjacent, parallel, or alternative route would provide a quicker, more attractive, or more viable route to the Modified Project Site, nor would these residential routes be more convenient for other commuter vehicles to be diverted due to the inclusion of Project traffic, as the adjacent Arterials provide direct access to primary destinations without significant congestion (as demonstrated in Table 10). Opportunities for Modified Project traffic to utilize other parallel or perpendicular streets as cut-through routes is negligible. Thus, the Modified Project is not required to conduct further analyses for potential cut-through traffic on residential streets.

CONSTRUCTION IMPACT ANALYSIS

The construction impact analysis relates to temporary impacts that may result from the construction activities associated with the Modified Project and was performed in accordance with Section 3.4 of the TAG. Section 3.4.3 of the TAG identifies three types of potential in-street construction impacts:

1. Temporary transportation constraints – potential impacts on the transportation system
2. Temporary loss of access – potential impacts on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers

As detailed in Section 3.4.4 of the TAG, the proposed construction plans should be reviewed to determine whether construction activities would require any of the following actions:

- Street, sidewalk, or lane closures
- Blocking of existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street
- Modification of access to transit stations, stops, or facilities during revenue hours
- Closure or movement of an existing bus stop or rerouting of an existing bus line
- Creation of transportation hazards

Proposed Construction Schedule

The Modified Project is anticipated to be constructed over a period of approximately 36 months, with an anticipated completion in Year 2024. The majority of construction workers will arrive before the morning peak hour and depart before the afternoon peak hour, as per typical construction day schedules. The construction period would include sub-phases of site demolition, excavation and grading, foundations, and building construction. Peak haul truck activity occurs during excavation and grading, and peak worker activity occurs during building construction. These two sub-phases of construction were studied in greater detail.

Excavation and Grading Phase

The peak period of truck activity during construction of the Modified Project would occur during the excavation and grading of the Modified Project Site. With the implementation of the Construction Management Plan, which is described in more detail below, it is anticipated that almost all haul truck activity to and from the Project Site would occur outside of the morning and afternoon peak hours. In addition, as discussed in more detail in the following section, worker trips to and from the Project Site would also occur outside of the peak hours. Therefore, no peak hour construction traffic impacts are expected during the demolition phase of construction.

Based on projections compiled for the Modified Project, approximately 98,000 cubic yards (CY) of material would be removed from the Project Site over a 87-work day period. That equates to approximately 1,125 CY of material exported each workday, requiring up to 81 haul trucks per workday based on an anticipated haul truck capacity of 14 CY each. Thus, up to 162 daily haul truck trips (81 inbound, 81 outbound) are forecast to occur during the excavation period.

Large trucks were converted into the equivalent value of passenger cars due to the slower headway and delay-creating effects of heavy vehicles. Table 8 of *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980) and Exhibit 12-25 of the HCM suggest that a passenger car equivalency (PCE) of one truck is equal to 2.0 commuter vehicles. Assuming a PCE factor of 2.0, the 146 truck trips would be equivalent to 292 daily PCE trips.

In addition, a maximum of nine construction workers would work at the Project Site during this phase. Assuming minimal carpooling amongst those workers, an average vehicle occupancy (AVO) of 1.135 persons per vehicle was applied, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993). Therefore, nine workers would result in a total of eight vehicles, or 16 trips (eight inbound and eight outbound) to and from the Project Site on a daily basis.

With implementation of the Construction Management Plan, it is anticipated that almost all haul truck activity and worker trips would occur outside of the peak hours. Therefore, no peak hour construction traffic impacts are expected during the excavation phase of construction.

Haul Route. The Modified Project will submit for approval an Application for Review of Import – Export with the Los Angeles Department of Building and Safety with the defined haul route as follows:

- Loaded Trucks: travel south on Shatto Place, west on 6th Street, north on Vermont Avenue to the Hollywood Freeway (US 101) Southbound, to Interstate 10 (I-10) East, to Interstate 605 (I-605) North, and exit Live Oak Avenue to Hanson disposal site.

- Empty Trucks: travel west on Live Oak Avenue to I-605 Southbound, to I-10 West to US 101 North, exit Vermont Avenue, south on Vermont Avenue, east on 6th Street, and north on Shatto Place to Project Site.

Building Construction Phase

The hours of construction typically require workers to be on-site before the weekday morning commuter peak period and allow them to leave before or after the afternoon commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 PM or after 6:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

According to construction projections prepared for the Modified Project, the building subphase of construction would employ the most construction workers, with a maximum of approximately 245 workers per day for all components of the building (i.e., framing, plumbing, elevators, inspections, finishing). However, since the different building components would not be constructed or installed simultaneously, this cumulative estimate likely overstates the number of workers that would be expected on the peak construction day. Furthermore, on most of the estimated workdays to complete the Modified Project, there would be far fewer workers than on the peak day. Therefore, the estimate of 245 workers per day used for the purposes of this analysis represents a conservative estimate.

Assuming an AVO of 1.135 persons per vehicle, 245 workers would result in a total of 216 vehicles that would arrive and depart from the Project Site each day. The estimated number of daily trips associated with the construction workers is approximately 432 (216 inbound and 216 outbound trips), but nearly all of those trips would occur outside of the peak hours, as described above. As such, the building phase of Modified Project construction is not expected to cause a significant traffic impact at any of the study intersections.

During construction, adequate parking for construction workers would be secured in local parking facilities or, if needed, a remote site with shuttle service provided. Restrictions against workers parking in the public ROW in the vicinity of (or adjacent to) the Project Site would be identified as part of the Construction Management Plan. All construction materials storage and truck staging would be contained on-site.

Potential Impacts on Access, Transit, And Parking

Construction is not expected to create hazards for roadway travelers, bus riders, or parkers, as long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) will be incorporated into the Construction Management Plan. The construction-related impacts associated with access and transit are anticipated to be less than significant, and the implementation of the Construction Management Plan described below would further reduce those impacts.

Construction activities are expected to be primarily contained within the Project Site boundary. However, it is expected that construction fences may encroach into the public ROW (e.g., sidewalk and roadways) adjacent to the Project Site. The curb lane on Shatto Place, which provides on-street parking, could be used intermittently throughout the construction period for equipment staging, concrete pumping, etc. Temporary traffic controls would be provided to direct traffic around any closures as required in the Construction Management Plan. Travel lanes would

be maintained in each direction on Shatto Place throughout the construction period, and emergency access would not be impeded.

The use of the public ROW along Shatto Place and 6th Street may require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. The Construction Management Plan would include measures to ensure pedestrian safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

The construction activities of the Modified Project would not require a temporary transit stop relocation as no bus stop is currently located adjacent to the Project Site. On-street parking is allowed along Shatto Place, so construction fences could result in the temporary loss of approximately 200 linear feet of curb parking on the east side of Shatto Place.

Construction Management Plan

The following details the specific Construction Management Plan details which include the same Mitigation Measures (MM) identified for the Approved Project application. These include street closure information, a detour plan, and a staging plan, which would be submitted to the City for review and approval prior to commencing construction. The Construction Management Plan formalizes how construction would be carried out and identifies specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan is based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. The Construction Management Plan prepared for the Modified Project does not result in any new changes as compared to the Approved Project, and with the inclusion of these measures would result in construction impacts that are less than significant.

MM TRAF-1: The Applicant shall prepare a detailed Construction Management Plan that shall include, but not be limited to, the following elements, as appropriate:

- Requiring workers and construction trucks to generally travel outside of the peak hours
- Prohibition of construction worker parking on nearby residential streets
- Temporary traffic control during all construction activities encroaching on public rights-of-way to improve traffic flow and safety on public roadways
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate
- Scheduling of construction-related deliveries so as to generally occur outside the commuter peak hours
- Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety.

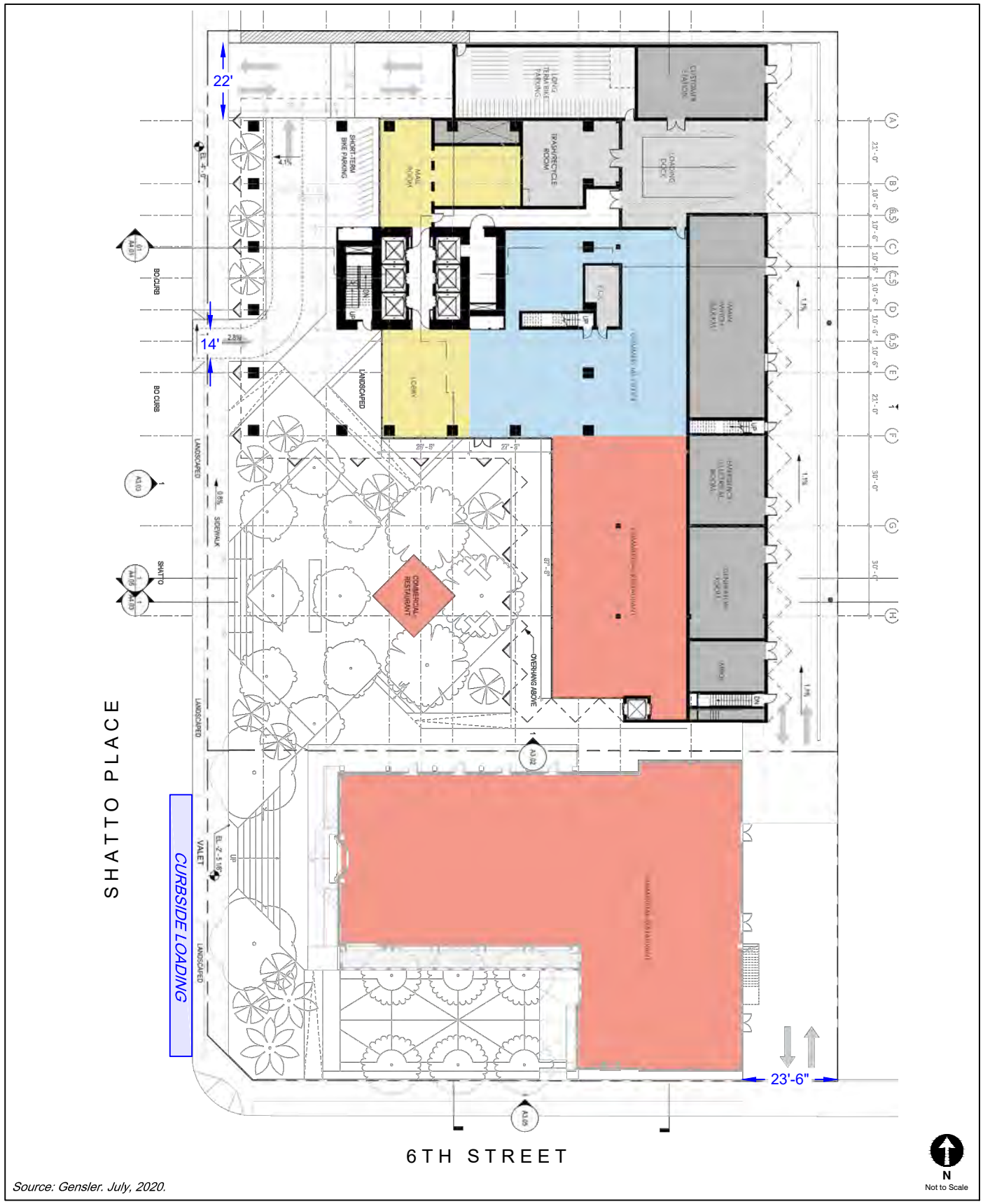
MM TRAF-2: There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.

MM TRAF-3: LADBS shall assign specific haul route hours of operation based upon Young Oak Kim Academy's hours of operation.

MM TRAF-4: Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

MM TRAF-5: The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times. Temporary pedestrian facilities shall be adjacent to the Project Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects. Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

It is likely that Construction Management Plans would also be submitted for approval to the City by the Related Projects prior to the start of construction activities. As part of the LADOT and/or Los Angeles Department of Building and Safety established review process of Construction Management Plans, potential overlapping construction activities and proposed haul routes would be reviewed to minimize the impacts of cumulative construction activities on any particular roadway.

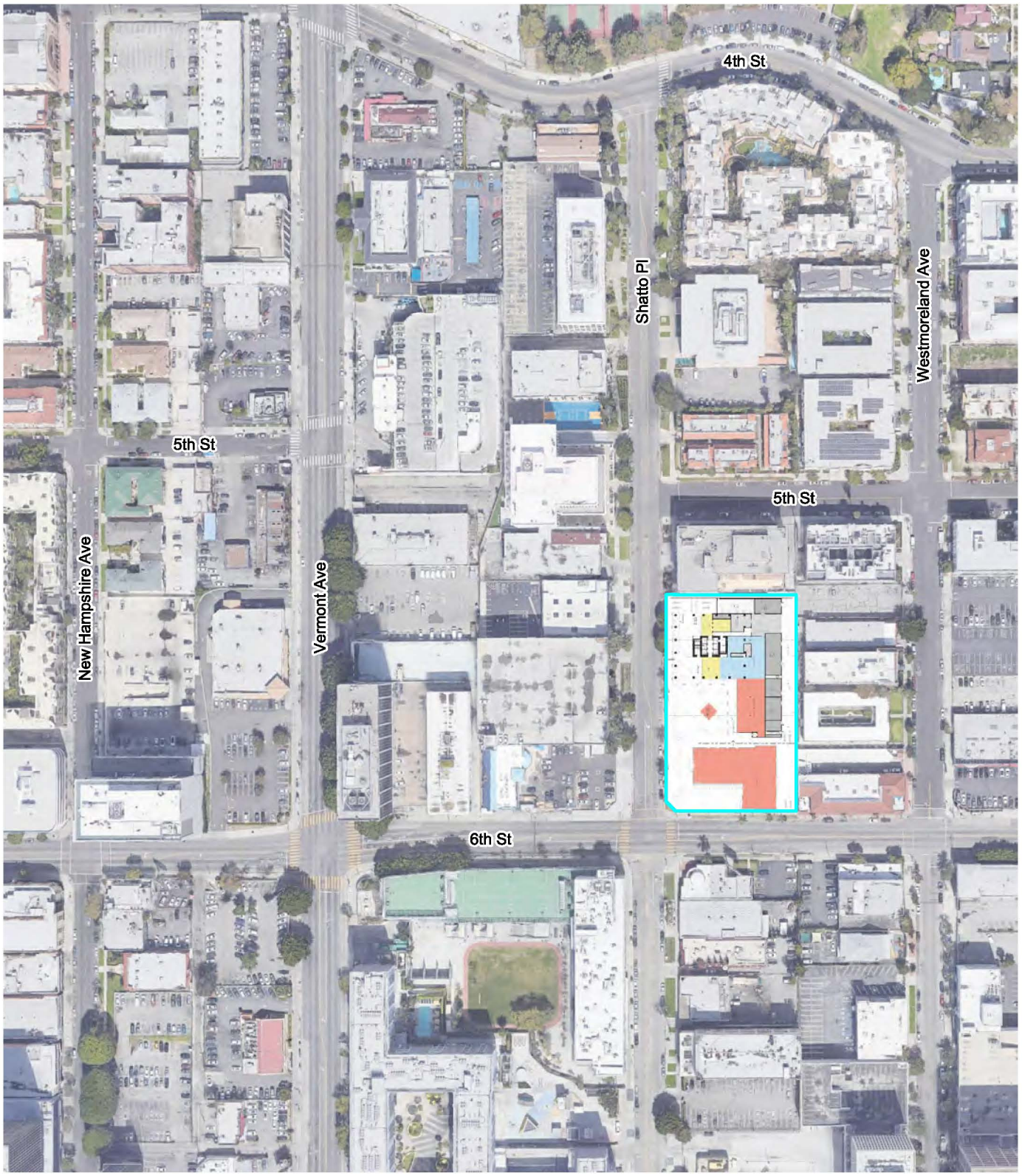


Source: Gensler. July, 2020.

MODIFIED PROJECT SITE PLAN

FIGURE 1

Gibson
transportation consulting, inc.



