City of Los Angeles

Department of City Planning
City Hall • 200 N. Spring Street, Room 621 • Los Angeles, CA 90012

SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT

The Parks in LA

Wilshire Community Plan Area
Case Number: ENV-2019-2568-SCEA

Project Location: 3431-3455 W. 8th Street, 749, 765 & 767 S. Harvard Boulevard, Los Angeles, California, 90005

Council District: 10 - Hutt

Project Description: The Project Site is currently developed with five existing commercial buildings totaling approximately 20,000 square-feet in size, and one single-family house approximately 2,000 square-feet in size. The existing structures and hardscape will be demolished for the construction of an eight-story (88'-6" high to top of parapet), mixed-use building with 40,500 square-feet of commercial space and 251 residential units, including 29 income-restricted units, above two levels of subterranean parking with 284 automobile parking spaces and 204 bicycle parking spaces. The first floor will contain two residential lobbies, 18,000 square-feet of commercial space, outdoor seating areas, an internal courtyard, and a public parklet at the corner of Harvard Boulevard and 8th Street. The second floor will contain 7,000 square-feet of commercial office space, 15,500 square-feet of creative office space, 18 live/work loft units, and 4,500 square-feet of communal area for the floor. The third floor is a loft level, and the fourth through eighth floors will contain the remaining residential units and residential amenities. The building will total 292,820 square-feet on a 63,1185 square-foot lot and require the export of 58,300 cubic yards of soil intended for the Azusa Land Reclamation landfill approximately 27 miles east of the project site. There are no protected trees on or adjacent to the Project Site. Fifteen (15) non-protected on-site trees proposed for removal and replacement on site.

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I. INTRODUCTION

This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the California Public Resources Code.

Project Name: The Parks in L.A. Mixed Use Project

Project Applicant: Charles Park & Associates, LLC

Project Location: 3431-3455 W. 8th Street, 749, 765 & 767 S. Harvard Boulevard

Community Plan Area: Wilshire

Council District: 10 – Hutt

Project Description Summary: The infill Project will construct an eight-story mixed-use building with 251 residential units above two levels of subterranean parking on 1.45 acres located on 8th Street West between Hobart and Harvard Boulevards in the Wilshire Community Plan area. The proposed building will have 18,000 square-feet of commercial retail space on the ground floor and 22,500 square-feet of office space on the second floor. Residential units include 18 live/work units and 29 income-restricted units, and a total of 284 automobile parking spaces and 204 bicycle parking spaces are included. Construction will require demolition of five existing commercial buildings and one single family house comprising a total of approximately 22,000 square-feet.

The Project Applicant is requesting the following entitlements:

1) Pursuant to Charter Section 555 and LAMC Section 11.5.8, a General Plan Amendment to re-designate the land use designation in the Wilshire Community Plan from Neighborhood Office Commercial to Regional Commercial for all Project parcels;
2) Pursuant to City Charter Section 558 and LAMC Section 12.32.F, a Zone change from PB to C2 for APNs 5093-018-007, -017, -018;
3) Pursuant to City Charter Section 558 and LAMC Section 12.32.F, a Height District change from No. 1 to No. 2 for all parcels;
4) Pursuant to LAMC Section 11.5.11(e), two Developer Incentives to permit:
    a. To allow a 16-foot rear yard setback in lieu of the 20-foot rear yard setback otherwise required;
    b. A 20 percent reduction to permit a minimum 20,580 square feet of overall usable open space in lieu of the minimum 25,725 square feet otherwise required.
5) Pursuant to LAMC Section 16.05, a Site Plan Review for a mixed-use development project that creates 251 dwelling units and 61,500 square feet of commercial floor area.
6) Pursuant to LAMC Section 12.24.W-1 and ZA Memo No. 126, a Main Conditional Use Permit to allow the sale of a full-line of alcoholic beverages for on-site consumption in conjunction with three restaurants.

INFORMATIONAL BACKGROUND ON SB 375 & SCEA

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 (MPOs)

to incorporate a "sustainable communities strategy" (SCS) into their regional transportation plans to achieve their respective region's GHG emission reduction targets set by the California Air Resources Board (CARB). Correspondingly, SB 375 provides various 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.

The Southern California Association of Governments (SCAG) is the MPO for the County of Los Angeles (along with the Counties of Imperial, San Bernardino, Riverside, Orange, and Ventura). The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS aka Connect SoCal) is the most recent RTP/SC adopted by SCAG. The 2020-2045 RTP/SCS is a long-range visioning plan that examines existing land use and transportation conditions throughout the SCAG region and forecasts how the plan will meet the region's transportation needs between 2020 and 2045, as well as achieve CARB's GHG emissions reduction targets. On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 RTP/SCS. On October 30, 2020, CARB officially determined that the 2020-2045 RTP/SCS would achieve CARB's 2035 GHG emission reduction target of 19 percent below 2005 per capita emissions levels.

SB 375 allows the City, acting as lead agency, to prepare a SCEA as the environmental CEQA Clearance for "transit priority projects" (as described below) that are consistent with the 2020-2045 RTP/SC.

TRANSIT PRIORITY PROJECT CRITERIA

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 Public Resources Code §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 2020-2045 RTP/SC;
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 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.

SCEA PROCESS AND STREAMLINING PROVISION

Qualifying TPPs that have incorporated all feasible mitigation measures and performance standards, or criteria set forth in the prior applicable EIR (i.e., SCAG's 2020-2040 RTP/SCS Program EIR) and that are determined to not result in significant and unavoidable environmental impacts may be approved with a SCEA. The specific substantive and procedural requirements for