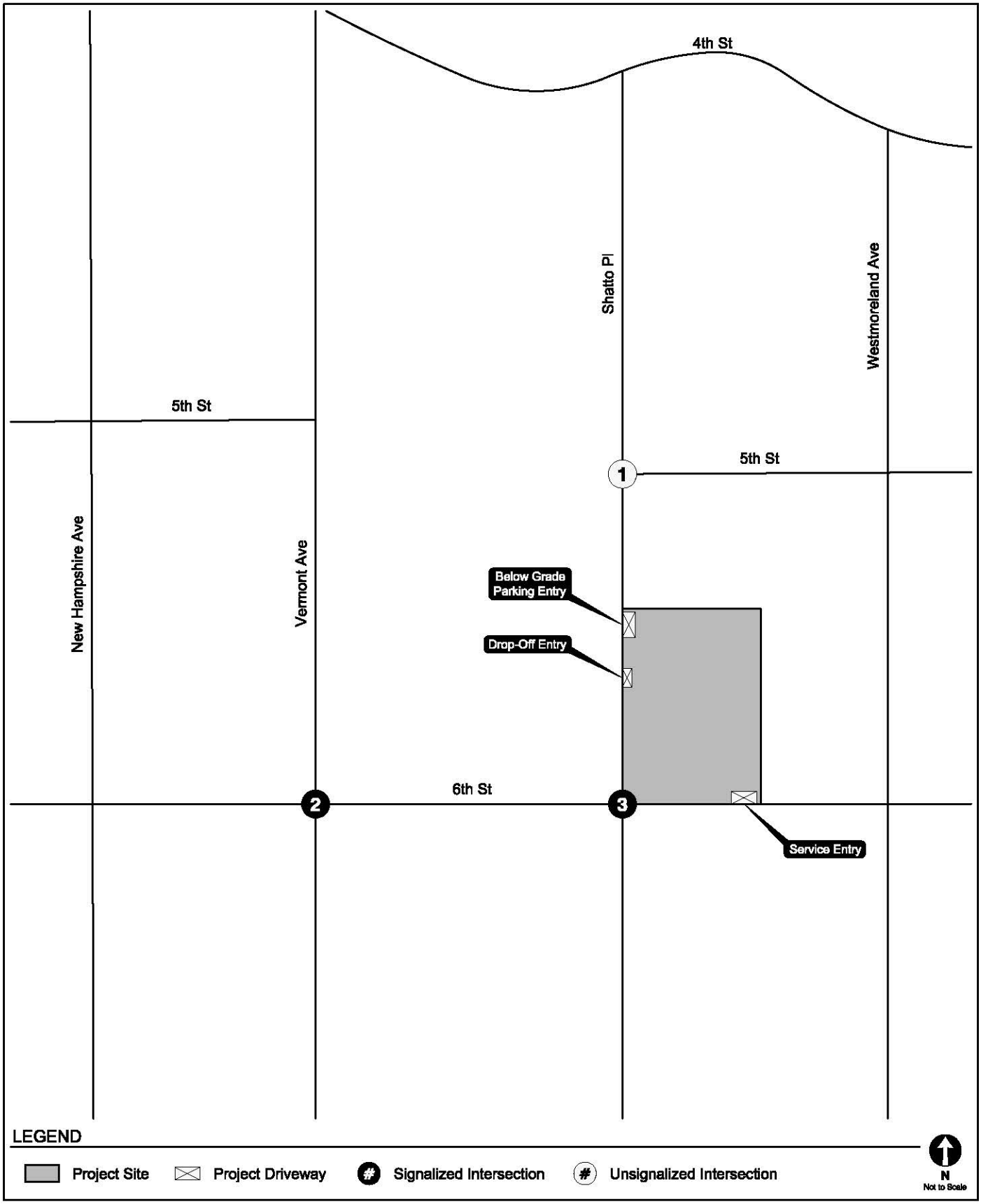
LEGEND

Project Site

N
Not to Scale

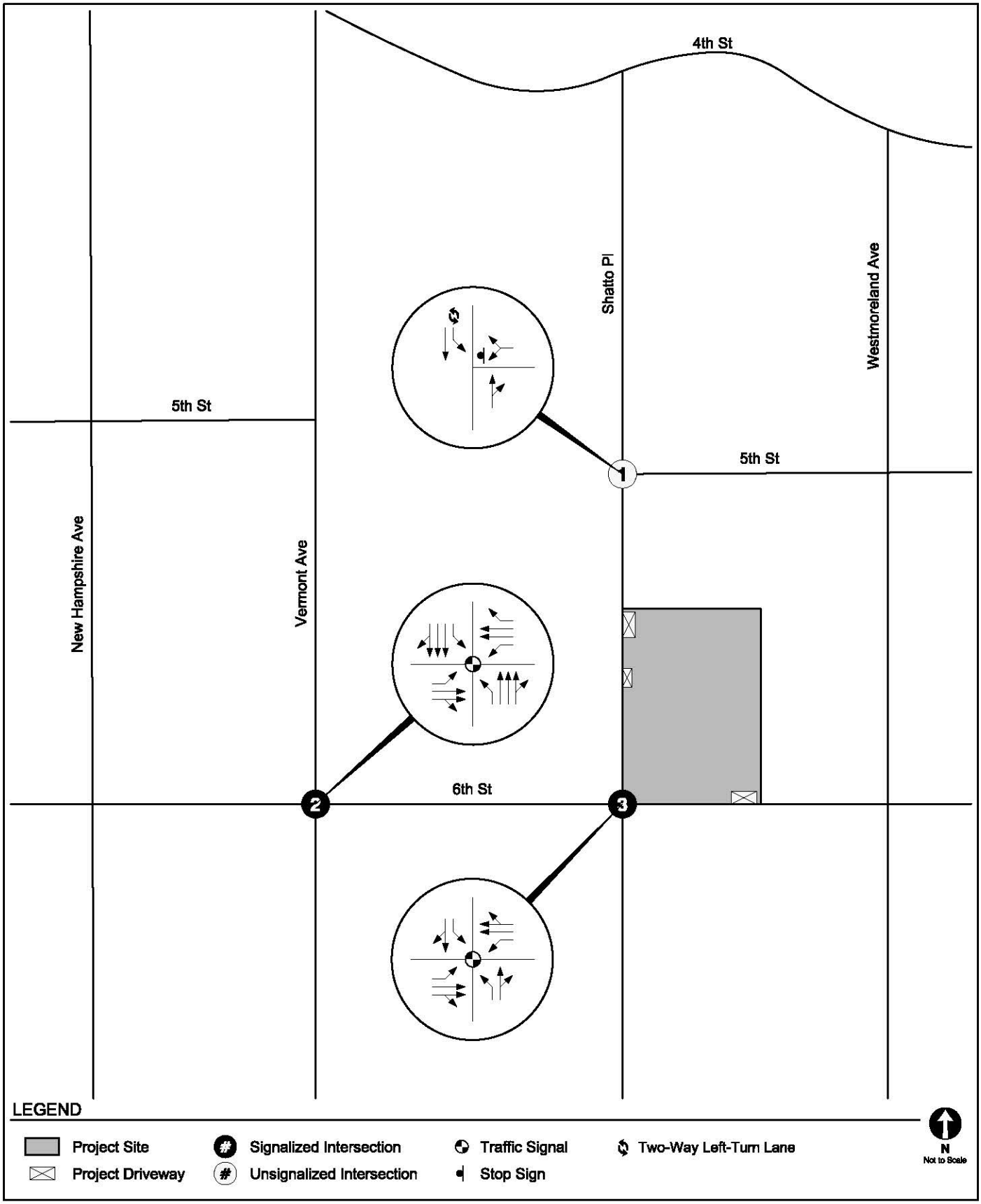
SITE LOCATION

FIGURE 2



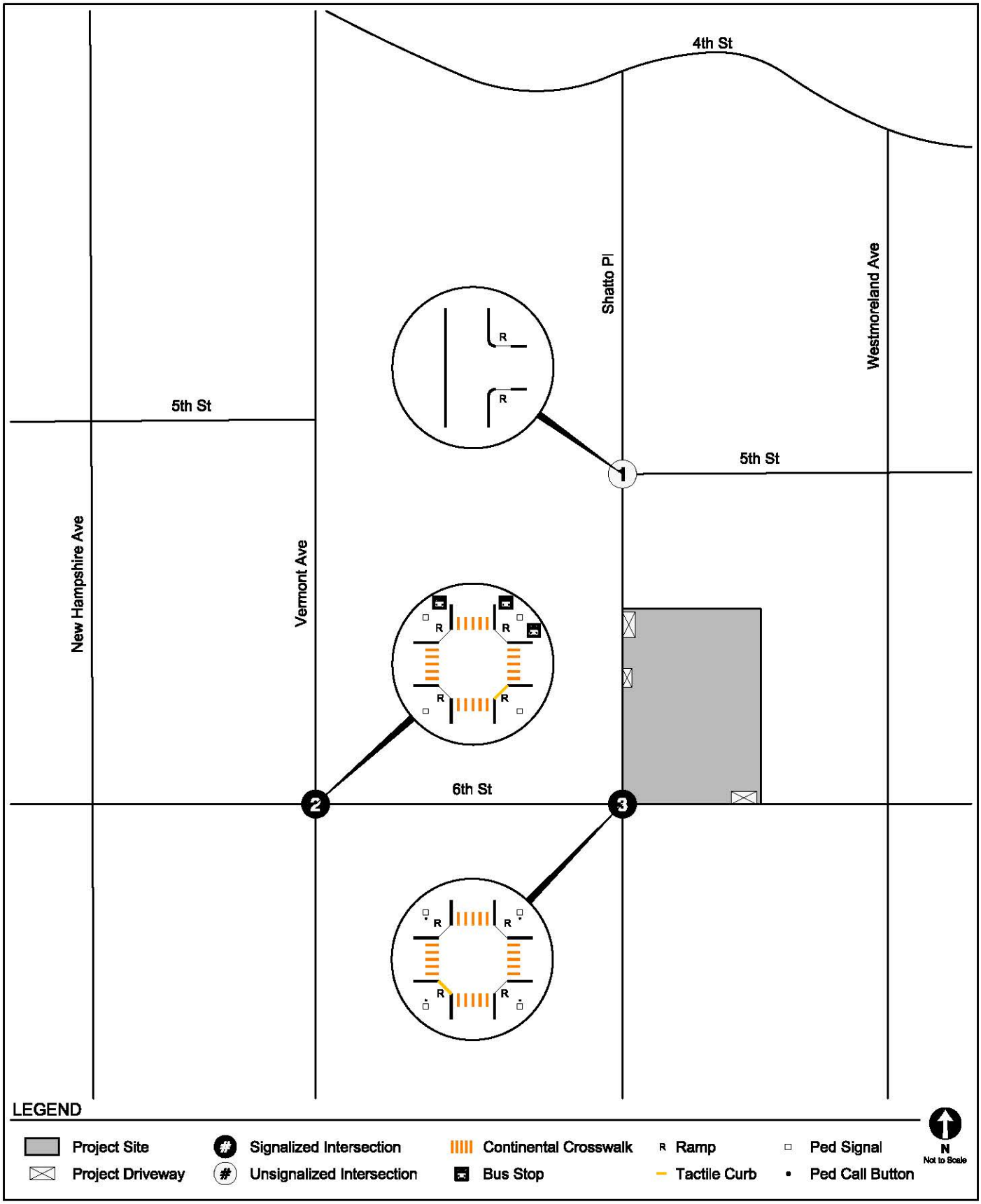
STUDY AREA & ANALYZED INTERSECTIONS

FIGURE 3



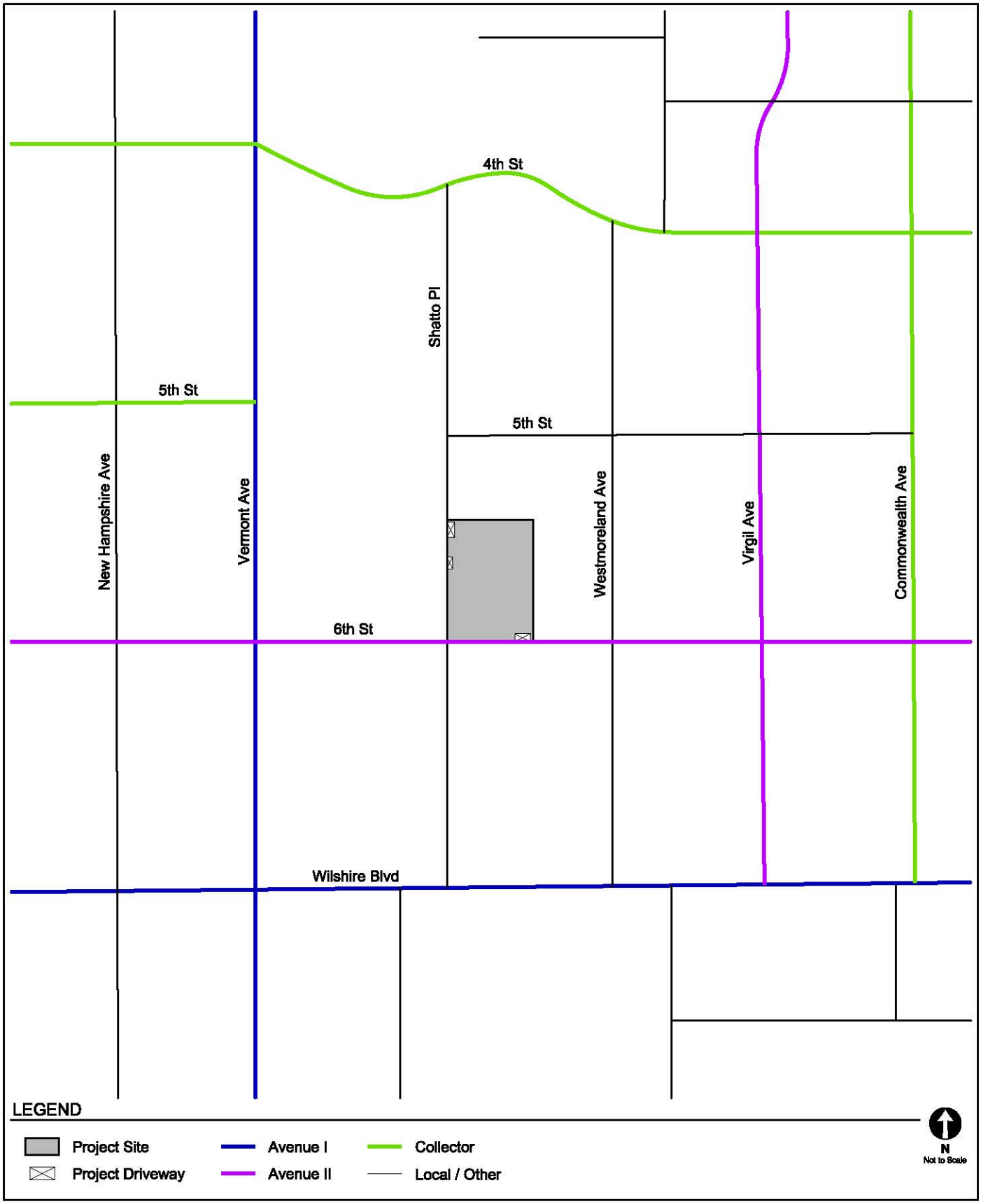
EXISTING INTERSECTION LANE CONFIGURATIONS

FIGURE 4A



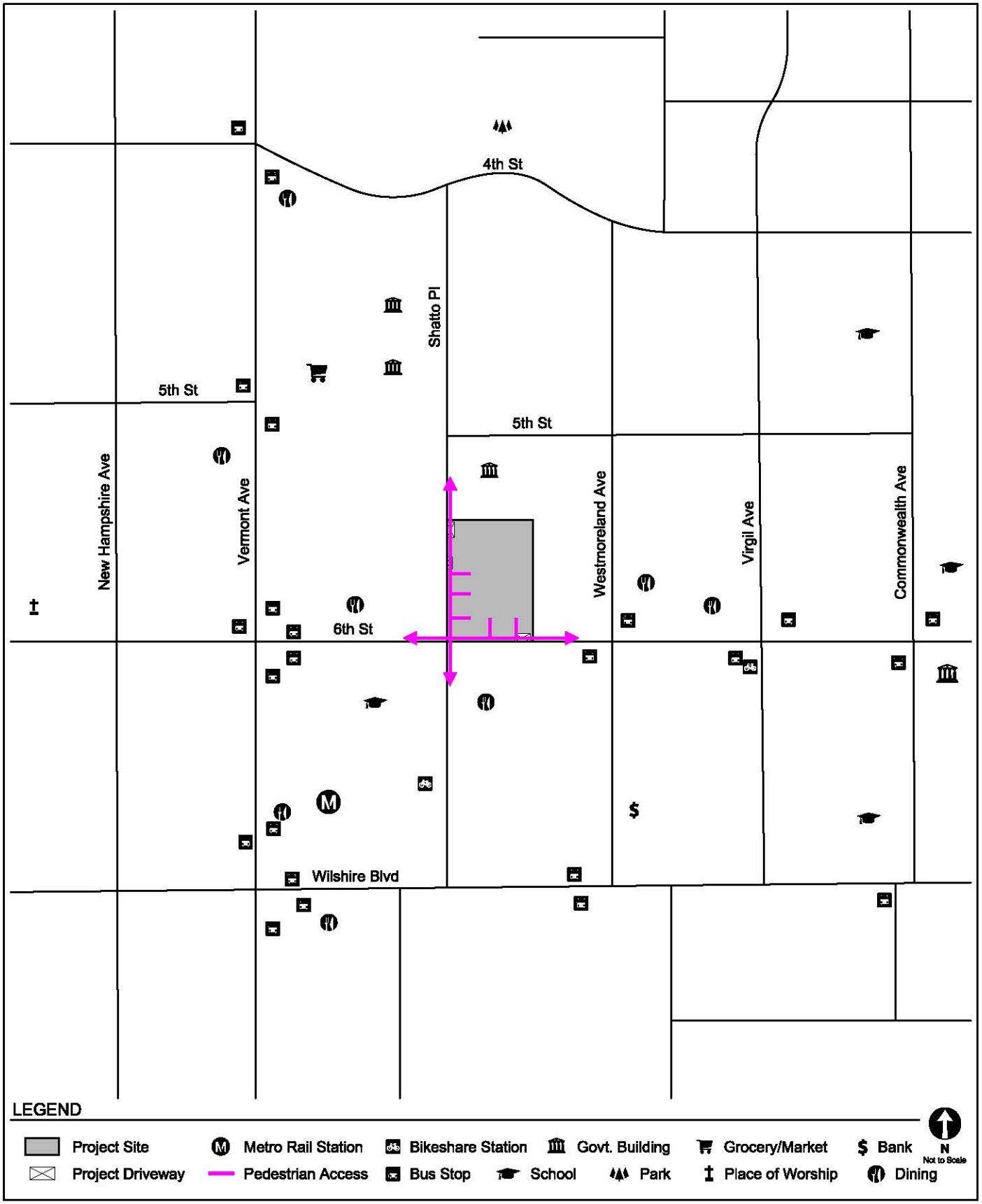
EXISTING INTERSECTION MOBILITY FACILITIES

FIGURE 4B



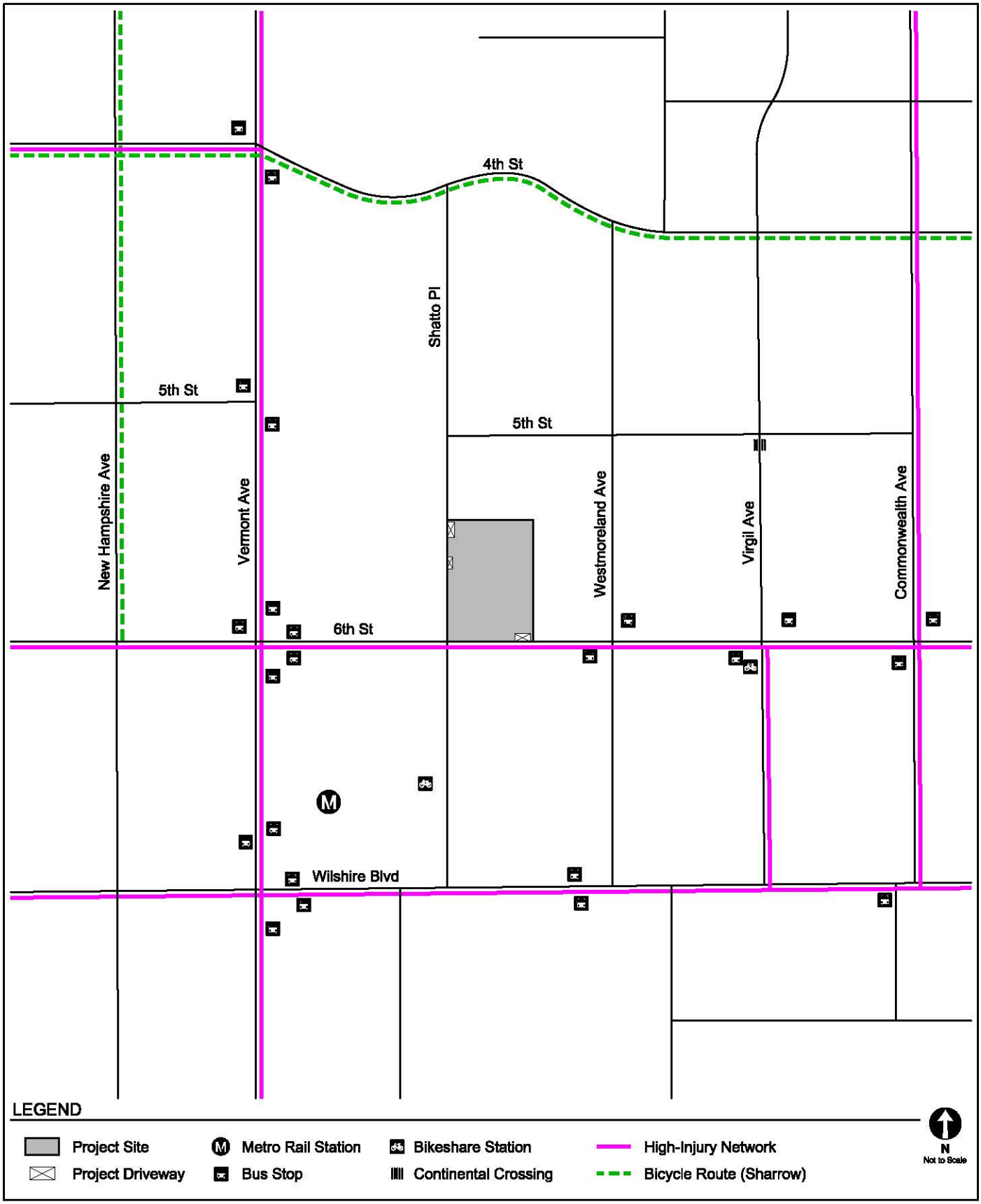
MOBILITY PLAN STREET DESIGNATIONS

FIGURE 5



PEDESTRIAN DESTINATIONS

FIGURE 6

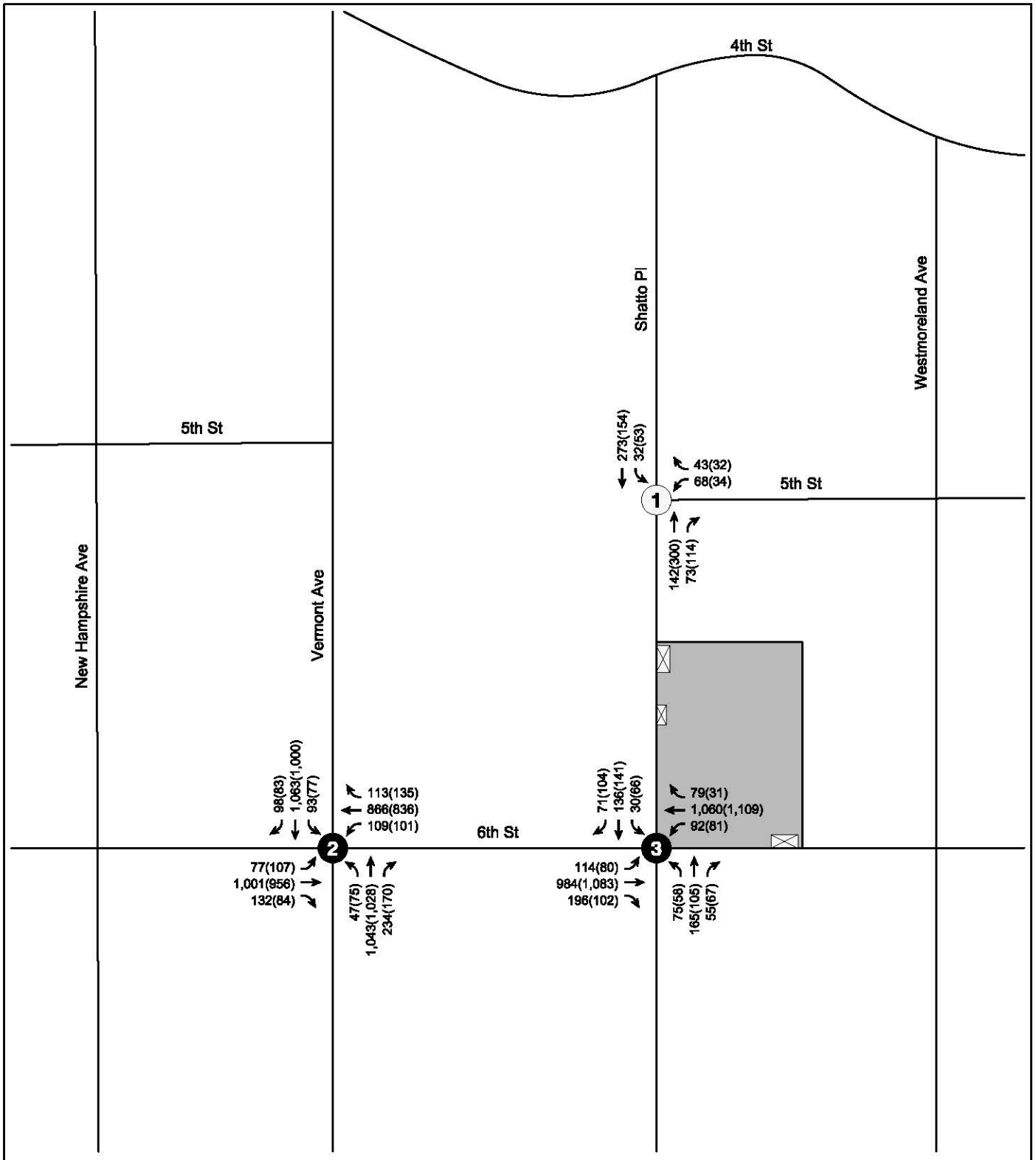


EXISTING TRANSPORTATION FACILITIES

FIGURE 7A

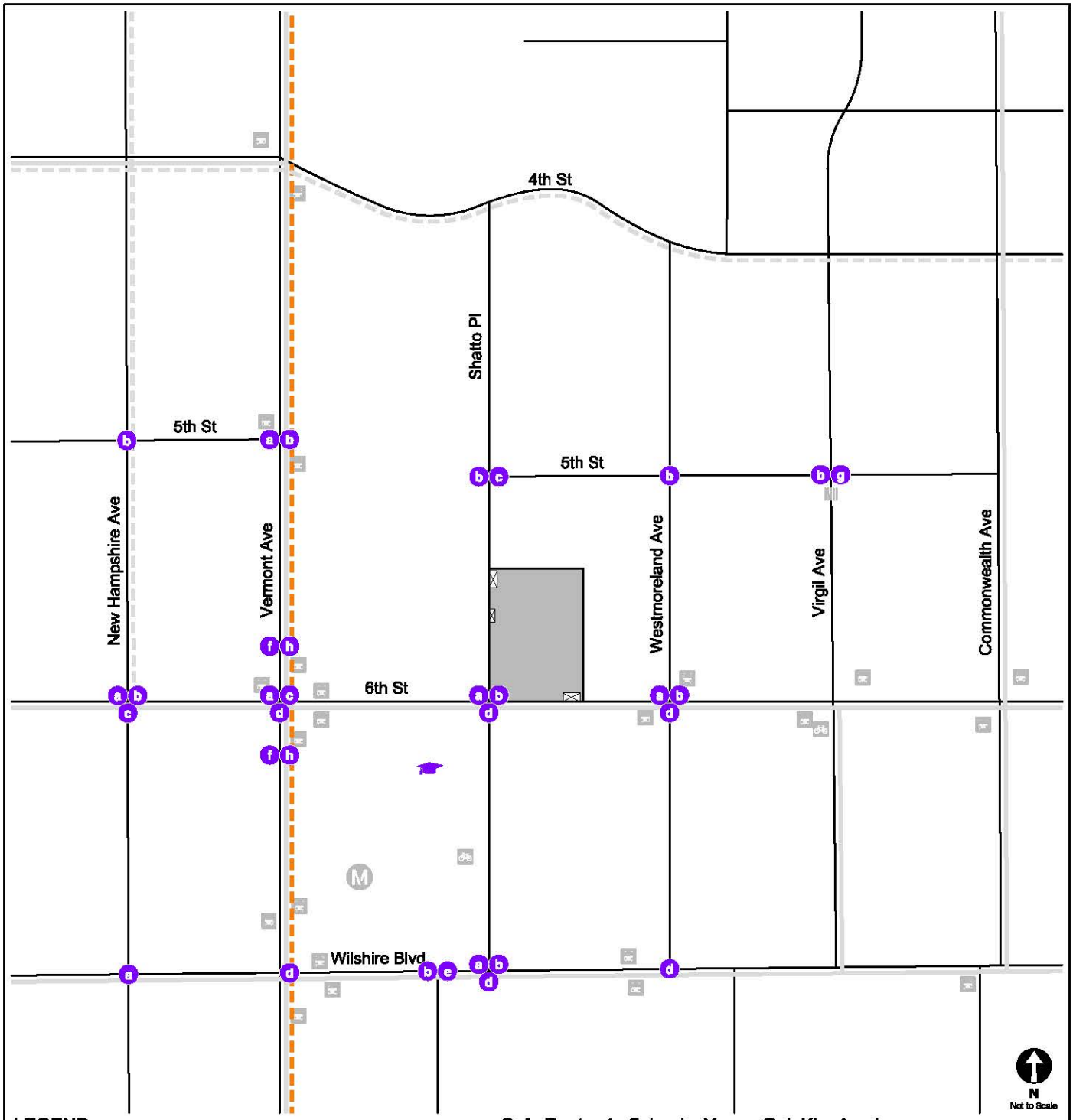
EXISTING TRANSIT SERVICE

FIGURE 7B



EXISTING CONDITIONS (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
8



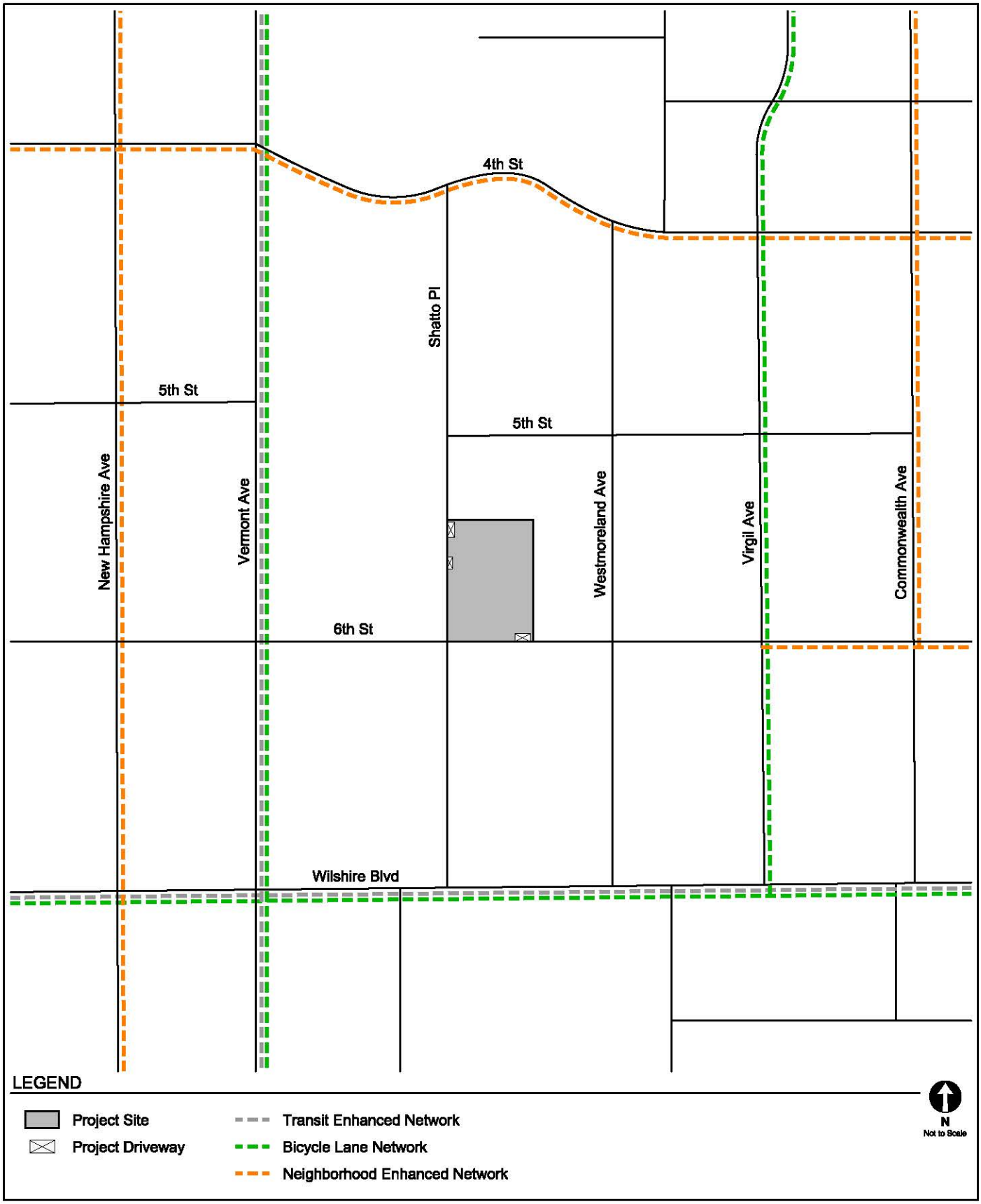
LEGEND

Safe Routes to Schools: Young Oak Kim Academy

- Project Site
- Project Driveway
- High-Injury Network
- Bicycle Route (Sharrow)
- Vision Zero Safety Improvements
- Metro Rail Station
- Bus Stop
- Bikeshare Station
- Continental Crossing
- a Accessible Pedestrian Signal (APS)
- b Continental Crosswalk
- c Curb Extension
- d Leading Pedestrian Interval (LPI)
- e Pedestrian Refuge Island
- f Sidewalk Repair
- g Traffic Signal
- h Tree Replacement

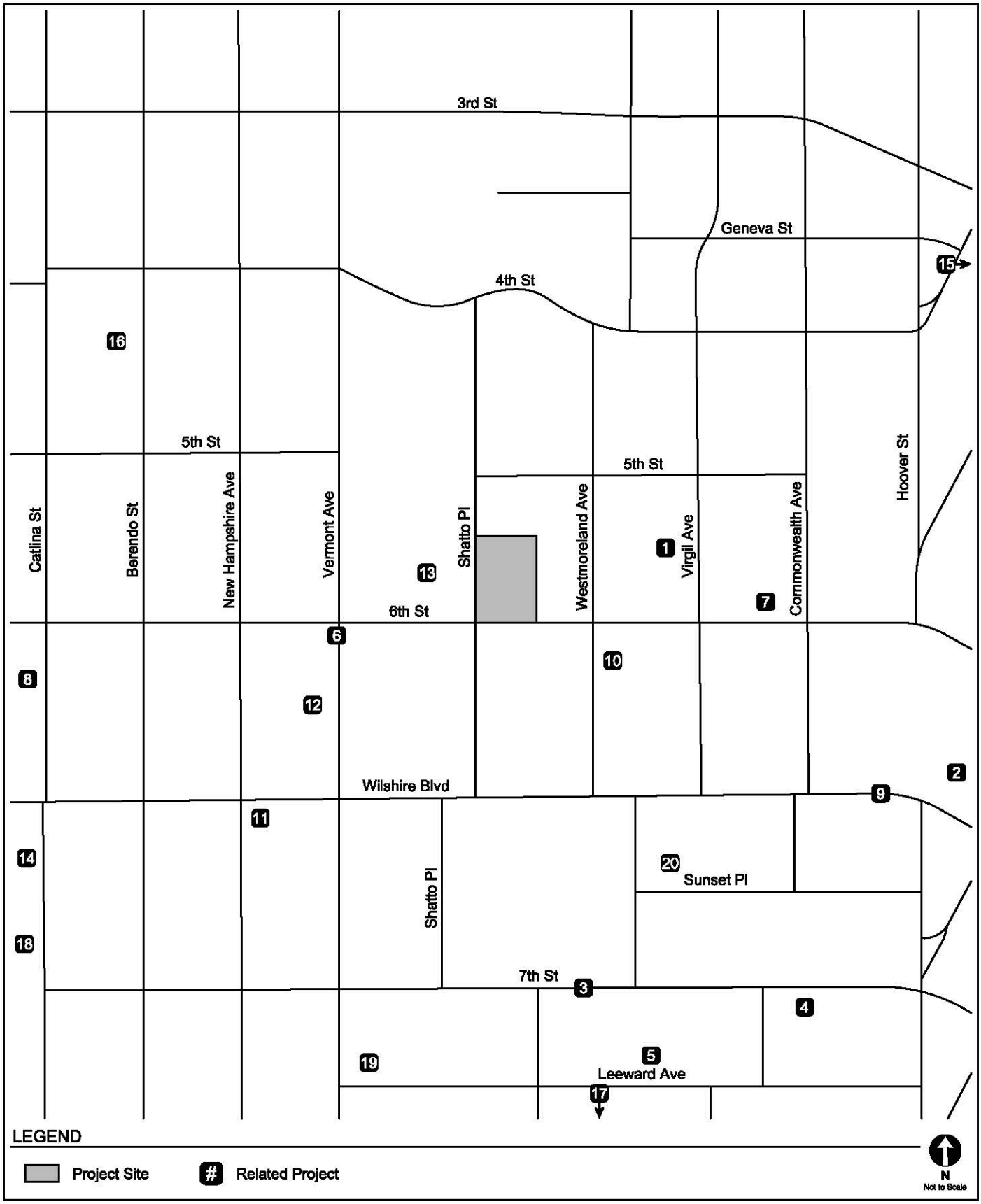
FUTURE TRANSPORTATION FACILITIES

FIGURE 9A



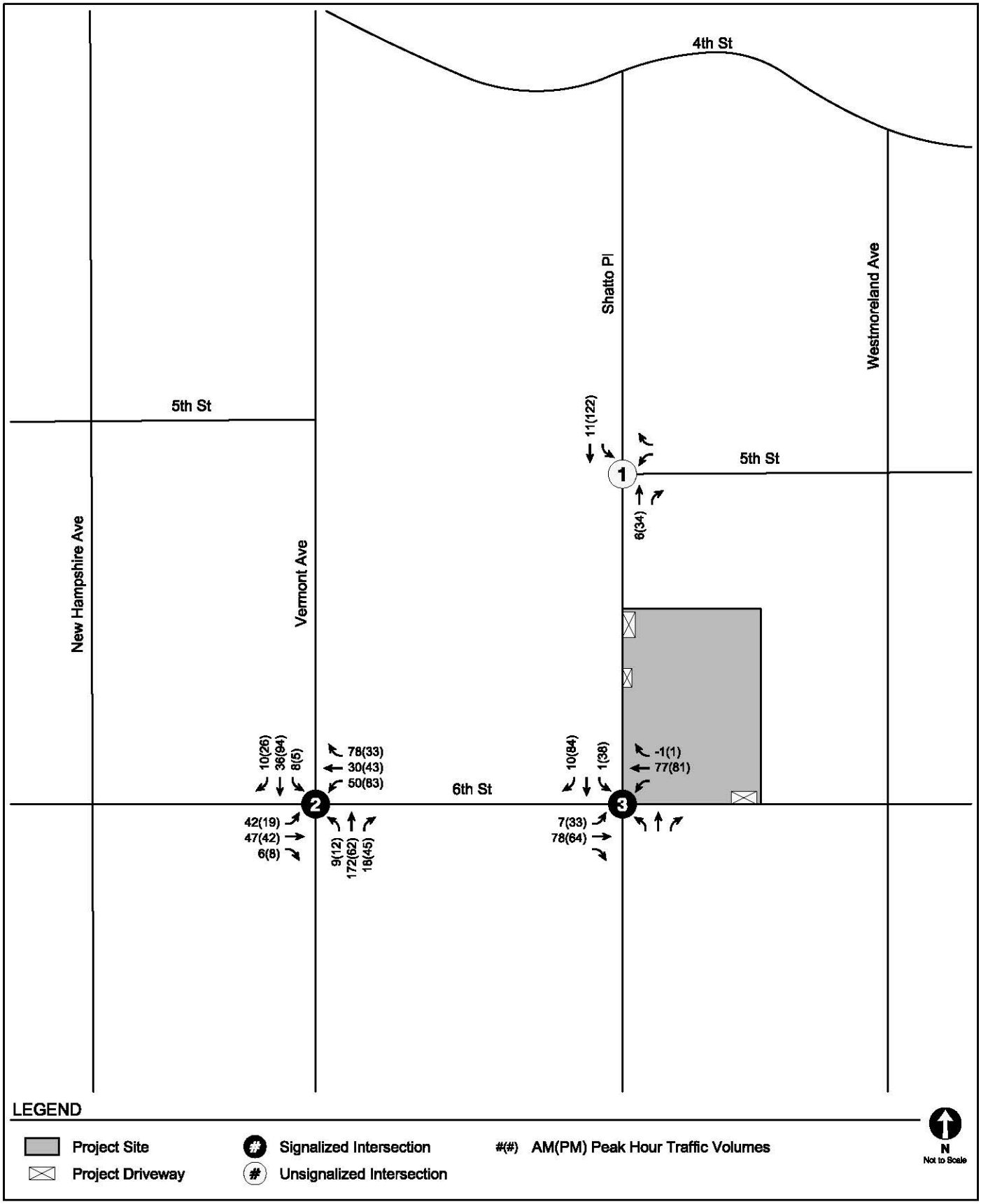
MOBILITY PLAN ROADWAY MODAL PRIORITIES

FIGURE 9B



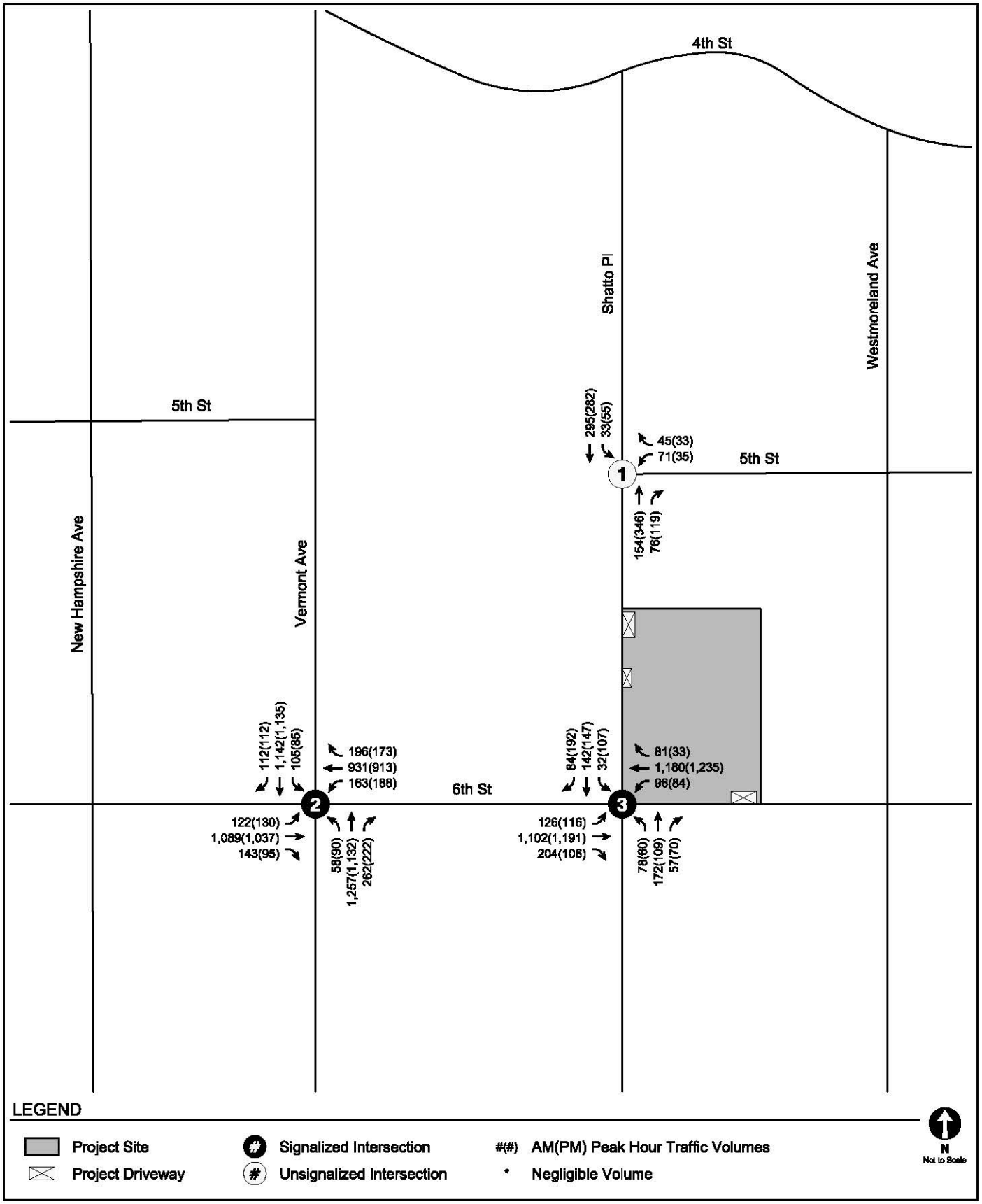
LOCATIONS OF RELATED PROJECTS

FIGURE 10



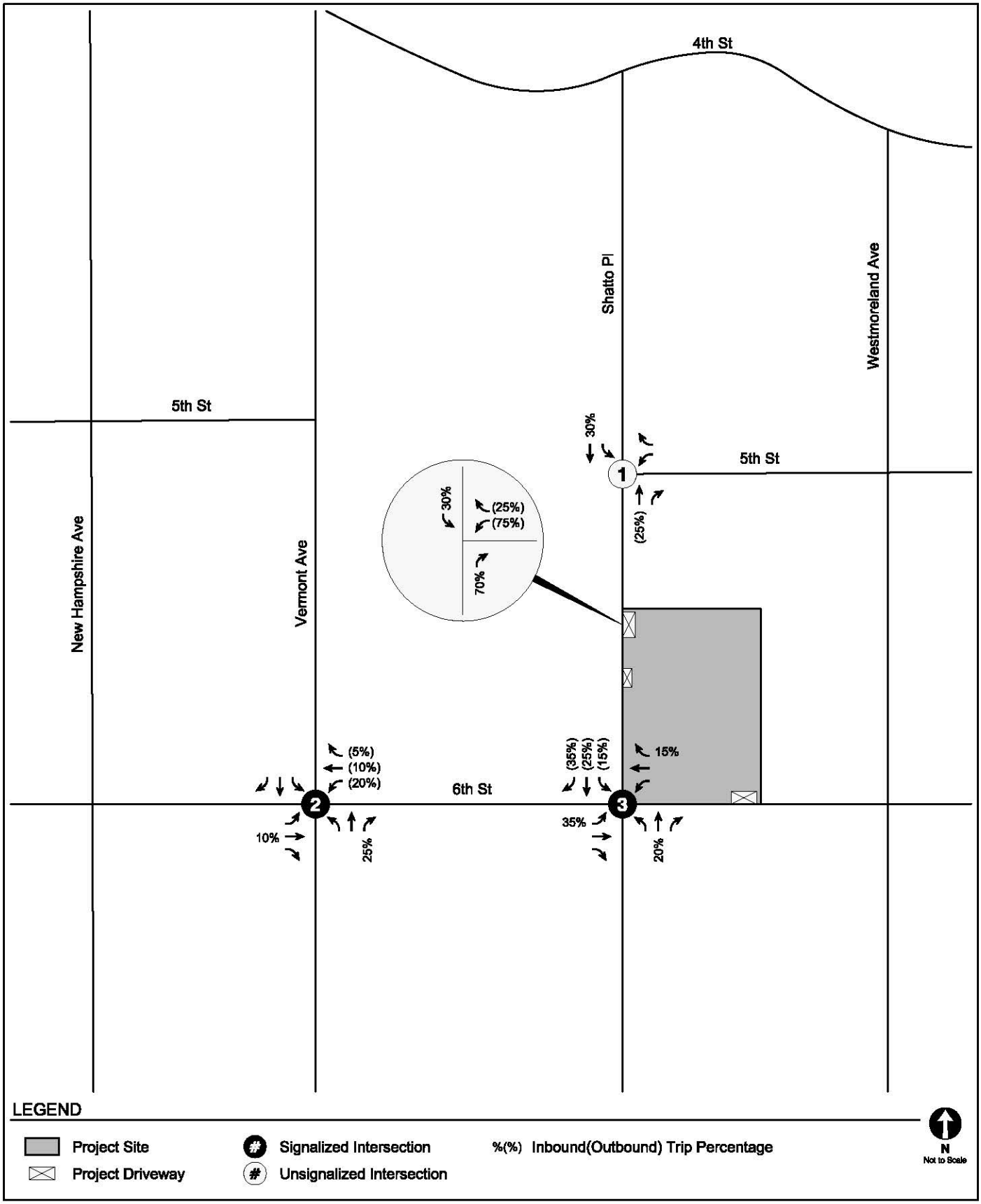
RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
11



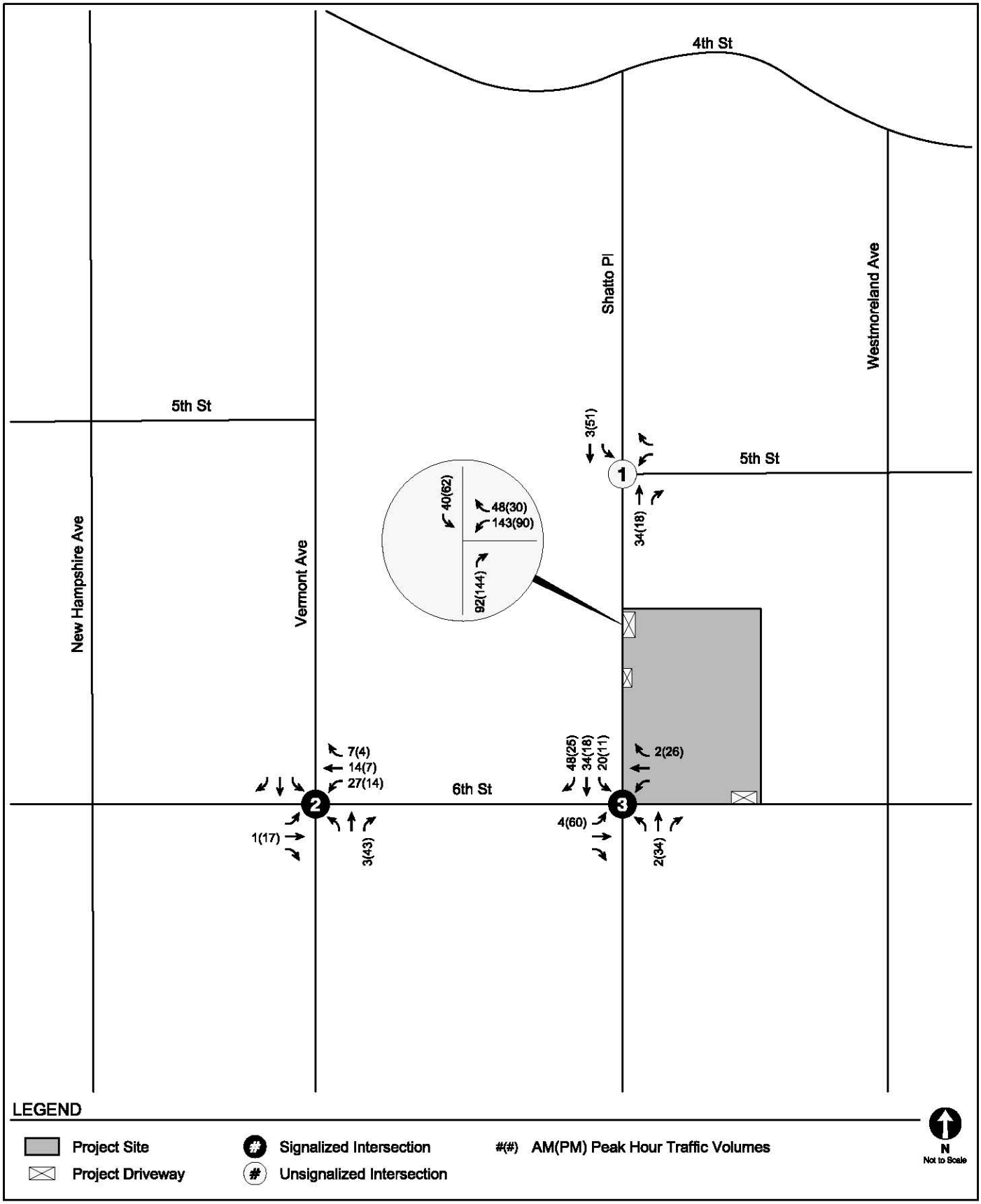
FUTURE WITHOUT MODIFIED PROJECT CONDITIONS (YEAR 2024)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
12



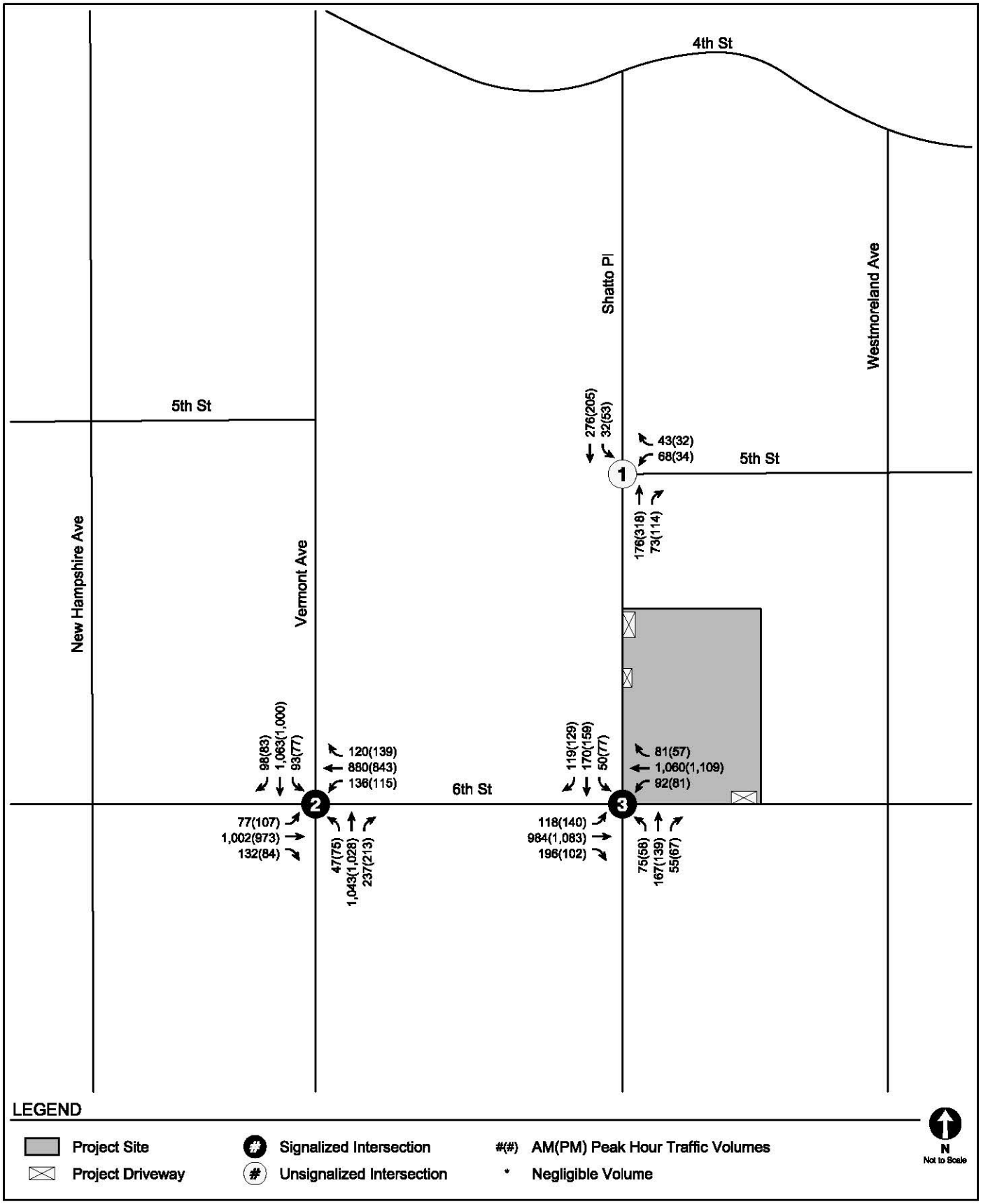
MODIFIED PROJECT TRIP DISTRIBUTION

FIGURE 13



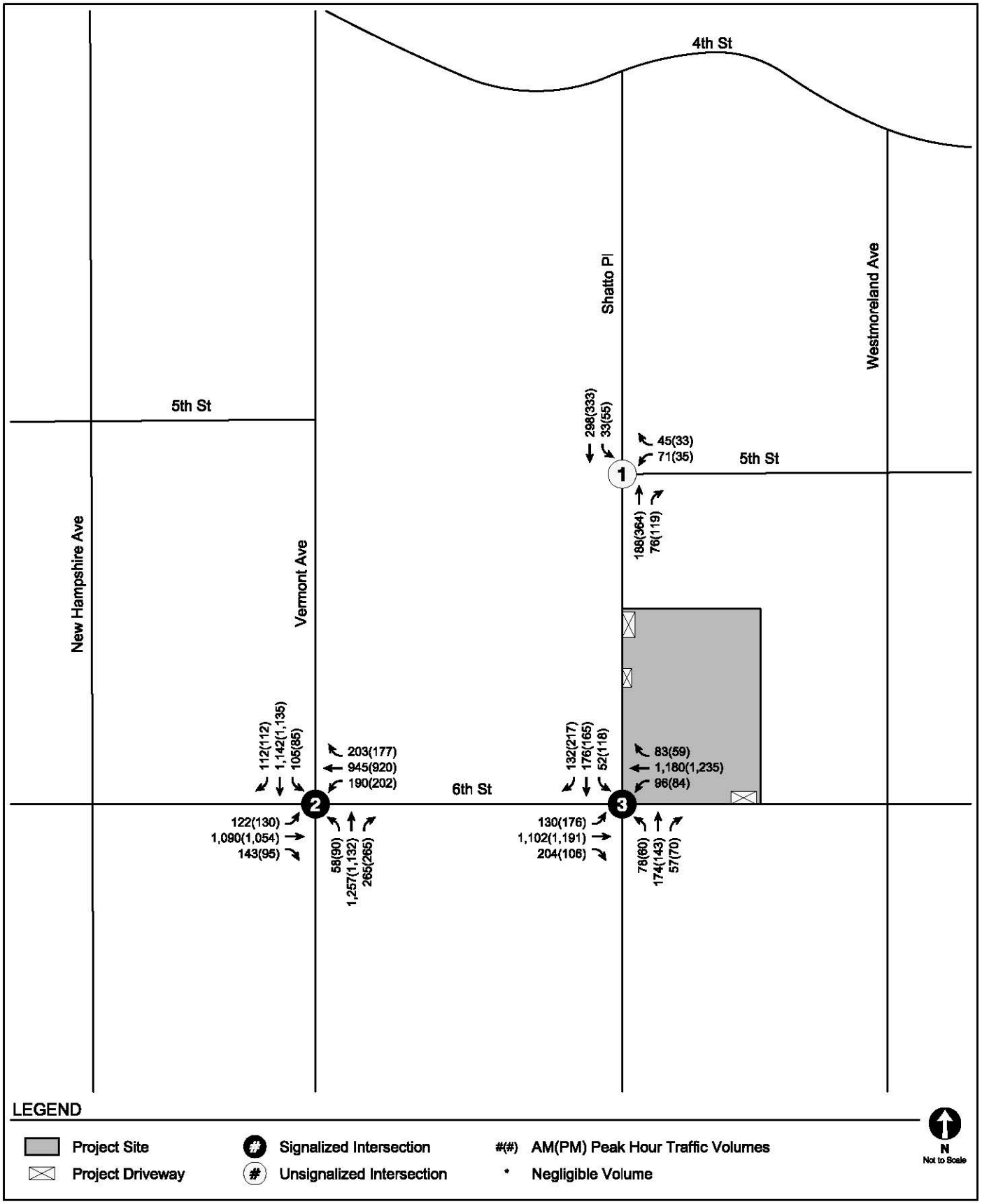
MODIFIED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
14



EXISTING WITH MODIFIED PROJECT CONDITIONS (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
15



FUTURE WITH MODIFIED PROJECT CONDITIONS (YEAR 2024)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
16

TABLE 1
RELATED PROJECTS

No	Project	Address	Description	Size	Trip Generation [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
1	525 S Virgil MU	525 S Virgil Avenue	Apartments Affordable Housing Office	113 dus 19 dus 34,654 sf	604	(5)	37	32	34	6	40
2	CD10 La Fayette Park Pl Bridge Housing	625 S La Fayette Park Place	Supportive Housing	70 beds	89	4	5	9	5	4	9
3	Mixed-Use	2972 W 7th Street	Apartments Retail Restaurant	228 dus 4,105 sf 3,738 sf	1,631	32	61	93	77	53	130
4	Mixed-Use	2850 W 7th Street	Condominiums Retail	200 du 3,600 sf	1,057	20	72	92	72	42	114
5	Residential	2929 W Leeward Avenue	Condominiums	80 du	476	7	33	40	44	21	65
6	Mixed-Use (Revised)	605 S Vermont Avenue	Apartments Museum	103 du 30,937 sf	755	17	39	56	42	37	79
7	Hotel & Restaurant	2965 W 6th Street	Hotel	99 rm	688	26	18	44	25	25	50
8	ExtraSpace Storage	621 S Catalina Street	Self-Storage	143,668 sf	221	18	6	24	7	20	27
9	2900 Wilshire Project MU	2900 W Wilshire Boulevard	Retail Restaurant Apartments	10,000 sf 5,500 sf 644 du	3,482	81	135	216	137	81	218
10	616 S Westmoreland MU	616 S Westmoreland Avenue	Retail Restaurant Apartments	745 sf 2,360 sf 77 du	446	1	30	31	31	5	36
11	Wilshire Galleria Project	3240 W Wilshire Boulevard	Hotel Apartments Retail	162 rms 545 du 5,222 sf	1,353	15	173	188	89	23	112
12	Wilshire Gate Project (Mixed-Use)	631 S Vermont Avenue	Hotel Condominiums Office Retail	200 rms 250 du 49,227 sf 21,230 sf	2,599	95	95	190	115	120	235
13	Vermont Corridor MU	510 S Vermont Avenue	Office Retail Apartments Community Center Apartments	2,166 emp 17,500 sf 72 du 13,200 sf 246 du	3,215	216	104	320	121	293	414
14	Apartments	3350 W Wilshire Boulevard	Apartments	121 du	728	11	43	54	47	25	72
15	Apartments	326 S Reno Street	Apartments	65 du	326	5	20	25	20	11	30
16	Apartments	427 S Berendo Street	Apartments	85 du	288	5	17	23	17	10	27
17	Apartments	2859 W Francis Avenue	Apartments	81 du	492	7	28	37	31	5	47
18	Residential	689 S Catalina Street	Apartments	61 du	365	5	23	28	22	12	34

TABLE 1 (CONT'D)
RELATED PROJECTS

No	Project	Address	Description	Size	Trip Generation [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
19	Mixed-Use	730 S Vermont Avenue	Apartments Retail	80 du 1,457 sf	490	9	21	30	24	17	41
20	Mixed-Use	3020 Wilshire Boulevard	Apartments Retail	262 du 9,998 sf	1,544	25	65	90	75	57	132

Infrastructure Projects **[b]**

No	Project	Extents	Description
1	Metro Purple Line Extension	Current terminus at Wilshire/Western Station to Westwood/Veterans Administration Hospital	A 9-mile extension of underground rail system from the current Wilshire/ Western Station and to provide seven new stations with anticipated operational year of 2026.

Notes:

[a] Related projects information and trip generation estimates provided by LADOT (August 25, 2020), Department of City Planning, and recent studies in the area..

[b] Source: *Westside Subway Extension Final Environmental Impact Statement/Environmental Impact Report*, Los Angeles County Metropolitan Transportation Authority, United States Department of Transportation, and Federal Transit Administrati March 2012.

TABLE 2
PROJECT TRIP GENERATION

Land Use	ITE Land Use	Rate or Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Multi-Family Housing (High-Rise) [b]	222	per du	12%	88%	0.23	70%	30%	0.30
Multi-Family Housing (High-Rise)	222	per resident	11%	89%	0.14	70%	30%	0.12
Affordable Housing	[c]	per du	37%	63%	0.49	56%	44%	0.35
Office [d]	710	per 1,000 sf	86%	14%	0.83	17%	83%	0.87
High-Turnover (Sit-Down) Restaurant	932	per 1,000 sf	55%	45%	9.94	62%	38%	9.77
Private School (K-12)	536	per student	61%	39%	0.80	43%	57%	0.17
Trip Generation Estimates								
Proposed Project								
Multi-Family Housing (High-Rise)	222	271 du	7	55	62	57	24	81
Multi-Family Housing (High-Rise) - Co-Living [e]	222	308 residents	5	38	43	26	11	37
Affordable Housing	[c]	42 du	8	13	21	8	7	15
Office	710	11,965 sf	9	1	10	2	8	10
High-Turnover Restaurant	932	24,435 sf	134	109	243	148	91	239
Internal Capture - 10% [f]			*(13)*	*(11)*	*(24)*	*(15)*	*(9)*	*(24)*
Transit/Walk-In Adjustment - 15% [g]			*(18)*	*(15)*	*(33)*	*(20)*	*(12)*	*(32)*
Pass-By Adjustment - 20% [h]			*(21)*	*(16)*	*(37)*	*(23)*	*(14)*	*(37)*
Total Proposed Project Trips			***111***	***174***	***285***	***183***	***106***	***289***
Existing Uses to be Removed								
Office (514 Shatto Pl)	710	27,843 sf	20	3	23	4	20	24
Private School (K-12)	536	170 students	83	53	136	12	17	29
Transit/Walk-In Adjustment - 15% [g]			*(2)*	*(18)*	*(20)*	*(3)*	*(1)*	*(4)*
Total Existing Trips to be Removed			***101***	***38***	***139***	***13***	***36***	***49***
TOTAL NET NEW PROJECT TRIPS (Proposed Project Trips - Existing Trips to be Removed)			**10**	**136**	**146**	**170**	**70**	**240**
TOTAL PROJECT DRIVEWAY TRIPS (no pass-by)			**132**	**190**	**322**	**206**	**120**	**326**

Notes:
du = dwelling unit; sf = square feet.
[a] Trip generation rates are from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017) and are based on developments located in "General Urban/Suburban" area, unless otherwise noted.
[b] Morning and afternoon trip generation rates for multi-family housing (high-rise) are based on local rates developed by LADOT for developments located in "Dense Multi-Use Urban" area as detailed in Table 3.3-1 of LADOT's *Transportation Assessment Guidelines*. These rates are not subjected to transit/walk-in adjustments.
[c] Per LADOT's *Transportation Assessment Guidelines,* residential or mixed-use developments that include Affordable Housing Units are eligible to use a city specific trip generation rate based on vehicle trip count data collected at affordable housing in the City of Los Angeles in 2016. Rates were based on developments located inside a Transit Priority Area, as defined per Public Resources Code Section 21064.3. These rates are not subjected to any transit/walk-in adjustments.
[d] Morning and afternoon trip generation rates for general office are based on developments located in "Dense Multi-Use Urban" area as detailed in *Trip Generation Manual, 10th Edition.* These rates are not subjected to transit/walk-in adjustments.
[e] The Project would provide 54 five-bedroom co-living housing units. Based on information provided by the Applicant, it is estimated that 1.14 persons would occupy each bed, or 5.7 persons per unit. In total, the co-living housing component would have approximately up to 308 residents.
[f] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g. residents and office employees visiting the restaurant uses) without using an off-site road system.
[g] Per LADOT's *Transportation Assessment Guidelines*, the Project Site is located approximately 650 feet walking distance from a transit station (Metro B/D Line [formerly Red/Purple Line] Wilshire/Vermont Station), therefore a transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.
[h] Per Attachment H of LADOT's *Transportation Assessment Guidelines*, a pass-by adjustment was applied to account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 3
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 - Safety First	
Policy 1.1, Roadway User Vulnerability Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**Consistent.** Primary vehicular access to the Project would be provided via one driveway along Shatto Place, a designated Local Street in the Mobility Plan. The Project also proposes an ingress-only secondary driveway to a passenger drop-off area that would connect to the primary vehicular driveway lane to the parking garage. Access to the loading dock would be provided via a separate driveway along 6th Street, east of Shatto Place, with limited right-turn in/out access. Separate pedestrian access to the Project Site would be provided via entrances along Shatto Place and 6th Street. Bicycle access would utilize the same pedestrian access points.
Policy 1.3 Safe Routes to Schools Prioritize the safety of school children on all streets regardless of highway classifications.	**Consistent.** Young Oak Kim Academy is located directly southwest of the Project Site, on the southwest corner of Shatto Place & 6th Street. The Young Oak Kim Academy SRTS Plan includes infrastructure improvement projects that will be implemented to enhance pedestrian safety and comfort of routes to and from school. The Project would not result in unsafe conditions for students.
Chapter 2 - World Class Infrastructure	
Policy 2.2 Complete Streets Design Guide Establish the Complete Streets Design Guide as the City's document to guide the operations and design of streets and other public rights-of-way.	**Consistent.** The Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, adequate sidewalk widths, improved lighting elements, and landscaping design which does not hinder sight distance, mobility, or accessibility.
Policy 2.3 Pedestrian Infrastructure Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**Consistent.** The Project would enhance pedestrian access within and around the Project Site by providing a new landscaping and walkways, a public pedestrian plaza fronting Shatto Place, a courtyard fronting 6th Street. The Project would provide 12-foot sidewalks along Shatto Place and 6th Street. Additionally, the Project would retain existing and plant new street trees along the Project frontages to provide adequate shade and enhance the pedestrian environment. All driveways would be designed to provide an adequate pedestrian refuge area between the driveways where necessary.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 3 (CONT'D)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Policy 2.4 Neighborhood Enhanced Network Provide a slow speed network of locally serving streets.	**Consistent.** No streets adjacent to the Project Site is part of the Neighborhood Enhanced Network, and thus vehicle access to the Project Site would not result in further traffic interference with the neighborhood character of the surrounding area.
Policy 2.5 Transit Network Improve the performance and reliability of existing and future bus service.	**Consistent.** The Project is located within a 0.25-mile walking distance to the Metro B/D Line Wilshire/Vermont Station and Metro Rapid 754 and 720 bus stops. The proximity to transit would encourage more transit usage and provides residents, employees, and visitors to the Project with alternative travel modes.
Policy 2.6 Bicycle Networks Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)	**Consistent.** The Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the Project driveways are not proposed along a street with a bicycle facility. The Project provides infrastructure and services to encourage bicycling for residents, employees, and visitors to the Project Site. The Project will provide up to 200 bicycle parking spaces.
Policy 2.10 Loading Areas Facilitate the provision of adequate on and off-street loading areas.	**Consistent.** The Project provides a loading dock on-site and is accessed via right-turn in/out on 6th Street. The loading dock would be designed to meet the Project Site loading needs without disrupting operations within the public right-of-way. Passenger loading would occur primarily on-site with secondary loading along the parking lane on Shatto Place.
Policy 2.17 Street Widenings Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.	**Consistent.** The Project does not propose modifications to widen streets beyond their required Mobility Plan classifications. The Project Applicant will request a three-foot Waiver of Dedication along 6th Street to meet City requirements.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 3 (CONT'D)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 3 - Access for All Angelenos	
Policy 3.1 Access for All Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	**Consistent.** The Project encourages multi-modal transportation alternatives and access for all travel modes to and from the Project Site. The Project provides separate pedestrian entrances and bicycle parking to encourage walking and bicycling. The Project encourages transit usage by developing a mixed-use project located in proximity to transit. The Project would support those residents, employees, and visitors who choose to travel by automobile through the provision of primary access points along Shatto Place, on-site passenger loading and commercial loading, secondary curbside passenger loading, and adequate parking supply to serve demand.
Policy 3.2 People with Disabilities Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**Consistent.** The Project's vehicular and pedestrian entrances would be designed in accordance with LADOT standards and would comply with ADA requirements. The Project design would also be in compliance with all ADA requirements and would provide direct connections to pedestrian amenities at adjacent intersections.
Policy 3.3 Land Use Access and Mix Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**Consistent.** The Project's mix of high-density residential uses and local-serving restaurant space located within proximity to transit in an active commercial area of the Wilshire/Koreatown Community helps to minimize vehicle trips and enhance proximity and convenience of residences to jobs and services.
Policy 3.4 Transit Services Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent.** The Project is located within 0.25 miles of the Metro B/D Line Wilshire/Vermont Station and Metro Rapid 754 and 720 bus stops, providing residents, employees, and visitors to the Project with multiple public transit services.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 3 (CONT'D)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Policy 3.5 Multi-Modal Features Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**Consistent.** The Project would support "first-mile, last-mile solutions" by developing a mixed-use project located in an active commercial area of the Wilshire/Koreatown Community and within 0.25 miles of the Metro B/D Line Wilshire/Vermont Station and Metro Rapid 754 and 720 bus stops. Additionally, the Project includes several design features as TDM measures, such as bicycle parking and pedestrian network improvements, that will encourage the use of transit and other alternative modes of transportation.
Policy 3.6 Regional Transportation & Union Station Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.	**Consistent.** The Project is located within 0.25 miles of the Metro B/D Line Wilshire/Vermont Station which provides a direct subway connection to Union Station. The Project's development of residential units enhances the value of the connection to Union Station.
Policy 3.7 Regional Transit Connections Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	**Consistent.** The Project would improve access between transit and major regional destinations and employment centers by developing a mix of high-density residential uses and commercial uses located in an active commercial area of the Wilshire/Koreatown Community and within 0.25 miles of the Metro B/D Line Wilshire/Koreatown Station and Metro Rapid 754 and 720 bus stops.
Policy 3.8 Bicycle Parking Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	**Consistent.** The Project provides bicycle parking to encourage bicycling for residents, employees, and visitors to the Project Site.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 3 (CONT'D)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 4 - Collaboration, Communication, & Informed Choices	
Policy 4.8 Transportation Demand Management Strategies Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**Consistent.** The Project is located in proximity to transit and would provide TDM measures including bicycle parking per LAMC requirements and pedestrian network improvements. These measures would promote non-auto travel to improve personal fitness and reduce transportation-related impacts to the environment.
Policy 4.13 Parking and Land Use Management Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent.** The Project would provide sufficient off-street parking to accommodate Project parking demand. Four on-street unmetered parking spaces would be removed along Shatto Place to accommodate the proposed curbside passenger loading zone. The proposed driveways would be located north of any available existing on-street parking and would not affect on-street parking.
Chapter 5 - Clean Environments & Healthy Communities	
Policy 5.1 Sustainable Transportation Encourage the development of a sustainable transportation system that promotes environmental and public health.	**Consistent.** As part of the Project, secured bicycle parking would be provided, which would promote active transportation modes such as biking and walking. Additionally, the Project is located within a 0.25-mile walking distance to the Metro B/D Line Wilshire/Vermont Station and Metro Rapid 754 and 720 bus stops, providing residents, employees, and visitors to the Project with public transportation alternatives.
Policy 5.2 Vehicle Miles Traveled (VMT) Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent.** The Project is estimated to generate lower VMT per capita for residents and employees than the average for the area. Additionally, the Project incorporates several design features, which include TDM measures to reduce the number of single occupancy vehicle trips to the Project Site, including the following: • Include bike parking per LAMC, including short-term and long-term parking facilities • Pedestrian network improvements, within the Project site and connecting off-site

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 4
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 - Los Angeles, a Leader in Health and Equity	
Policy 1.5 Plan for Health Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**Consistent.** The Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements and providing direct connections to pedestrian amenities at adjacent intersections. Further, the Project supports healthy lifestyles by locating housing and jobs near transit, providing bicycle parking, and enhancing the pedestrian environment with a pedestrian plaza and street trees.
Policy 1.6 Poverty and Health Reduce the debilitating impact that poverty has on individual, familial, and community health and well-being by: promoting cross-cutting efforts and partnerships to increase access to income; safe, healthy, and stable affordable housing options; and attainable opportunities for social mobility.	**Consistent.** The Project includes up to 42 affordable housing units.
Policy 1.7 Displacement and Health Reduce the harmful health impacts of displacement on individuals, families and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.	**Consistent.** In addition to affordable housing units, the Project provides employment and entrepreneurial opportunities through its provision of commercial office and local-serving restaurant space. The Project does not displace any existing housing.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

TABLE 4 (CONT'D)
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 2 - A City Built for Health	
Policy 2.1 Access to Goods and Services Enhance opportunities for improved health and well-being for all Angelenos by increasing the availability of and access to affordable goods and services that promote health and healthy environments, with a priority on low-income neighborhoods.	**Consistent.** The Project would provide 24,435 sf of local-serving restaurant space on the ground level of the Project Site, easily accessed by foot from surrounding areas.
Chapter 5 - An Environment Where Life Thrives	
Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**Consistent.** The Project incorporates several TDM measures to reduce the number of single occupancy vehicle trips to the Project Site. The Project is estimated generate lower VMT per capita for residents and employees than the average for the area. VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

TABLE 5
PROJECT CONSISTENCY WITH WILSHIRE COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Objective 1-1 Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010. **Policy 1-1.3:** Provide for adequate Multiple Family residential development. **Policy 1-1.4:** Provide for housing along mixed-use boulevards where appropriate.	**Consistent.** The Project proposes multi-family housing, co-living, and affordable housing to meet the diverse needs of the community and allows for expanding new residents into the area.
Objective 1-2 Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations, and existing bus route stops. **Policy 1-2.1:** Encourage higher density residential uses near major public transportation centers.	**Consistent.** The Project proposes higher density residential within 0.25 miles of Metro B/D Line Wilshire/Vermont Station and Metro Rapid 754 and 720 bus stops.
Objective 1-4 Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped, and senior citizens. **Policy 1-4.1:** Provide greater individual choice in type, quality, price, and location of housing. **Policy 1-4.2:** Ensure that new housing opportunities minimize displacement of residents. **Policy 1-4.3:** Encourage multiple family residential and mixed-use development in commercial zones.	**Consistent.** The Project does not displace any existing housing and includes up to 42 affordable housing units. The Project is located along 6th Street, a major commercial corridor, and much of the Project Site is zoned for commercial uses.
Objective 2-1 Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas. **Policy 2-1.1:** New commercial uses should be located in existing established commercial areas or shopping centers. **Policy 2-1.2:** Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by stand alone residential development by adhering to the community plan land use designations. **Policy 2-1.3:** Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.	**Consistent.** The Project proposes commercial office and local-serving restaurant uses in an active commercial area of the Wilshire/Koreatown community.

TABLE 5 (CONT'D)
PROJECT CONSISTENCY WITH WILSHIRE COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Objective 2-2 Promote distinctive commercial districts and pedestrian-oriented areas. **Policy 2-2.1:** Encourage pedestrian-oriented design in designated areas and in new development. **Policy 2-2.2:** Encourage large mixed use projects to incorporate facilities beneficial to the community such as libraries, child care facilities, community meeting rooms, senior centers, police sub-stations, and/or other appropriate human service facilities as part of the project. **Policy 2-2.3:** Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed-use projects located in Neighborhood Districts.	**Consistent.** The Project is a large mixed-use development and proposes multi-family housing, commercial office uses, and local-serving restaurant uses. The orientation of the Project design and active ground floor facilities ensures that the Project actively engages with the street and its surrounding uses.
Objective 11-1 Promote an adequate system of Bikeways for commuter, school and recreational use. **Policy 11-1.4:** Support the provision of bicycle facilities in all new development.	**Consistent.** The Project provides infrastructure and services to encourage bicycling for residents, employees, and visitors to the Project Site. The Project will provide bicycle parking in compliance with the LAMC.
Objective 11-2 Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers. **Policy 11-2.1:** Encourage the safe utilization of public utility easements and other public rights-of-way along streets wherever feasible for the use of pedestrians. **Policy 11-2.2:** Require sidewalks with new roadway construction and substantial reconstruction of existing roadways. **Policy 11-2.3:** Protect and improve existing pedestrian oriented street segments.	**Consistent.** The Project would enhance pedestrian access within and around the Project Site by providing a new landscaping and walkways, a public pedestrian plaza fronting Shatto Place, and a courtyard fronting 6th Street. The Project would also retain existing and plant new street trees along the Project frontages to provide adequate shade and enhance the pedestrian environment. The Project does not propose modifications to widen streets beyond their required Mobility Plan classifications. The Project Applicant will request a three-foot Waiver of Dedication along 6th Street to meet City requirements. Young Oak Kim Academy is located directly southwest of the Project Site, on the southwest corner of Shatto Place & 6th Street. The Project would not result in unsafe conditions for students. Furthermore, the Young Oak Kim Academy SRTS Plan identifies planned improvements to enhance pedestrian safety and connection.

TABLE 5 (CONT'D)
PROJECT CONSISTENCY WITH WILSHIRE COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Objective 12-1 Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips. **Policy 12-1.1:** Encourage non-residential developments to provide employee incentives for using alternatives to the automobile (car pools, van pools, buses, shuttles, subways, bicycles, walking) and provide flexible work schedules. **Policy 12-1.2:** Encourage the use of Multiple-Occupancy Vehicle programs for shopping and other non-work activities to reduce midday, evening, and special event traffic. **Policy 12-1.3:** Require that proposals for major non-residential development projects include submission of a TDM Plan to the City. **Policy 12-1.4:** Promote the development of transportation facilities and services that encourage higher transit ridership, increased vehicle occupancy, and improved pedestrian and bicycle access.	**Consistent.** The Project is located in proximity to transit and would provide TDM measures including bicycle parking per LAMC requirements and pedestrian network improvements. These measures would promote non-auto travel to improve personal fitness and reduce transportation-related impacts to the environment.
Objective 14-1 Initiate and continue existing Residential Neighborhood Protection Plans to mitigate traffic and parking impacts throughout the Wilshire Community Plan Area. **Policy 14-1.1:** The City Planning Department and LADOT should continue to work closely with the Wilshire Community Plan Area residents to identify existing and anticipated “cut-through” traffic and spillover parking from adjacent commercial areas. Through neighborhood community meetings, traffic calming programs and strategies should be developed for effective Residential Neighborhood Protection Plans.	**Consistent.** The potential for cut-through traffic was analyzed in the non-CEQA analysis of this study. No cut-through traffic issues were identified from the completion of the Project.
Objective 15-1 Provide off-street parking in appropriate locations in accordance with Citywide standards and community needs. **Policy 15-1.1:** Minimize the number of ingress and egress points to and from all Boulevards II and Avenues in the Wilshire Community Plan Area. **Policy 15-1.2:** Develop off-street parking resources, including parking structures and underground parking in accordance with design standards. **Policy 15-1.3:** Manage the supply of on-street parking to provide convenient parking for customers of commercial land uses and to encourage employees to park in off-street lots or garages or use alternate modes of transportation.	**Consistent.** Primary access to the Project is provided along Shatto Place, a non-arterial street. The Project would provide sufficient off-street parking to accommodate Project parking demand. Some on-street metered parking adjacent to the Project Site require removal along Shatto Place to accommodate the new curb cuts and to improve the roadways to meet City standards. To the extent feasible, the Project would maintain existing on-street parking around Project frontage.

TABLE 5 (CONT'D)
PROJECT CONSISTENCY WITH WILSHIRE COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Objective 16-1 To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary Freeway and Street access and improvements are provided to accommodate additional traffic anticipated from Wilshire Community Plan land use changes and/or by new development. **Policy 16-1.1:** To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multimodal transportation (e.g. walking, bicycling, driving and taking public transit) and safety, maintain a satisfactory Level of Service (LOS) above LOS "D" for Boulevards II s, especially those which serve Regional Commercial Centers and Community Commercial Centers; and above LOS "D" for Avenues and Collector Streets. **Policy 16-1.2:** Streets should be developed in accordance with standards and criteria contained in the Transportation Element of the General Plan and consistent with the City's Standard Street Dimensions.	**Consistent.** LOS operational evaluation was conducted for the Project and the minimum LOS D standard is maintained with or without the addition of Project traffic.
Design Policies for Individual Projects: A.1 Structures shall be oriented toward the main commercial street where a parcel is located and avoid pedestrian/vehicular conflicts by: a. Locate parking areas between commercial and residential uses, to provide a buffer. Parking must be separated from adjacent residential uses by a solid wall and/or landscaped setback. b. Minimize the number of driveways/curb cuts which provide access from Arterials. c. Maximize pedestrian oriented retail and commercial service uses along street grade level frontages along commercial boulevards. d. Provide front pedestrian entrances for businesses which front on main commercial streets, with building facades and uses designed to promote customer interest, such as outdoor restaurants, and inviting public way extensions. e. Prohibit driveway openings, or garage or parking lot entries in exterior frontage walls of buildings, or between frontage buildings, unless the Los Angeles Department of Transportation determines that driveways cannot be practically placed elsewhere. f. Encourage pedestrian-only walkway openings, or entries (require at least one ground floor pedestrian entry), in exterior frontage walls of buildings, or between frontage buildings to plazas or courtyards with outdoor dining, seating, water features, kiosks, paseos, open air vending, or craft display areas. g. Provide fully landscaped and maintained unused building setback areas, and strips between driveways and walkways which allow safe and inviting pedestrian access to the rear of properties.	**Consistent.** Primary vehicular access is provided along Shatto Place, a local street and all parking would be located underground. The Project provides a public pedestrian plaza fronting Shatto Place and a courtyard fronting 6th Street, and retains existing and plants new street trees along the Project frontages to provide adequate shade and enhance the pedestrian environment. Further, the orientation of the Project design and active ground floor facilities ensures that the Project actively engages with the street and its surrounding uses.

TABLE 5 (CONT'D)
PROJECT CONSISTENCY WITH WILSHIRE COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Design Policies for Individual Projects: A.6 Maximize commercial uses on the ground floor by requiring 10% of commercial development to serve the needs of the residential portion of the building.	**Consistent.** The Project predominately orients the commercial space on the ground floors to capture at least 10% of residents as patrons for these uses (refer to Trip Generation table and assumptions)**.**
Design Policies for Individual Projects: B.1 Where feasible, Multiple Family Residential development of five or more units should be designed around a landscaped focal point or courtyard to serve as an amenity for residents. a. Provide a pedestrian entrance at the front of each project. b. Require useable open space for outdoor activities, especially for children.	**Consistent.** Separate pedestrian access to the Project Site would be provided via entrances along Shatto Place and 6th Street. The Project provides an open courtyard and a new public pedestrian plaza that contributes to useable open space.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the *Wilshire Community Plan* (Los Angeles Department of City Planning, 2001).

TABLE 6
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Pedestrian-First Design	
Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities. **Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience** Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users. **Guideline 3: Design projects to actively engage with streets and public space and maintain human scale** New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.	**Consistent.** The Project design includes accessible sidewalks, pedestrian amenities, and vehicular access driveways in accordance with the City's design considerations. The Project design also includes pedestrian enhancements along the perimeter of the Project Site, a courtyard, and a public pedestrian plaza. In addition, adequate sidewalks along Shatto Place and 6th Street would be provided in accordance with the City's Living Streets design considerations. Thus, street trees and other landscaping elements would be incorporated to provide adequate shade and habitat to provide a more comfortable mobility environment for pedestrians. Further, the orientation of the Project design and active ground floor facilities ensures that the Project actively engages with the street and its surrounding uses.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the Citywide Design Guidelines (Los Angeles Department of City Planning, 2019).

TABLE 7
VMT ANALYSIS SUMMARY

Project Information	**Modified Project**	**Approved Project**
Address	550 S. Shatto Place	550 S. Shatto Place
Project Land Uses	**Size**	**Size**
Multi-Family Housing	271 units	227 units
Affordable Housing	42 units	29 units
Co-Living Housing	308 residents	--
Office	12,115 sf	2,507 sf
High-Turnover Restaurant	24,435 sf	12,800 sf
Project Analysis [a]		
Area Planning Commission	Central	Central
Travel Behavior Zone [b]	Urban	Urban
Maximum VMT Reduction [c]	*75%*	*75%*
VMT Analysis [d]		
Daily Vehicle Trips	2,788	1,627
Daily VMT	17,722	10,354
Total Household VMT	3,855	2,592
Household VMT per Capita [e]	3.7	4.3
Impact Threshold	6.0	6.0
Significant Impact	**NO**	**NO**
Total Work VMT	944	376
Work VMT per Employee [f]	6.5	6.1
Impact Threshold	7.6	7.6
Significant Impact	**NO**	**NO**

Notes:

[a] Project Analysis based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020) output reports provided in Attachment D.

[b] "Urban" TBZs are characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as high-density neighborhoods characterized by multi-story buildings with a dense road network.

[c] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[d] The Project includes several design features, such as bicycle parking and pedestrian network improvements, considered as TDM strategies to reduce the number of single occupancy vehicle trips. For the purposes of providing a conservative analysis, these design features were not taken into consideration in the VMT evaluation.

[e] Household VMT per Capita is based on the "home-based work production" trip types.

[f] Work VMT per Employee is based on the "home-based work attraction" trip types.

TABLE 8
INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Delay [a] Signalized Intersections	Delay [a] Unsignalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 10	≤ 10
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	> 10 and ≤ 20	> 10 and ≤ 15
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 20 and ≤ 35	> 15 and ≤ 25
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	> 35 and ≤ 55	> 25 and ≤ 35
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 55 and ≤ 80	> 35 and ≤ 50
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 80	> 50

Notes

Source: *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).

[a] Measured in seconds.

TABLE 9
EXISTING CONDITIONS (YEAR 2020)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay	LOS	Delay	LOS
1. [a]	Shatto Place & 5th Street	AM PM	12.0 12.3	B B	12.2 12.7	B B
2.	Vermont Avenue & 6th Street	AM PM	24.0 22.6	C C	24.9 23.1	C C
3.	Shatto Place & 6th Street	AM PM	16.6 16.4	B B	17.2 17.5	B B

Notes:

[a] Intersection operates as a TWSC and is analyzed based on the HCM Unsignalized methodology. Reported results reflect the control delay for the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals. The average intersection delay is provided in Attachment E.

TABLE 10
FUTURE CONDITIONS (YEAR 2024)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1. [a]	Shatto Place & 5th Street	AM PM	12.3 13.4	B B	12.6 13.9	B B
2.	Vermont Avenue & 6th Street	AM PM	34.0 28.7	C C	40.0 31.7	D C
3.	Shatto Place & 6th Street	AM PM	19.0 19.3	B B	19.6 22.8	B C

Notes:

[a] Intersection operates as a TWSC and is analyzed based on the HCM Unsignalized methodology. Reported results reflect the control delay for the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals. The average intersection delay is provided in Attachment E.

Attachment A

LADOT Assessment Letter

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

550 S. Shatto Pl
DOT Case No. CEN 18-46721

Date: October 18, 2018

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED MIXED-USE DEVELOPMENT LOCATED AT 550 SOUTH SHATTO PLACE**

The Department of Transportation (DOT) has reviewed the transportation impact study prepared by Gibson Transportation Consulting, Inc dated October 2018, for the proposed mixed-use development project at 550 South Shatto Place. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's current traffic impact criteria[1], the transportation study included the detailed analysis of 15 signalized intersections and determined that none of these study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The Project proposes to construct a 27-level mixed-use building over subterranean parking. The Project would be comprised of up to 256 apartment units, including 29 affordable housing units, approximately 2,507 square feet (sf) of office space and up to approximately 12,800 sf of restaurant space. The Project would provide approximately 329 vehicular parking spaces in an on-site parking structure, including one at-grade level and four below-grade levels. The Project would also provide approximately 158 bicycle parking spaces, including 141 long-term and 17 short-term spaces. Vehicular access would be provided via one full-access driveway on Shatto Place. The project is expected to be completed by 2021.

B. Trip Generation

The proposed project is expected to generate approximately 1136 net new daily trips, 23

[1] Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project-related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

net trips in the a.m. peak hour and 109 net new trips in the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 10th Edition." A copy of the trip generation estimates table from the traffic study is attached and identified as **Attachment 2**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in December 2015, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. However, the project did not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis was required.

D. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours to the extent feasible.

PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design anued site access, etc. Per the new Mobility Element: **Shatto Place** has been designated as Local Street-Standard which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. **6th Street** has been designated as Avenue II (Secondary Highway) which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way.The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

B. Parking Analysis

The Project would provide approximately 329 vehicular parking spaces in an on-site parking structure, including one at-grade level and four below-grade levels. The Project would also provide approximately 158 bicycle parking spaces, including 141 long-term and 17 short-

term spaces. Vehicular access would be provided via one full-access driveway on Shatto Place. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

C. Site Access and Circulation Plan

The conceptual site plan is acceptable to DOT; however, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT early in the design process for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways. A copy of the site plan from the traffic study is included as **Attachment 3**.

D. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Russell Hasan at (213) 972-8628.

Attachments

N:\letters\CEN18-46721_550 S Shatto Pl Mixed-Use

c: Craig Bullock, Council District 13
Bhuvan Bajaj, Hollwood-Wilshire, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Bert Moklebust, Central District, BOE
Brian Hartshorn, Gibson Transportation Consulting

550 S. Shatto Pl.
CEN 18-46721

Attachment 1

TABLE 10
FUTURE WITH PROJECT CONDITIONS (YEAR 2021)
SIGNALIZED INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Vermont Avenue & 3rd Street	A.M. P.M.	1.022 0.965	F E	1.024 0.971	F E	0.002 0.006	NO NO
2.	Virgil Avenue & 3rd Street	A.M. P.M.	0.819 0.875	D D	0.819 0.876	D D	0.000 0.001	NO NO
3.	Vermont Avenue & 4th Street	A.M. P.M.	0.781 0.775	C C	0.777 0.788	C C	-0.004 0.013	NO NO
4.	Shatto Place & 4th Street	A.M. P.M.	0.488 0.467	A A	0.489 0.487	A A	0.001 0.020	NO NO
5.	Virgil Avenue & 4th Street	A.M. P.M.	0.638 0.690	B B	0.639 0.693	B B	0.001 0.003	NO NO
6.	Normandie Avenue & 6th Street	A.M. P.M.	0.850 0.839	D D	0.849 0.840	D D	-0.001 0.001	NO NO
7.	Vermont Avenue & 6th Street	A.M. P.M.	0.994 0.989	E E	0.998 0.996	E E	0.004 0.007	NO NO
8.	Shatto Place & 6th Street	A.M. P.M.	0.652 0.716	B C	0.664 0.751	B C	0.012 0.035	NO NO
9.	Virgil Avenue & 6th Street	A.M. P.M.	0.654 0.697	B B	0.653 0.701	B C	-0.001 0.004	NO NO
10.	Rampart Boulevard & 6th Street	A.M. P.M.	0.933 1.026	E F	0.931 1.029	E F	-0.002 0.003	NO NO
11.	Alvarado Street & 6th Street	A.M. P.M.	0.894 0.830	D D	0.897 0.835	D D	0.003 0.005	NO NO
12.	Vermont Avenue & Wilshire Boulevard	A.M. P.M.	1.237 1.293	F F	1.243 1.296	F F	0.006 0.003	NO NO
13.	Shatto Place & Wilshire Boulevard	A.M. P.M.	0.608 0.537	B A	0.611 0.545	B A	0.003 0.008	NO NO
14.	Hoover Street & Wilshire Boulevard	A.M. P.M.	0.889 0.858	D D	0.891 0.859	D D	0.002 0.001	NO NO
15.	Vermont Avenue & 8th Street	A.M. P.M.	0.837 0.944	D E	0.835 0.946	D E	-0.002 0.002	NO NO

550 S. Shatto Pl.
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Attachment 2

TABLE 8
PROJECT TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Rate or Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Multi-Family Housing (High-Rise) [b]	222	per du	2.07	12%	88%	0.21	70%	30%	0.19
Office [c]	710	per 1,000 sf	9.74	86%	14%	0.83	17%	83%	0.87
High-Turnover (Sit-Down) Restaurant	932	per 1,000 sf	112.18	55%	45%	9.94	62%	38%	9.77
Fast-Food Restaurant without Drive-Through Window	933	per 1,000 sf	288.36	60%	40%	25.10	50%	50%	28.34
Private School (K-12)	536	per student	2.48	61%	39%	0.80	43%	57%	0.17
Trip Generation Estimates									
Proposed Project									
Multi-Family Housing (High-Rise)	222	256 du	530	6	48	54	34	15	49
Office	710	2,507 sf	24	2	0	2	0	2	2
High-Turnover Restaurant	932	11,300 sf	1,268	62	50	112	68	42	110
Internal Capture - 10% [d]			*(127)*	*(6)*	*(5)*	*(11)*	*(7)*	*(4)*	*(11)*
Transit/Walk-In Adjustment - 15% [e]			*(171)*	*(8)*	*(7)*	*(15)*	*(9)*	*(6)*	*(15)*
Pass-By Adjustment - 20% [f]			*(194)*	*(10)*	*(7)*	*(17)*	*(10)*	*(7)*	*(17)*
Fast-Food Restaurant without Drive-Through Window	933	1,500 sf	433	23	15	38	22	21	43
Internal Capture - 10% [d]			*(43)*	*(2)*	*(2)*	*(4)*	*(2)*	*(2)*	*(4)*
Transit/Walk-In Adjustment - 15% [e]			*(59)*	*(3)*	*(2)*	*(5)*	*(3)*	*(3)*	*(6)*
Pass-By Adjustment - 50% [f]			*(166)*	*(9)*	*(6)*	*(15)*	*(9)*	*(8)*	*(17)*
Total Proposed Trips			***1,495***	***55***	***84***	***139***	***84***	***50***	***134***
Existing Uses									
Private School (K-12)	536	170 students	422	83	53	136	12	17	29
Transit/Walk-In Adjustment - 15% [e]			*(63)*	*(2)*	*(18)*	*(20)*	*(3)*	*(1)*	*(4)*
Total Existing Trips			***359***	***81***	***35***	***116***	***9***	***16***	***25***
TOTAL NET NEW PROJECT TRIPS			**1,136**	**-26**	**49**	**23**	**75**	**34**	**109**

Notes:
du = dwelling unit; sf = square feet.
[a] Trip generation rates are from *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017) and are based on developments located in "General Urban/Suburban" area, unless otherwise noted.
[b] Trip generation rates for multi-family housing (high-rise) are based on developments located in "Dense Multi-Use Urban" area as detailed in *Trip Generation, 10th Edition*. These rates are not subjected to any transit/walk-in adjustment.
[c] Trip generation rates for general office are based on developments located in "Dense Multi-Use Urban" area as detailed in *Trip Generation, 10th Edition*. Daily trip rate is based on developments located in "General Urban/Suburban" area as no vehicle-rate is available for "Dense Multi-Use Urban" location. These rates are not subjected to any transit/walk-in adjustment.
[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g. residents and employees visiting the restaurant uses) without using an off-site road system.
[e] Per LADOT's *Transportation Impact Study Guidelines* (LADOT, 2016), the Project Site is located approximately 650 feet walking distance from a transit station (Metro Red/Purple Line Wilshire/Vermont Station), therefore a transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.
[f] Per *Transportation Impact Study Guidelines*, a pass-by adjustment was applied to account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

550 S. Shatto Pl.
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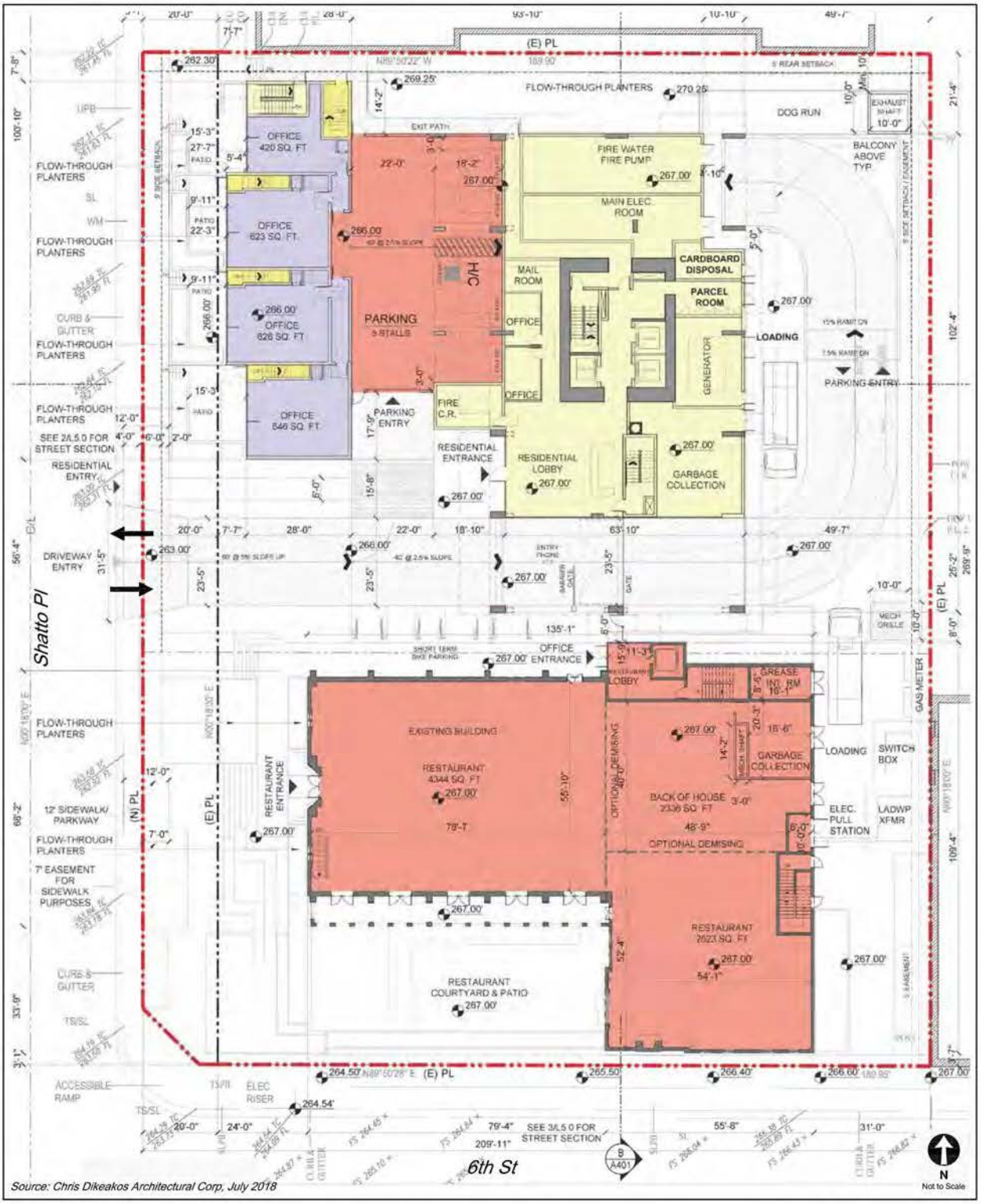
Attachment 3

Gibson transportation consulting, inc.



Source: Chris Dikeakos Architectural Corp, July 2018

SITE PLAN	FIGURE 1

Attachment B

Traffic Counts

Turning Movement Count Report AM

Location ID: 19
North/South: Shatto Place
East/West: 6th Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	9	6	4	13	204	19	5	23	9	8	147	15	462
7:15	12	12	3	19	220	14	11	30	11	20	175	16	543
7:30	13	20	4	20	211	22	13	40	14	29	230	22	638
7:45	9	34	8	19	249	23	11	49	23	61	231	21	738
8:00	16	38	6	22	252	26	16	34	20	59	224	30	743
8:15	22	38	8	27	271	24	16	52	14	48	253	25	798
8:30	21	21	7	8	247	15	10	24	15	20	238	34	660
8:45	13	20	6	13	220	14	6	18	14	15	212	25	576
9:00	13	12	4	10	220	19	11	20	10	14	218	24	575
9:15	10	15	10	15	201	10	12	15	9	14	193	23	527
9:30	17	22	6	16	209	10	12	21	7	10	182	18	530
9:45	15	16	8	9	187	21	6	17	9	15	179	24	506

Total Volume:	170	254	74	191	2691	217	129	343	155	313	2482	277	7296
Approach %	34%	51%	15%	6%	87%	7%	21%	55%	25%	10%	81%	9%	

Peak Hr Begin:	7:45												
PHV	68	131	29	76	1019	88	53	159	72	188	946	110	2939
PHF	0.838			0.918			0.855			0.954			0.921

Turning Movement Count Report PM

Location ID: 19
North/South: Shatto Place
East/West: 6th Street

Date: 11/02/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	30	22	8	20	186	13	17	27	8	25	195	19	570
15:15	14	27	6	10	157	13	16	21	23	35	212	22	556
15:30	21	26	13	10	187	25	12	20	24	35	240	13	626
15:45	18	25	4	5	204	19	9	11	20	33	196	17	561
16:00	20	31	12	5	201	19	10	23	11	25	214	10	581
16:15	15	39	9	7	199	13	21	22	17	24	230	20	616
16:30	28	45	29	10	234	18	13	25	14	32	247	13	708
16:45	36	31	12	6	242	19	13	21	14	23	234	23	674
17:00	34	45	27	6	272	19	19	24	10	25	250	22	753
17:15	23	33	13	7	262	20	16	23	15	23	265	15	715
17:30	27	27	8	9	261	21	10	31	18	28	271	19	730
17:45	16	31	15	8	271	18	19	23	13	22	255	21	712

Total Volume:	282	382	156	103	2676	217	175	271	187	330	2809	214	7802
Approach %	34%	47%	19%	3%	89%	7%	28%	43%	30%	10%	84%	6%	

Peak Hr Begin:	17:00												
PHV	100	136	63	30	1066	78	64	101	56	98	1041	77	2910
PHF	0.705			0.988			0.936			0.956			0.966

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	9	0	3	0	11	0	7	0
7:15	9	0	2	0	9	0	5	0
7:30	11	1	3	0	11	1	10	0
7:45	31	1	0	0	20	1	17	0
8:00	49	0	10	0	15	6	9	0
8:15	38	1	5	1	23	0	16	1
8:30	23	1	4	0	18	5	10	0
8:45	30	1	3	0	11	0	11	0
9:00	18	0	0	1	20	1	9	0
9:15	19	0	1	1	15	2	14	0
9:30	19	1	2	0	25	2	3	0
9:45	9	0	2	0	20	0	5	1

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	19	1	3	1	14	3	13	0
15:15	67	0	8	0	28	0	11	0
15:30	83	3	11	0	13	1	19	1
15:45	38	2	9	1	19	1	17	0
16:00	24	2	11	0	9	0	21	0
16:15	24	0	22	0	15	1	10	0
16:30	36	0	20	0	18	4	13	2
16:45	28	2	18	1	15	0	9	0
17:00	36	1	3	0	16	3	15	3
17:15	25	3	7	0	23	3	19	2
17:30	32	4	6	0	18	2	12	1
17:45	24	4	6	0	15	0	13	1

Turning Movement Count Report AM

Location ID: 3
North/South: Shatto Place
East/West: 5th Street

Date: 12/03/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	54	1	4	0	8	3	18	2	0	0	0	90
7:15	0	62	3	8	0	8	6	33	0	0	0	0	120
7:30	0	64	7	6	0	13	9	31	0	0	0	0	130
7:45	0	60	7	14	0	15	5	33	0	0	0	0	134
8:00	0	73	10	14	0	17	16	28	0	0	0	0	158
8:15	0	73	8	9	0	22	42	49	0	0	0	0	203
8:30	0	36	9	11	0	14	14	21	0	0	0	0	105
8:45	0	37	10	15	0	8	26	27	0	0	0	0	123
9:00	0	36	14	17	0	9	15	37	1	0	0	0	129
9:15	0	24	11	6	0	16	19	29	0	0	0	0	105
9:30	0	26	14	22	0	13	13	35	0	0	0	0	123
9:45	0	31	14	22	0	14	14	38	0	0	0	0	133
Total Volume:	0	576	108	148	0	157	182	379	3	0	0	0	1553
Approach %	0%	84%	16%	49%	0%	51%	32%	67%	1%	0%	0%	0%	
Peak Hr Begin:	7:30												
PHV	0	270	32	43	0	67	72	141	0	0	0	0	625
PHF	0.910			0.887			0.585			0.000			0.770

Turning Movement Count Report PM

Location ID: 3
North/South: Shatto Place
East/West: 5th Street

Date: 12/03/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	29	5	4	0	4	21	48	0	0	0	0	111
15:15	0	18	4	7	0	7	7	40	0	0	0	0	83
15:30	0	21	5	5	0	5	12	38	0	0	0	0	86
15:45	0	25	2	3	0	11	12	51	1	0	0	0	105
16:00	0	27	11	5	0	5	18	55	0	0	0	0	121
16:15	0	37	12	6	0	9	23	72	2	0	0	0	161
16:30	0	35	12	11	0	9	17	89	0	0	0	0	173
16:45	0	36	6	10	0	10	26	56	0	0	0	0	144
17:00	0	44	22	5	0	6	47	80	0	0	0	0	204
17:15	0	23	12	10	0	8	20	56	1	0	0	0	130
17:30	0	27	15	3	0	11	25	59	0	0	0	0	140
17:45	0	27	7	3	0	8	11	59	1	0	0	0	116
Total Volume:	0	349	113	72	0	93	239	703	5	0	0	0	1574
Approach %	0%	76%	24%	44%	0%	56%	25%	74%	1%	0%	0%	0%	
Peak Hr Begin:	16:15												
PHV	0	152	52	32	0	34	113	297	2	0	0	0	682
PHF	0.773			0.825			0.811			0.000			0.836

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	2	0	0	0	0	0
7:15	0	0	0	0	1	0	0	0
7:30	5	0	6	0	1	0	0	0
7:45	2	0	6	0	0	0	0	0
8:00	0	0	3	1	1	0	0	0
8:15	1	0	9	0	2	0	0	0
8:30	4	0	13	0	3	0	0	0
8:45	2	0	12	0	5	0	0	0
9:00	8	0	18	0	2	0	0	0
9:15	5	0	20	0	1	0	0	0
9:30	6	0	38	0	2	0	0	0
9:45	9	0	37	0	1	0	0	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	2	0	0	0	0	0	0	0
15:15	4	0	4	0	0	0	0	0
15:30	0	0	0	0	2	0	0	0
15:45	0	0	0	0	0	0	0	0
16:00	4	0	12	0	1	0	0	0
16:15	1	0	10	0	0	0	0	0
16:30	3	0	3	0	1	0	0	0
16:45	2	0	16	0	0	0	0	0
17:00	1	0	13	0	1	0	0	0
17:15	0	0	2	0	2	0	0	0
17:30	2	0	9	1	2	0	0	0
17:45	1	0	4	1	0	0	0	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vermont Ave

East/West 6th St

Day: Wednesday Date: 09/26/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	126	142	62	46
BIKES	70	59	39	31
BUSES	170	109	42	80

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	349	7.15	336	8.30	306	8.15	301	8.00
PM PK 15 MIN	337	16.00	310	16.00	298	17.30	297	17.30
AM PK HOUR	1351	7.00	1289	7.00	1185	7.30	1111	7.45
PM PK HOUR	1321	15.15	1182	15.30	1124	17.00	1051	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	41	1140	170	1351
8-9	57	908	236	1201
9-10	69	1035	156	1260
15-16	81	1007	226	1314
16-17	82	997	173	1252
17-18	74	1008	167	1249
TOTAL	404	6095	1128	7627

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	81	1131	77	1289
8-9	91	1028	110	1229
9-10	80	1043	110	1233
15-16	77	1016	69	1162
16-17	82	996	85	1163
17-18	75	980	81	1136
TOTAL	486	6194	532	7212

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2640	77	0	78	4
2430	98	4	94	14
2493	78	2	133	8
2476	118	18	113	29
2415	136	14	118	20
2385	115	11	103	34
14839	622	49	639	109

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	89	781	107	977
8-9	73	909	132	1114
9-10	76	685	105	866
15-16	106	820	100	1026
16-17	93	925	82	1100
17-18	105	937	82	1124
TOTAL	542	5057	608	6207

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	106	693	80	879
8-9	101	865	107	1073
9-10	100	576	106	782
15-16	98	503	112	713
16-17	85	654	115	854
17-18	99	820	132	1051
TOTAL	589	4111	652	5352

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1856	70	2	155	1
2187	85	3	189	15
1648	83	3	149	16
1739	109	41	200	28
1954	136	41	185	18
2175	134	50	158	20
11559	617	140	1036	98

Prepared by National Data & Surveying Services

Vermont Ave & 6th St

Peak Hour Turning Movement Count

ID: 18-05633-002
City: Los Angeles

Day: Wednesday
Date: 09/26/2018

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	03:00 PM - 06:00 PM

SOUTHBOUND — Vermont Ave

AM	96	1042	91	0	1209	AM
NOON	0	0	0	0	0	NOON
PM	81	980	74	1	1246	PM
	0	3	1	0		

EASTBOUND — 6th St

AM	NOON	PM	
991	0	975	
0	0	0	0
75	0	105	1
981	0	937	2
129	0	82	0
AM	NOON	PM	

WESTBOUND — 6th St

	PM	NOON	AM
0	132	0	111
3	820	0	849
1	99	0	107
0	0	0	0
	1178	0	1301
	PM	NOON	AM

CONTROL

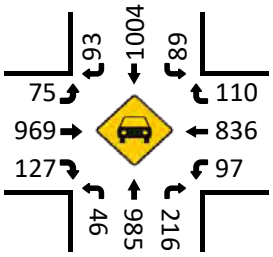
Signalized

TEV	4779 AM	0 NOON	4560 PM
PHF	0.98		0.95

NORTHBOUND — Vermont Ave

PM	1161	0	74	1008	167	PM
NOON	0	0	0	0	0	NOON
AM	1278	0	46	1023	229	AM
		0	1	3	0	

Cars (AM)



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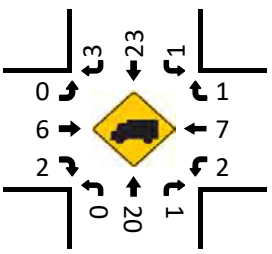

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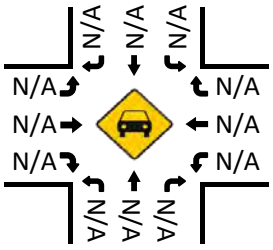

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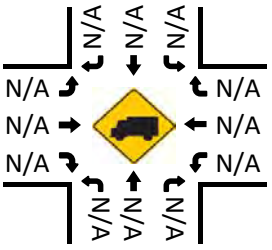
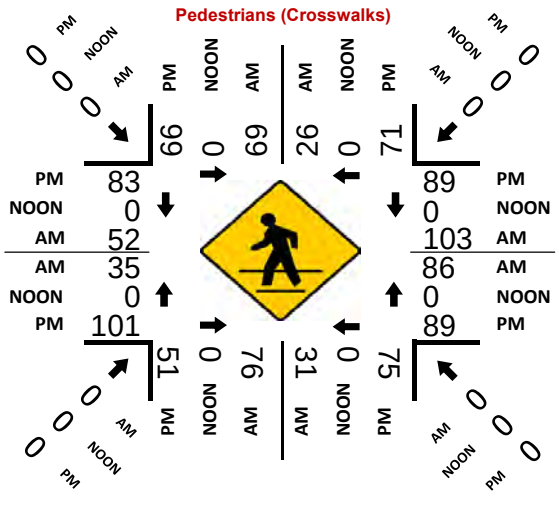
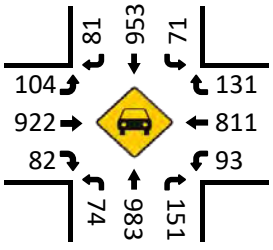


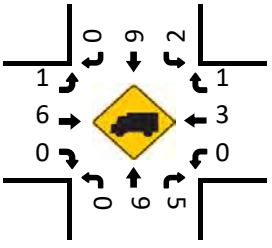
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Vermont Ave & 6th St
City: Los Angeles
Control: Signalized

Project ID: 18-05633-002
Date: 9/26/2018

Total

NS/EW Streets:	Vermont Ave				Vermont Ave				6th St				6th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	2	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	10	299	33	0	17	295	16	0	14	128	24	0	29	152	17	0	1034
7:15 AM	11	297	41	0	16	292	17	0	27	169	28	0	23	173	13	0	1107
7:30 AM	12	281	46	0	22	273	24	0	26	248	24	0	22	171	25	0	1174
7:45 AM	8	263	50	0	26	271	20	0	22	236	31	0	32	197	25	0	1181
8:00 AM	6	249	64	0	22	246	26	0	12	239	41	0	28	240	33	0	1206
8:15 AM	20	230	69	0	21	252	26	0	15	258	33	0	25	241	28	0	1218
8:30 AM	16	237	58	1	22	278	36	0	22	193	31	0	29	214	19	0	1156
8:45 AM	14	192	45	0	26	252	22	0	24	219	27	0	19	170	27	0	1037
9:00 AM	17	274	37	0	21	258	29	0	18	185	25	0	21	157	20	0	1062
9:15 AM	12	250	41	0	19	249	23	0	20	162	32	0	21	126	26	0	981
9:30 AM	21	254	39	0	20	278	33	0	22	176	32	0	28	143	34	0	1080
9:45 AM	19	257	39	0	20	258	25	0	16	162	16	0	30	150	26	0	1018
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	166	3083	562	1	252	3202	297	0	238	2375	344	0	307	2134	293	0	13254
APPROACH %'s :	4.35%	80.88%	14.74%	0.03%	6.72%	85.36%	7.92%	0.00%	8.05%	80.32%	11.63%	0.00%	11.23%	78.05%	10.72%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	46	1023	229	0	91	1042	96	0	75	981	129	0	107	849	111	0	4779
PEAK HR FACTOR :	0.575	0.910	0.830	0.000	0.875	0.954	0.923	0.000	0.721	0.951	0.787	0.000	0.836	0.881	0.841	0.000	0.981
	0.957				0.963				0.968				0.886				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1	2	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	22	260	48	0	20	260	17	0	23	199	25	0	26	114	24	0	1038
3:15 PM	21	241	71	1	14	237	19	0	30	188	30	0	23	110	28	0	1013
3:30 PM	22	253	58	0	22	256	12	0	30	207	28	0	25	140	25	0	1078
3:45 PM	15	253	49	0	21	263	21	0	23	226	17	0	24	139	35	0	1086
4:00 PM	24	263	50	0	25	268	17	0	21	225	24	0	24	127	30	0	1098
4:15 PM	19	239	38	0	21	228	28	0	19	231	21	0	19	155	29	0	1047
4:30 PM	19	238	39	0	19	232	24	0	21	251	20	0	24	195	33	0	1115
4:45 PM	20	257	46	0	17	268	16	0	32	218	17	0	18	177	23	0	1109
5:00 PM	16	223	53	0	17	228	18	1	26	208	21	0	26	201	42	0	1080
5:15 PM	17	260	38	0	21	243	28	0	29	239	23	0	27	182	28	0	1135
5:30 PM	19	254	36	0	16	273	13	0	20	259	19	0	31	233	33	0	1206
5:45 PM	22	271	40	0	20	236	22	0	30	231	19	0	15	204	29	0	1139
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	236	3012	566	1	233	2992	235	1	304	2682	264	0	282	1977	359	0	13144
APPROACH %'s :	6.19%	78.95%	14.84%	0.03%	6.73%	86.45%	6.79%	0.03%	9.35%	82.52%	8.12%	0.00%	10.77%	75.52%	13.71%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	74	1008	167	0	74	980	81	1	105	937	82	0	99	820	132	0	4560
PEAK HR FACTOR :	0.841	0.930	0.788	0.000	0.881	0.897	0.723	0.250	0.875	0.904	0.891	0.000	0.798	0.880	0.786	0.000	0.945
	0.938				0.940				0.943				0.885				

Attachment C

Plan, Policy, and Program Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in bold text ((i.e. **☐ Yes** or **☐ No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☑ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☑ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

☑ Yes ☐ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☑ Yes ☐ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☑ Yes ☐ No ☐ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☐ Yes ☑ No ☐ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

☑ **Yes** ☐ **No** ☐ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

See section CEQA THRESHOLD T-1: CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES: LAMC Section 12.37 (Waivers of Dedications and Improvement)

Frontage 1 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 2 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 3 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 4 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☑ **Yes** ☐ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Program PL.1. Driveway Access. *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or

- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☐ **Yes** ☑ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

☐ **Yes** ☑ No ☐ N/A

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

☐ **Yes** ☑ No ☐ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☑ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☐ **No** ☑ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☑ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ **No** ☑ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

☐ Yes ☑ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

☐ Yes ☐ **No** ☑ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☑ Yes ☐ **No**

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

☑ Yes ☐ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

☑ Yes ☐ **No** ☐ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?

☑ Yes ☐ No

E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?

☐ Yes ☑ No ☐ N/A

E.3 If the Answer to E.1 is NO, does the Project result in a net increase in VMT?

☑ Yes ☐ No ☐ N/A

If the Answer to E.2 or E.3 is NO, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult Section 2.2.4 of the Transportation Assessment Guidelines (TAG). Section 2.2.4 provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1 http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines. https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035 https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Attachment D

VMT Calculator Output

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

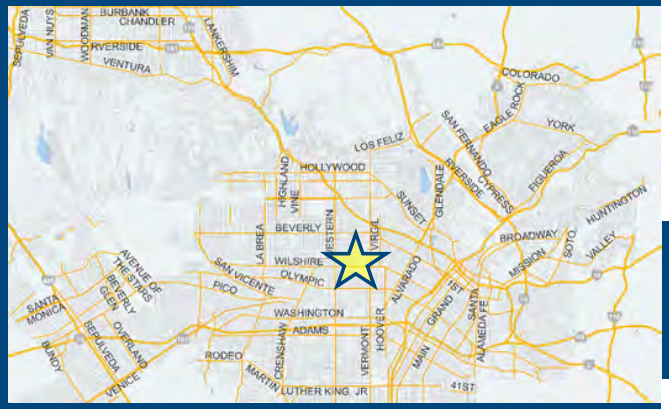
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 514-550 Shatto Place

Scenario:

Address: 550 S SHATTO PL, 90020



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
School | Private School (K-12)	170	Students
Office | General Office	15.179	ksf
School | Private School (K-12)	170	Students

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	24.435	ksf
Housing | Multi-Family	271	DU
Housing | Affordable Housing - Family	42	DU
Office | General Office	12.115	ksf
Retail | High-Turnover Sit-Down Restaurant	24.435	ksf
(custom) Housing | Co-Living | Retail/Non-Retail	Non-Retail	LU type
(custom) Housing | Co-Living | Residents	308	Person
(custom) Housing | Co-Living | Employees	0	Person
(custom) Housing | Co-Living | Daily	416	Trips
(custom) Housing | Co-Living | HBW-Attraction Sp	0	Percent
(custom) Housing | Co-Living | HBO-Attraction Sp	20	Percent
(custom) Housing | Co-Living | NHB-Attraction Spl	5	Percent
(custom) Housing | Co-Living | HBW-Production S	15	Percent
(custom) Housing | Co-Living | HBO-Production S	41	Percent
(custom) Housing | Co-Living | NHB-Production Sr	19	Percent

☑ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
342 Daily Vehicle Trips	2,788 Daily Vehicle Trips
2,024 Daily VMT	17,722 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,446 Net Daily Trips
The net increase in daily VMT ≤ 0	15,698 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	24.435 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

7/15/2020

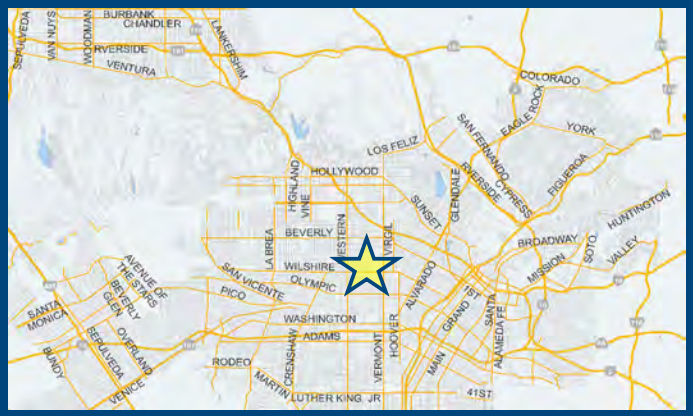
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 514-550 Shatto Place

Scenario:

Address: 550 S SHATTO PL, 90020



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	271	DU
Housing | Affordable Housing - Family	42	DU
Office | General Office	12.115	ksf
Retail | High-Turnover Sit-Down Restaurant	24.435	ksf
(custom) Housing | Co-Living | Retail/Non-Retail	Non-Retail	LU type
(custom) Housing | Co-Living | Residents	308	Person
(custom) Housing | Co-Living | Employees	0	Person
(custom) Housing | Co-Living | Daily	416	Trips
(custom) Housing | Co-Living | HBW-Attraction Sp	0	Percent
(custom) Housing | Co-Living | HBO-Attraction Sp	20	Percent
(custom) Housing | Co-Living | NHB-Attraction Spl	5	Percent
(custom) Housing | Co-Living | HBW-Production S	15	Percent
(custom) Housing | Co-Living | HBO-Production Sp	41	Percent
(custom) Housing | Co-Living | NHB-Production Sp	19	Percent

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply	100	city code parking provision for the project site
☐ Proposed Prj ☐ Mitigation	74	actual parking provision for the project site
Unbundle Parking	175	monthly parking cost (dollar) for the project site
☐ Proposed Prj ☐ Mitigation		
Parking Cash-Out	50	percent of employees eligible
☐ Proposed Prj ☐ Mitigation		
Price Workplace Parking	6.00	daily parking charge (dollar)
☐ Proposed Prj ☐ Mitigation	50	percent of employees subject to priced parking
Residential Area Parking Permits	200	cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation		

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,788 Daily Vehicle Trips	**2,788** Daily Vehicle Trips
17,722 Daily VMT	**17,722** Daily VMT
3.7 Household VMT per Capita	**3.7** Household VMT per Capita
6.5 Work VMT per Employee	**6.5** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

7/15/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 15, 2020
Project Name: 514-550 Shatto Place
Project Scenario:
Project Address: 550 S SHATTO PL, 90020

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	271	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	42	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	24.435	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	12.115	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*

Other	Housing | Co-Living	416	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 15, 2020
Project Name: 514-550 Shatto Place
Project Scenario:
Project Address: 550 S SHATTO PL, 90020

Version 1.3

Analysis Results			
Total Employees: 146 Total Population: 1,051			
Proposed Project		***With Mitigation***	
2,788	**Daily Vehicle Trips**	**2,788**	**Daily Vehicle Trips**
17,722	**Daily VMT**	**17,722**	**Daily VMT**
3.7	**Household VMT per Capita**	**3.7**	**Household VMT per Capita**
6.5	**Work VMT per Employee**	**6.5**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs				
Strategy Type		**Description**	**Proposed Project**	**Mitigations**
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: July 15, 2020
Project Name: 514-550 Shatto Place
Project Scenario:
Project Address: 550 S SHATTO PL, 90020

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE	urban	75%
TYPE	*compact infill*	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: July 15, 2020
Project Name: 514-550 Shatto Place
Project Scenario:
Project Address: 550 S SHATTO PL, 90020

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	341	-30.8%	236	7.5	2,558	1,770
Home Based Other Production	942	-57.4%	401	5.2	4,898	2,085
Non-Home Based Other Production	907	-8.3%	832	7.8	7,075	6,490
Home-Based Work Attraction	212	-32.5%	143	6.6	1,399	944
Home-Based Other Attraction	1,521	-57.2%	651	4.8	7,301	3,125
Non-Home Based Other Attraction	576	-8.9%	525	6.3	3,629	3,308

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	236	1,770	0.0%	236	1,770
Home Based Other Production	0.0%	401	2,085	0.0%	401	2,085
Non-Home Based Other Production	0.0%	832	6,490	0.0%	832	6,490
Home-Based Work Attraction	0.0%	143	944	0.0%	143	944
Home-Based Other Attraction	0.0%	651	3,125	0.0%	651	3,125
Non-Home Based Other Attraction	0.0%	525	3,308	0.0%	525	3,308

MXD VMT Methodology Per Capita & Per Employee

Total Population: 1,051
Total Employees: 146
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**3,855**	**3,855**
Total Home Based Work Attraction VMT	**944**	**944**
Total Home Based VMT Per Capita	**3.7**	**3.7**
Total Work Based VMT Per Employee	**6.5**	**6.5**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User

By: _____

Print Name: _____

Title: _____

Company: _____

Address: _____

Phone: _____

Email Address: _____

Date: _____

Attachment E

HCM Worksheets

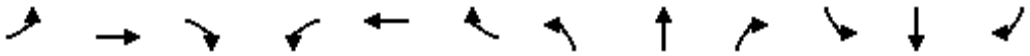
Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	68	43	142	73	32	273
Future Vol, veh/h	68	43	142	73	32	273
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	47	154	79	35	297

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	561	194	0	0	233	0
Stage 1	194	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	489	847	-	-	1335	-
Stage 1	839	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	474	847	-	-	1335	-
Mov Cap-2 Maneuver	552	-	-	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	679	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	638	1335	-
HCM Lane V/C Ratio	-	-	0.189	0.026	-
HCM Control Delay (s)	-	-	12	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1001	132	109	866	113	47	1043	234	93	1063	98
Future Volume (veh/h)	77	1001	132	109	866	113	47	1043	234	93	1063	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	1088	143	118	941	123	51	1134	254	101	1155	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	1460	192	161	1643	733	180	1734	388	157	1976	183
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	530	3158	414	453	3554	1585	439	4172	934	390	4755	440
Grp Volume(v), veh/h	84	611	620	118	941	123	51	925	463	101	827	435
Grp Sat Flow(s),veh/h/ln	530	1777	1796	453	1777	1585	439	1702	1702	390	1702	1791
Q Serve(g_s), s	12.4	25.4	25.5	16.1	17.4	4.1	9.1	19.6	19.6	17.8	16.9	16.9
Cycle Q Clear(g_c), s	29.8	25.4	25.5	41.6	17.4	4.1	26.0	19.6	19.6	37.4	16.9	16.9
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.55	1.00		0.25
Lane Grp Cap(c), veh/h	222	821	830	161	1643	733	180	1415	707	157	1415	744
V/C Ratio(X)	0.38	0.74	0.75	0.73	0.57	0.17	0.28	0.65	0.65	0.64	0.58	0.58
Avail Cap(c_a), veh/h	222	821	830	161	1643	733	180	1415	707	157	1415	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	19.8	19.9	39.5	17.7	14.1	30.3	21.1	21.1	38.2	20.3	20.3
Incr Delay (d2), s/veh	1.1	3.7	3.7	18.1	1.0	0.3	3.9	2.4	4.7	18.6	1.8	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	16.0	16.2	5.9	10.5	2.7	2.1	12.5	13.1	5.5	11.0	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	23.5	23.6	57.6	18.7	14.4	34.2	23.5	25.8	56.8	22.1	23.7
LnGrp LOS	C	C	C	E	B	B	C	C	C	E	C	C
Approach Vol, veh/h		1315			1182			1439			1363	
Approach Delay, s/veh		24.0			22.1			24.6			25.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.0		43.0		47.0		43.0				
Change Period (Y+Rc), s		* 5.4		* 5.6		* 5.4		* 5.6				
Max Green Setting (Gmax), s		* 42		* 37		* 42		* 37				
Max Q Clear Time (g_c+I1), s		43.6		39.4		31.8		28.0				
Green Ext Time (p_c), s		0.0		0.0		6.0		6.3				

Intersection Summary		
HCM 6th Ctrl Delay	24.0	
HCM 6th LOS	C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	984	196	92	1060	79	75	165	55	30	136	71
Future Volume (veh/h)	114	984	196	92	1060	79	75	165	55	30	136	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	1070	213	100	1152	86	82	179	60	33	148	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	1473	292	211	1671	125	392	447	150	383	386	201
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	450	2955	586	431	3352	250	1156	1340	449	1141	1159	603
Grp Volume(v), veh/h	124	642	641	100	610	628	82	0	239	33	0	225
Grp Sat Flow(s),veh/h/ln	450	1777	1765	431	1777	1825	1156	0	1789	1141	0	1762
Q Serve(g_s), s	14.1	17.0	17.2	12.7	15.7	15.8	3.5	0.0	6.2	1.4	0.0	5.9
Cycle Q Clear(g_c), s	29.9	17.0	17.2	29.9	15.7	15.8	9.4	0.0	6.2	7.5	0.0	5.9
Prop In Lane	1.00		0.33	1.00		0.14	1.00		0.25	1.00		0.34
Lane Grp Cap(c), veh/h	226	885	879	211	885	910	392	0	596	383	0	587
V/C Ratio(X)	0.55	0.72	0.73	0.47	0.69	0.69	0.21	0.00	0.40	0.09	0.00	0.38
Avail Cap(c_a), veh/h	226	885	879	211	885	910	392	0	596	383	0	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.0	11.8	11.9	24.2	11.5	11.5	18.9	0.0	15.4	18.3	0.0	15.3
Incr Delay (d2), s/veh	4.8	2.7	2.7	7.4	4.4	4.3	1.2	0.0	2.0	0.4	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	9.1	9.1	3.2	10.2	10.4	1.8	0.0	4.7	0.7	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	14.5	14.6	31.6	15.9	15.8	20.1	0.0	17.4	18.7	0.0	17.2
LnGrp LOS	C	B	B	C	B	B	C	A	B	B	A	B
Approach Vol, veh/h		1407			1338			321			258	
Approach Delay, s/veh		15.8			17.0			18.1			17.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	34.9	25.1	34.9	25.1
Change Period (Y+Rc), s	* 5	5.1	* 5	5.1
Max Green Setting (Gmax), s	* 30	20.0	* 30	20.0
Max Q Clear Time (g_c+I1), s	31.9	9.5	31.9	11.4
Green Ext Time (p_c), s	0.0	1.0	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

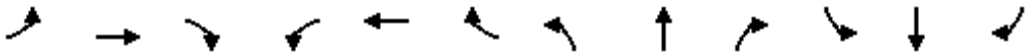
Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	32	300	114	53	154
Future Vol, veh/h	34	32	300	114	53	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	35	326	124	58	167

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	671	388	0	0	450	0
Stage 1	388	-	-	-	-	-
Stage 2	283	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	422	660	-	-	1110	-
Stage 1	686	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	398	660	-	-	1110	-
Mov Cap-2 Maneuver	502	-	-	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	721	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	2.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	568	1110	-
HCM Lane V/C Ratio	-	-	0.126	0.052	-
HCM Control Delay (s)	-	-	12.3	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	956	84	101	836	135	75	1028	170	77	1000	83
Future Volume (veh/h)	107	956	84	101	836	135	75	1028	170	77	1000	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	1039	91	110	909	147	82	1117	185	84	1087	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	1528	134	187	1643	733	196	1834	304	172	1997	165
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	534	3306	289	498	3554	1585	476	4413	730	423	4805	397
Grp Volume(v), veh/h	116	558	572	110	909	147	82	862	440	84	770	407
Grp Sat Flow(s),veh/h/ln	534	1777	1818	498	1777	1585	476	1702	1739	423	1702	1799
Q Serve(g_s), s	18.0	22.2	22.2	19.4	16.6	4.9	14.1	17.8	17.8	17.5	15.4	15.4
Cycle Q Clear(g_c), s	34.7	22.2	22.2	41.6	16.6	4.9	29.5	17.8	17.8	35.3	15.4	15.4
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.42	1.00		0.22
Lane Grp Cap(c), veh/h	228	821	840	187	1643	733	196	1415	723	172	1415	748
V/C Ratio(X)	0.51	0.68	0.68	0.59	0.55	0.20	0.42	0.61	0.61	0.49	0.54	0.54
Avail Cap(c_a), veh/h	228	821	840	187	1643	733	196	1415	723	172	1415	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	19.0	19.0	35.5	17.5	14.3	31.0	20.6	20.6	34.4	19.9	19.9
Incr Delay (d2), s/veh	1.9	2.3	2.2	8.9	0.9	0.4	6.4	2.0	3.8	9.6	1.5	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	14.1	14.3	5.1	10.1	3.2	3.5	11.5	12.2	4.0	10.2	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	21.3	21.2	44.4	18.4	14.8	37.4	22.5	24.4	44.0	21.4	22.7
LnGrp LOS	C	C	C	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1246			1166			1384			1261	
Approach Delay, s/veh		22.2			20.4			24.0			23.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.0		43.0		47.0		43.0				
Change Period (Y+Rc), s		* 5.4		* 5.6		* 5.4		* 5.6				
Max Green Setting (Gmax), s		* 42		* 37		* 42		* 37				
Max Q Clear Time (g_c+I1), s		43.6		37.3		36.7		31.5				
Green Ext Time (p_c), s		0.0		0.1		3.3		4.2				

Intersection Summary		
HCM 6th Ctrl Delay		22.6
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1083	102	81	1109	31	58	105	67	66	141	104
Future Volume (veh/h)	80	1083	102	81	1109	31	58	105	67	66	141	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	1177	111	88	1205	34	63	114	73	72	153	113
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	1636	154	213	1759	50	357	355	227	423	333	246
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	449	3283	309	429	3530	100	1113	1065	682	1196	999	738
Grp Volume(v), veh/h	87	636	652	88	606	633	63	0	187	72	0	266
Grp Sat Flow(s),veh/h/ln	449	1777	1815	429	1777	1852	1113	0	1748	1196	0	1738
Q Serve(g_s), s	11.0	16.8	16.9	12.1	15.6	15.6	2.8	0.0	4.8	2.9	0.0	7.2
Cycle Q Clear(g_c), s	26.6	16.8	16.9	29.0	15.6	15.6	10.1	0.0	4.8	7.7	0.0	7.2
Prop In Lane	1.00		0.17	1.00		0.05	1.00		0.39	1.00		0.42
Lane Grp Cap(c), veh/h	227	885	904	213	885	923	357	0	583	423	0	579
V/C Ratio(X)	0.38	0.72	0.72	0.41	0.68	0.69	0.18	0.00	0.32	0.17	0.00	0.46
Avail Cap(c_a), veh/h	227	885	904	213	885	923	357	0	583	423	0	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.6	11.8	11.8	23.1	11.5	11.5	19.7	0.0	14.9	17.8	0.0	15.7
Incr Delay (d2), s/veh	3.1	3.2	3.2	5.8	4.3	4.1	1.1	0.0	1.5	0.9	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	9.5	9.7	2.6	10.1	10.4	1.4	0.0	3.5	1.5	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	15.0	15.0	28.9	15.7	15.6	20.8	0.0	16.4	18.7	0.0	18.4
LnGrp LOS	C	B	B	C	B	B	C	A	B	B	A	B
Approach Vol, veh/h		1375			1327			250			338	
Approach Delay, s/veh		15.6			16.5			17.5			18.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	34.9	25.1	34.9	25.1
Change Period (Y+Rc), s	* 5	5.1	* 5	5.1
Max Green Setting (Gmax), s	* 30	20.0	* 30	20.0
Max Q Clear Time (g_c+I1), s	31.0	9.7	28.6	12.1
Green Ext Time (p_c), s	0.0	1.3	1.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

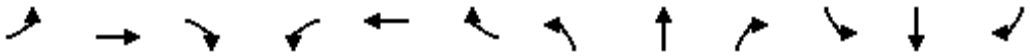
Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	68	43	176	73	32	276
Future Vol, veh/h	68	43	176	73	32	276
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	47	191	79	35	300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	601	231	0	0	270	0
Stage 1	231	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	463	808	-	-	1293	-
Stage 1	807	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	448	808	-	-	1293	-
Mov Cap-2 Maneuver	537	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	677	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	617	1293	-
HCM Lane V/C Ratio	-	-	0.196	0.027	-
HCM Control Delay (s)	-	-	12.2	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1002	132	136	880	120	47	1043	237	93	1063	98
Future Volume (veh/h)	77	1002	132	136	880	120	47	1043	237	93	1063	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	1089	143	148	957	130	51	1134	258	101	1155	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	1565	205	184	1761	785	161	1589	362	138	1817	168
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	519	3159	414	452	3554	1585	439	4158	946	388	4755	440
Grp Volume(v), veh/h	84	612	620	148	957	130	51	928	464	101	827	435
Grp Sat Flow(s),veh/h/ln	519	1777	1796	452	1777	1585	439	1702	1700	388	1702	1791
Q Serve(g_s), s	12.0	23.8	23.9	20.7	16.7	4.1	9.6	20.8	20.9	13.5	17.8	17.9
Cycle Q Clear(g_c), s	28.7	23.8	23.9	44.6	16.7	4.1	27.5	20.8	20.9	34.4	17.8	17.9
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.56	1.00		0.25
Lane Grp Cap(c), veh/h	241	881	890	184	1761	785	161	1301	650	138	1301	685
V/C Ratio(X)	0.35	0.69	0.70	0.81	0.54	0.17	0.32	0.71	0.71	0.73	0.64	0.64
Avail Cap(c_a), veh/h	241	881	890	184	1761	785	161	1301	650	138	1301	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	17.5	17.5	37.8	15.7	12.5	33.9	23.6	23.6	41.1	22.7	22.7
Incr Delay (d2), s/veh	0.9	2.4	2.4	22.0	0.8	0.3	5.1	3.4	6.6	28.4	2.4	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	14.7	14.9	7.2	10.0	2.6	2.2	13.4	14.2	6.0	11.7	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	19.9	19.9	59.8	16.5	12.8	39.0	27.0	30.2	69.5	25.1	27.2
LnGrp LOS	C	B	B	E	B	B	D	C	C	E	C	C
Approach Vol, veh/h		1316			1235			1443			1363	
Approach Delay, s/veh		20.3			21.3			28.4			29.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		40.0		50.0		40.0				
Change Period (Y+Rc), s		* 5.4		* 5.6		* 5.4		* 5.6				
Max Green Setting (Gmax), s		* 45		* 34		* 45		* 34				
Max Q Clear Time (g_c+I1), s		46.6		36.4		30.7		29.5				
Green Ext Time (p_c), s		0.0		0.0		7.8		3.6				

Intersection Summary												
HCM 6th Ctrl Delay			24.9									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	984	196	92	1060	81	75	167	55	50	170	119
Future Volume (veh/h)	118	984	196	92	1060	81	75	167	55	50	170	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	1070	213	100	1152	88	82	182	60	54	185	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	1473	292	211	1667	127	319	449	148	381	342	238
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	449	2955	586	431	3346	255	1066	1347	444	1138	1026	715
Grp Volume(v), veh/h	128	642	641	100	611	629	82	0	242	54	0	314
Grp Sat Flow(s),veh/h/ln	449	1777	1765	431	1777	1824	1066	0	1790	1138	0	1742
Q Serve(g_s), s	14.1	17.0	17.2	12.7	15.8	15.8	4.1	0.0	6.3	2.3	0.0	8.8
Cycle Q Clear(g_c), s	29.9	17.0	17.2	29.9	15.8	15.8	12.9	0.0	6.3	8.6	0.0	8.8
Prop In Lane	1.00		0.33	1.00		0.14	1.00		0.25	1.00		0.41
Lane Grp Cap(c), veh/h	225	885	879	211	885	909	319	0	597	381	0	581
V/C Ratio(X)	0.57	0.72	0.73	0.47	0.69	0.69	0.26	0.00	0.41	0.14	0.00	0.54
Avail Cap(c_a), veh/h	225	885	879	211	885	909	319	0	597	381	0	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	11.8	11.9	24.2	11.5	11.5	21.5	0.0	15.4	18.7	0.0	16.3
Incr Delay (d2), s/veh	5.9	3.0	3.1	7.4	4.4	4.3	1.9	0.0	2.0	0.8	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	9.4	9.4	3.2	10.2	10.5	2.0	0.0	4.7	1.2	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	14.9	15.0	31.6	15.9	15.8	23.4	0.0	17.5	19.5	0.0	19.9
LnGrp LOS	C	B	B	C	B	B	C	A	B	B	A	B
Approach Vol, veh/h		1411			1340			324			368	
Approach Delay, s/veh		16.3			17.0			19.0			19.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	34.9	25.1	34.9	25.1
Change Period (Y+Rc), s	* 5	5.1	* 5	5.1
Max Green Setting (Gmax), s	* 30	20.0	* 30	20.0
Max Q Clear Time (g_c+I1), s	31.9	10.8	31.9	14.9
Green Ext Time (p_c), s	0.0	1.4	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	143	48	358	92	40	237
Future Vol, veh/h	143	48	358	92	40	237
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	155	52	389	100	43	258

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	783	439	0	0	489	0
Stage 1	439	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	362	618	-	-	1074	-
Stage 1	650	-	-	-	-	-
Stage 2	718	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	348	618	-	-	1074	-
Mov Cap-2 Maneuver	464	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	689	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.4	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	495	1074	-
HCM Lane V/C Ratio	-	-	0.419	0.04	-
HCM Control Delay (s)	-	-	17.4	8.5	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2	0.1	-

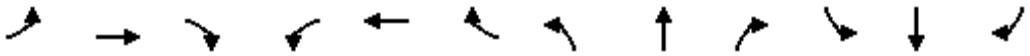
Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	32	318	114	53	205
Future Vol, veh/h	34	32	318	114	53	205
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	35	346	124	58	223

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	747	408	0	0	470	0
Stage 1	408	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	381	643	-	-	1092	-
Stage 1	671	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	358	643	-	-	1092	-
Mov Cap-2 Maneuver	471	-	-	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	678	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	541	1092	-
HCM Lane V/C Ratio	-	-	0.133	0.053	-
HCM Control Delay (s)	-	-	12.7	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	973	84	115	843	139	75	1028	213	77	1000	83
Future Volume (veh/h)	107	973	84	115	843	139	75	1028	213	77	1000	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	1058	91	125	916	151	82	1117	232	84	1087	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	1567	135	191	1682	750	190	1713	356	157	1944	161
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	529	3311	285	489	3554	1585	476	4237	880	404	4805	397
Grp Volume(v), veh/h	116	567	582	125	916	151	82	897	452	84	770	407
Grp Sat Flow(s),veh/h/ln	529	1777	1819	489	1777	1585	476	1702	1712	404	1702	1799
Q Serve(g_s), s	17.9	22.2	22.3	20.3	16.5	5.0	14.4	19.2	19.2	17.2	15.7	15.7
Cycle Q Clear(g_c), s	34.4	22.2	22.3	42.6	16.5	5.0	30.1	19.2	19.2	36.4	15.7	15.7
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.51	1.00		0.22
Lane Grp Cap(c), veh/h	234	841	861	191	1682	750	190	1377	692	157	1377	728
V/C Ratio(X)	0.50	0.67	0.68	0.66	0.54	0.20	0.43	0.65	0.65	0.53	0.56	0.56
Avail Cap(c_a), veh/h	234	841	861	191	1682	750	190	1377	692	157	1377	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	18.3	18.3	36.0	16.8	13.8	32.2	21.7	21.7	37.1	20.6	20.6
Incr Delay (d2), s/veh	1.6	2.1	2.1	10.9	0.8	0.4	7.0	2.4	4.7	12.4	1.6	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	14.0	14.3	5.8	9.9	3.2	3.6	12.3	13.0	4.3	10.4	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	20.5	20.5	47.0	17.6	14.2	39.3	24.1	26.4	49.5	22.3	23.7
LnGrp LOS	C	C	C	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1265			1192			1431			1261	
Approach Delay, s/veh		21.4			20.3			25.7			24.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.0		42.0		48.0		42.0				
Change Period (Y+Rc), s		* 5.4		* 5.6		* 5.4		* 5.6				
Max Green Setting (Gmax), s		* 43		* 36		* 43		* 36				
Max Q Clear Time (g_c+I1), s		44.6		38.4		36.4		32.1				
Green Ext Time (p_c), s		0.0		0.0		4.1		3.2				

Intersection Summary		
HCM 6th Ctrl Delay		23.1
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1083	102	81	1109	57	58	139	67	77	159	129
Future Volume (veh/h)	140	1083	102	81	1109	57	58	139	67	77	159	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	1177	111	88	1205	62	63	151	73	84	173	140
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	1636	154	213	1714	88	319	397	192	394	319	258
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	437	3283	309	429	3439	177	1067	1191	576	1157	957	774
Grp Volume(v), veh/h	152	636	652	88	622	645	63	0	224	84	0	313
Grp Sat Flow(s),veh/h/ln	437	1777	1815	429	1777	1839	1067	0	1767	1157	0	1731
Q Serve(g_s), s	13.6	16.8	16.9	12.1	16.2	16.3	3.1	0.0	5.8	3.6	0.0	8.8
Cycle Q Clear(g_c), s	29.9	16.8	16.9	29.0	16.2	16.3	11.9	0.0	5.8	9.4	0.0	8.8
Prop In Lane	1.00		0.17	1.00		0.10	1.00		0.33	1.00		0.45
Lane Grp Cap(c), veh/h	219	885	904	213	885	916	319	0	589	394	0	577
V/C Ratio(X)	0.69	0.72	0.72	0.41	0.70	0.70	0.20	0.00	0.38	0.21	0.00	0.54
Avail Cap(c_a), veh/h	219	885	904	213	885	916	319	0	589	394	0	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.5	11.8	11.8	23.1	11.6	11.6	21.1	0.0	15.3	18.9	0.0	16.3
Incr Delay (d2), s/veh	10.8	3.2	3.2	5.8	4.6	4.5	1.4	0.0	1.9	1.2	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	9.4	9.6	2.6	10.5	10.8	1.5	0.0	4.3	1.8	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	14.9	14.9	28.9	16.3	16.1	22.5	0.0	17.1	20.1	0.0	19.9
LnGrp LOS	D	B	B	C	B	B	C	A	B	C	A	B
Approach Vol, veh/h		1440			1355			287			397	
Approach Delay, s/veh		17.2			17.0			18.3			19.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	34.9	25.1	34.9	25.1
Change Period (Y+Rc), s	* 5	5.1	* 5	5.1
Max Green Setting (Gmax), s	* 30	20.0	* 30	20.0
Max Q Clear Time (g_c+I1), s	31.0	11.4	31.9	13.9
Green Ext Time (p_c), s	0.0	1.5	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	90	30	216	144	62	311
Future Vol, veh/h	90	30	216	144	62	311
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	33	235	157	67	338

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	786	314	0	0	392	0
Stage 1	314	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	361	726	-	-	1167	-
Stage 1	741	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	340	726	-	-	1167	-
Mov Cap-2 Maneuver	452	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	592	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	499	1167	-
HCM Lane V/C Ratio	-	-	0.261	0.058	-
HCM Control Delay (s)	-	-	14.7	8.3	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1	0.2	-

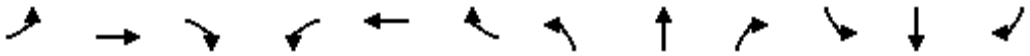
Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	71	45	154	76	33	295
Future Vol, veh/h	71	45	154	76	33	295
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	49	167	83	36	321

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	602	209	0	0	250	0
Stage 1	209	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	463	831	-	-	1316	-
Stage 1	826	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	448	831	-	-	1316	-
Mov Cap-2 Maneuver	533	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	659	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	619	1316	-
HCM Lane V/C Ratio	-	-	0.204	0.027	-
HCM Control Delay (s)	-	-	12.3	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1092	142	162	928	196	55	1258	260	105	1142	113
Future Volume (veh/h)	126	1092	142	162	928	196	55	1258	260	105	1142	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	1187	154	176	1009	213	60	1367	283	114	1241	123
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1674	216	180	1880	838	127	1479	306	92	1648	163
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	457	3164	409	408	3554	1585	399	4240	877	303	4722	468
Grp Volume(v), veh/h	137	665	676	176	1009	213	60	1097	553	114	895	469
Grp Sat Flow(s),veh/h/ln	457	1777	1797	408	1777	1585	399	1702	1713	303	1702	1786
Q Serve(g_s), s	25.4	25.4	25.6	22.0	16.8	6.6	10.5	27.9	27.9	3.5	20.9	20.9
Cycle Q Clear(g_c), s	42.2	25.4	25.6	47.6	16.8	6.6	31.4	27.9	27.9	31.4	20.9	20.9
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.51	1.00		0.26
Lane Grp Cap(c), veh/h	236	940	950	180	1880	838	127	1188	597	92	1188	623
V/C Ratio(X)	0.58	0.71	0.71	0.98	0.54	0.25	0.47	0.92	0.93	1.24	0.75	0.75
Avail Cap(c_a), veh/h	236	940	950	180	1880	838	127	1188	597	92	1188	623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	16.0	16.0	38.8	13.9	11.5	40.9	28.2	28.2	44.8	25.9	25.9
Incr Delay (d2), s/veh	3.5	2.5	2.5	46.2	0.6	0.4	12.2	13.3	22.4	173.1	4.4	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.2	15.3	15.6	9.3	9.6	4.1	3.2	18.9	20.9	11.6	13.7	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	18.4	18.5	84.9	14.6	12.0	53.1	41.4	50.6	217.9	30.3	34.1
LnGrp LOS	C	B	B	F	B	B	D	D	D	F	C	C
Approach Vol, veh/h		1478			1398			1710			1478	
Approach Delay, s/veh		19.7			23.0			44.8			46.0	
Approach LOS		B			C			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.0		37.0		53.0		37.0				
Change Period (Y+Rc), s		* 5.4		* 5.6		* 5.4		* 5.6				
Max Green Setting (Gmax), s		* 48		* 31		* 48		* 31				
Max Q Clear Time (g_c+I1), s		49.6		33.4		44.2		33.4				
Green Ext Time (p_c), s		0.0		0.0		2.7		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1102	204	96	1177	81	78	172	57	32	142	84
Future Volume (veh/h)	126	1102	204	96	1177	81	78	172	57	32	142	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	1198	222	104	1279	88	85	187	62	35	154	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	1493	275	181	1681	115	375	448	149	375	367	217
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	398	2996	552	378	3374	232	1135	1344	446	1131	1102	651
Grp Volume(v), veh/h	137	707	713	104	672	695	85	0	249	35	0	245
Grp Sat Flow(s),veh/h/ln	398	1777	1771	378	1777	1829	1135	0	1790	1131	0	1753
Q Serve(g_s), s	11.5	19.9	20.3	9.6	18.3	18.4	3.8	0.0	6.5	1.5	0.0	6.5
Cycle Q Clear(g_c), s	29.9	19.9	20.3	29.9	18.3	18.4	10.3	0.0	6.5	7.9	0.0	6.5
Prop In Lane	1.00		0.31	1.00		0.13	1.00		0.25	1.00		0.37
Lane Grp Cap(c), veh/h	196	885	883	181	885	911	375	0	597	375	0	584
V/C Ratio(X)	0.70	0.80	0.81	0.58	0.76	0.76	0.23	0.00	0.42	0.09	0.00	0.42
Avail Cap(c_a), veh/h	196	885	883	181	885	911	375	0	597	375	0	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.53	0.53	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.8	12.5	12.6	27.2	12.1	12.2	19.5	0.0	15.5	18.6	0.0	15.5
Incr Delay (d2), s/veh	10.5	4.1	4.3	12.7	6.1	6.0	1.4	0.0	2.1	0.5	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	10.7	10.9	3.7	11.9	12.2	1.9	0.0	4.9	0.7	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.3	16.6	17.0	39.9	18.2	18.2	20.9	0.0	17.6	19.1	0.0	17.7
LnGrp LOS	D	B	B	D	B	B	C	A	B	B	A	B
Approach Vol, veh/h		1557			1471			334			280	
Approach Delay, s/veh		18.6			19.7			18.5			17.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	34.9	25.1	34.9	25.1
Change Period (Y+Rc), s	* 5	5.1	* 5	5.1
Max Green Setting (Gmax), s	* 30	20.0	* 30	20.0
Max Q Clear Time (g_c+I1), s	31.9	9.9	31.9	12.3
Green Ext Time (p_c), s	0.0	1.1	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

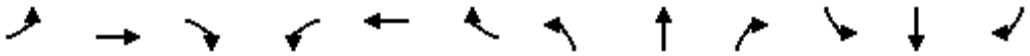
Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	33	346	119	55	282
Future Vol, veh/h	35	33	346	119	55	282
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	36	376	129	60	307

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	868	441	0	0	505	0
Stage 1	441	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	323	616	-	-	1060	-
Stage 1	648	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	301	616	-	-	1060	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	613	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	500	1060	-
HCM Lane V/C Ratio	-	-	0.148	0.056	-
HCM Control Delay (s)	-	-	13.4	8.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	1039	93	186	924	173	88	1139	220	85	1168	130
Future Volume (veh/h)	137	1039	93	186	924	173	88	1139	220	85	1168	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	1129	101	202	1004	188	96	1238	239	92	1270	141
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	1745	156	208	1880	838	120	1499	289	111	1627	181
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	470	3299	295	453	3554	1585	381	4296	829	358	4663	518
Grp Volume(v), veh/h	149	607	623	202	1004	188	96	981	496	92	927	484
Grp Sat Flow(s),veh/h/ln	470	1777	1817	453	1777	1585	381	1702	1721	358	1702	1777
Q Serve(g_s), s	27.5	22.0	22.1	25.5	16.7	5.7	9.5	23.7	23.7	7.7	21.9	21.9
Cycle Q Clear(g_c), s	44.1	22.0	22.1	47.6	16.7	5.7	31.4	23.7	23.7	31.4	21.9	21.9
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.48	1.00		0.29
Lane Grp Cap(c), veh/h	241	940	961	208	1880	838	120	1188	600	111	1188	620
V/C Ratio(X)	0.62	0.65	0.65	0.97	0.53	0.22	0.80	0.83	0.83	0.83	0.78	0.78
Avail Cap(c_a), veh/h	241	940	961	208	1880	838	120	1188	600	111	1188	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	15.2	15.2	36.9	13.9	11.3	43.0	26.8	26.8	43.7	26.2	26.2
Incr Delay (d2), s/veh	4.7	1.5	1.5	39.5	0.6	0.3	41.1	6.6	12.3	49.0	5.1	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.9	13.4	13.7	9.9	9.5	3.6	6.3	15.6	16.9	6.4	14.4	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	16.7	16.7	76.4	14.5	11.7	84.1	33.4	39.1	92.8	31.3	35.6
LnGrp LOS	C	B	B	E	B	B	F	C	D	F	C	D
Approach Vol, veh/h		1379			1394			1573			1503	
Approach Delay, s/veh		18.5			23.1			38.3			36.5	
Approach LOS		B			C			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.0		37.0		53.0		37.0				
Change Period (Y+Rc), s		* 5.4		* 5.6		* 5.4		* 5.6				
Max Green Setting (Gmax), s		* 48		* 31		* 48		* 31				
Max Q Clear Time (g_c+I1), s		49.6		33.4		46.1		33.4				
Green Ext Time (p_c), s		0.0		0.0		1.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		29.5
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1191	106	84	1243	33	60	109	70	107	147	192
Future Volume (veh/h)	116	1191	106	84	1243	33	60	109	70	107	147	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	1295	115	91	1351	36	65	118	76	116	160	209
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	1646	146	186	1762	47	270	354	228	417	245	320
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	390	3302	292	382	3536	94	1013	1063	684	1189	736	961
Grp Volume(v), veh/h	126	695	715	91	678	709	65	0	194	116	0	369
Grp Sat Flow(s),veh/h/ln	390	1777	1818	382	1777	1853	1013	0	1747	1189	0	1697
Q Serve(g_s), s	11.3	19.3	19.5	10.4	18.6	18.6	3.5	0.0	5.0	4.9	0.0	11.1
Cycle Q Clear(g_c), s	29.9	19.3	19.5	29.9	18.6	18.6	14.6	0.0	5.0	9.9	0.0	11.1
Prop In Lane	1.00		0.16	1.00		0.05	1.00		0.39	1.00		0.57
Lane Grp Cap(c), veh/h	193	885	906	186	885	924	270	0	582	417	0	566
V/C Ratio(X)	0.65	0.78	0.79	0.49	0.77	0.77	0.24	0.00	0.33	0.28	0.00	0.65
Avail Cap(c_a), veh/h	193	885	906	186	885	924	270	0	582	417	0	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	12.4	12.4	26.2	12.2	12.2	23.3	0.0	15.0	18.7	0.0	17.0
Incr Delay (d2), s/veh	10.8	4.7	4.7	8.9	6.3	6.1	2.1	0.0	1.5	1.7	0.0	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	11.0	11.3	3.1	12.0	12.4	1.7	0.0	3.7	2.6	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	17.1	17.1	35.2	18.5	18.3	25.4	0.0	16.5	20.3	0.0	22.8
LnGrp LOS	D	B	B	D	B	B	C	A	B	C	A	C
Approach Vol, veh/h		1536			1478			259			485	
Approach Delay, s/veh		18.8			19.4			18.8			22.2	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	34.9	25.1	34.9	25.1
Change Period (Y+Rc), s	* 5	5.1	* 5	5.1
Max Green Setting (Gmax), s	* 30	20.0	* 30	20.0
Max Q Clear Time (g_c+I1), s	31.9	13.1	31.9	16.6
Green Ext Time (p_c), s	0.0	1.6	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

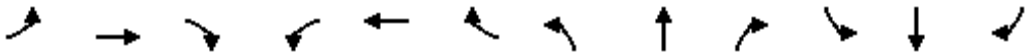
Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	71	45	188	76	33	298
Future Vol, veh/h	71	45	188	76	33	298
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	49	204	83	36	324

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	642	246	0	0	287	0
Stage 1	246	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	438	793	-	-	1275	-
Stage 1	795	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	423	793	-	-	1275	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	657	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	598	1275	-
HCM Lane V/C Ratio	-	-	0.211	0.028	-
HCM Control Delay (s)	-	-	12.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1093	142	189	942	203	55	1258	263	105	1142	113
Future Volume (veh/h)	126	1093	142	189	942	203	55	1258	263	105	1142	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	1188	154	205	1024	221	60	1367	286	114	1241	123
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	1744	225	194	1958	874	115	1382	289	81	1543	153
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	447	3165	409	407	3554	1585	399	4231	884	302	4722	468
Grp Volume(v), veh/h	137	665	677	205	1024	221	60	1099	554	114	895	469
Grp Sat Flow(s),veh/h/ln	447	1777	1797	407	1777	1585	399	1702	1711	302	1702	1786
Q Serve(g_s), s	25.1	24.2	24.4	25.2	16.4	6.5	7.8	28.9	29.0	0.4	21.6	21.6
Cycle Q Clear(g_c), s	41.5	24.2	24.4	49.6	16.4	6.5	29.4	28.9	29.0	29.4	21.6	21.6
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.52	1.00		0.26
Lane Grp Cap(c), veh/h	245	979	990	194	1958	874	115	1112	559	81	1112	583
V/C Ratio(X)	0.56	0.68	0.68	1.06	0.52	0.25	0.52	0.99	0.99	1.40	0.80	0.80
Avail Cap(c_a), veh/h	245	979	990	194	1958	874	115	1112	559	81	1112	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	14.5	14.5	37.6	12.7	10.5	42.8	30.1	30.2	45.0	27.7	27.7
Incr Delay (d2), s/veh	2.8	1.9	1.9	64.5	0.6	0.4	16.1	24.4	35.7	238.4	6.2	11.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	14.4	14.7	11.7	9.2	4.0	3.3	21.5	23.7	12.9	14.4	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	16.4	16.5	102.1	13.3	10.9	58.8	54.6	65.9	283.4	33.9	38.9
LnGrp LOS	C	B	B	F	B	B	E	D	E	F	C	D
Approach Vol, veh/h		1479			1450			1713			1478	
Approach Delay, s/veh		17.6			25.5			58.4			54.7	
Approach LOS		B			C			E			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.0		35.0		55.0		35.0				
Change Period (Y+Rc), s		* 5.4		* 5.6		* 5.4		* 5.6				
Max Green Setting (Gmax), s		* 50		* 29		* 50		* 29				
Max Q Clear Time (g_c+I1), s		51.6		31.4		43.5		31.4				
Green Ext Time (p_c), s		0.0		0.0		4.6		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			39.9									
HCM 6th LOS			D									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	1102	204	96	1177	83	78	174	57	52	176	132
Future Volume (veh/h)	130	1102	204	96	1177	83	78	174	57	52	176	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	1198	222	104	1279	90	85	189	62	57	191	143
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	1493	275	181	1678	118	303	449	147	374	331	248
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	397	2996	552	378	3368	237	1046	1348	442	1129	993	743
Grp Volume(v), veh/h	141	707	713	104	674	695	85	0	251	57	0	334
Grp Sat Flow(s),veh/h/ln	397	1777	1771	378	1777	1828	1046	0	1791	1129	0	1737
Q Serve(g_s), s	11.4	19.9	20.3	9.6	18.4	18.5	4.4	0.0	6.5	2.5	0.0	9.5
Cycle Q Clear(g_c), s	29.9	19.9	20.3	29.9	18.4	18.5	13.9	0.0	6.5	9.0	0.0	9.5
Prop In Lane	1.00		0.31	1.00		0.13	1.00		0.25	1.00		0.43
Lane Grp Cap(c), veh/h	195	885	883	181	885	911	303	0	597	374	0	579
V/C Ratio(X)	0.72	0.80	0.81	0.58	0.76	0.76	0.28	0.00	0.42	0.15	0.00	0.58
Avail Cap(c_a), veh/h	195	885	883	181	885	911	303	0	597	374	0	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	12.5	12.6	27.2	12.2	12.2	22.2	0.0	15.5	19.0	0.0	16.5
Incr Delay (d2), s/veh	12.4	4.4	4.6	12.7	6.1	6.0	2.3	0.0	2.2	0.9	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	10.9	11.1	3.7	11.9	12.2	2.2	0.0	5.0	1.2	0.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	16.9	17.3	39.9	18.3	18.2	24.6	0.0	17.7	19.9	0.0	20.7
LnGrp LOS	D	B	B	D	B	B	C	A	B	B	A	C
Approach Vol, veh/h		1561			1473			336			391	
Approach Delay, s/veh		19.1			19.8			19.4			20.5	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	34.9	25.1	34.9	25.1
Change Period (Y+Rc), s	* 5	5.1	* 5	5.1
Max Green Setting (Gmax), s	* 30	20.0	* 30	20.0
Max Q Clear Time (g_c+I1), s	31.9	11.5	31.9	15.9
Green Ext Time (p_c), s	0.0	1.5	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	143	48	379	92	40	258
Future Vol, veh/h	143	48	379	92	40	258
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	155	52	412	100	43	280

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	828	462	0	0	512	0
Stage 1	462	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	341	600	-	-	1053	-
Stage 1	634	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	327	600	-	-	1053	-
Mov Cap-2 Maneuver	447	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.2	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	478	1053	-
HCM Lane V/C Ratio	-	-	0.434	0.041	-
HCM Control Delay (s)	-	-	18.2	8.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2.2	0.1	-

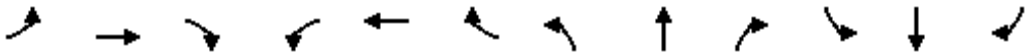
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	33	364	119	55	333
Future Vol, veh/h	35	33	364	119	55	333
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	36	396	129	60	362

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	943	461	0	0	525	0
Stage 1	461	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	291	600	-	-	1042	-
Stage 1	635	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	270	600	-	-	1042	-
Mov Cap-2 Maneuver	398	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	476	1042	-
HCM Lane V/C Ratio	-	-	0.155	0.057	-
HCM Control Delay (s)	-	-	13.9	8.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	1056	93	200	931	177	88	1139	263	85	1168	130
Future Volume (veh/h)	137	1056	93	200	931	177	88	1139	263	85	1168	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	1148	101	217	1012	192	96	1238	286	92	1270	141
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	1784	157	211	1919	856	114	1400	323	99	1575	175
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	464	3305	290	445	3554	1585	381	4145	957	342	4663	518
Grp Volume(v), veh/h	149	617	632	217	1012	192	96	1017	507	92	927	484
Grp Sat Flow(s),veh/h/ln	464	1777	1818	445	1777	1585	381	1702	1698	342	1702	1777
Q Serve(g_s), s	27.3	22.0	22.1	26.5	16.5	5.7	8.1	25.4	25.4	5.0	22.3	22.3
Cycle Q Clear(g_c), s	43.8	22.0	22.1	48.6	16.5	5.7	30.4	25.4	25.4	30.4	22.3	22.3
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.56	1.00		0.29
Lane Grp Cap(c), veh/h	246	959	982	211	1919	856	114	1150	574	99	1150	600
V/C Ratio(X)	0.61	0.64	0.64	1.03	0.53	0.22	0.84	0.88	0.88	0.93	0.81	0.81
Avail Cap(c_a), veh/h	246	959	982	211	1919	856	114	1150	574	99	1150	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.53	0.53	0.53	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	14.6	14.6	36.8	13.3	10.8	43.6	28.1	28.1	44.5	27.1	27.1
Incr Delay (d2), s/veh	4.2	1.5	1.5	52.4	0.6	0.3	49.2	10.0	17.9	72.6	6.1	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	13.3	13.6	11.3	9.2	3.5	6.6	17.1	18.6	7.3	14.8	16.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	16.1	16.1	89.2	13.9	11.2	92.7	38.2	46.0	117.1	33.2	38.2
LnGrp LOS	C	B	B	F	B	B	F	D	D	F	C	D
Approach Vol, veh/h		1398			1421			1620			1503	
Approach Delay, s/veh		17.7			25.0			43.9			39.9	
Approach LOS		B			C			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.0		36.0		54.0		36.0				
Change Period (Y+Rc), s		* 5.4		* 5.6		* 5.4		* 5.6				
Max Green Setting (Gmax), s		* 49		* 30		* 49		* 30				
Max Q Clear Time (g_c+I1), s		50.6		32.4		45.8		32.4				
Green Ext Time (p_c), s		0.0		0.0		2.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			32.2									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	1191	106	84	1243	59	60	143	70	118	165	217
Future Volume (veh/h)	176	1191	106	84	1243	59	60	143	70	118	165	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	1295	115	91	1351	64	65	155	76	128	179	236
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	1646	146	186	1721	81	234	395	194	388	244	322
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	380	3302	292	382	3454	163	971	1185	581	1149	732	965
Grp Volume(v), veh/h	191	695	715	91	694	721	65	0	231	128	0	415
Grp Sat Flow(s),veh/h/ln	380	1777	1818	382	1777	1841	971	0	1766	1149	0	1697
Q Serve(g_s), s	10.5	19.3	19.5	10.4	19.3	19.4	3.8	0.0	6.0	5.8	0.0	13.0
Cycle Q Clear(g_c), s	29.9	19.3	19.5	29.9	19.3	19.4	16.7	0.0	6.0	11.8	0.0	13.0
Prop In Lane	1.00		0.16	1.00		0.09	1.00		0.33	1.00		0.57
Lane Grp Cap(c), veh/h	187	885	906	186	885	917	234	0	589	388	0	566
V/C Ratio(X)	1.02	0.78	0.79	0.49	0.78	0.79	0.28	0.00	0.39	0.33	0.00	0.73
Avail Cap(c_a), veh/h	187	885	906	186	885	917	234	0	589	388	0	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.1	12.4	12.4	26.2	12.4	12.4	25.0	0.0	15.3	19.9	0.0	17.7
Incr Delay (d2), s/veh	59.8	4.7	4.7	8.9	6.9	6.7	2.9	0.0	2.0	2.3	0.0	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.0	11.0	11.3	3.1	12.5	12.9	1.8	0.0	4.5	3.0	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.0	17.1	17.1	35.2	19.3	19.2	28.0	0.0	17.3	22.1	0.0	25.9
LnGrp LOS	F	B	B	D	B	B	C	A	B	C	A	C
Approach Vol, veh/h		1601			1506			296			543	
Approach Delay, s/veh		25.6			20.2			19.6			25.0	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	34.9	25.1	34.9	25.1
Change Period (Y+Rc), s	* 5	5.1	* 5	5.1
Max Green Setting (Gmax), s	* 30	20.0	* 30	20.0
Max Q Clear Time (g_c+I1), s	31.9	15.0	31.9	18.7
Green Ext Time (p_c), s	0.0	1.5	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	90	30	259	144	62	446
Future Vol, veh/h	90	30	259	144	62	446
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	33	282	157	67	485

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	980	361	0	0	439	0
Stage 1	361	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	277	684	-	-	1121	-
Stage 1	705	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	260	684	-	-	1121	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	505	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	429	1121	-
HCM Lane V/C Ratio	-	-	0.304	0.06	-
HCM Control Delay (s)	-	-	17	8.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0.2	-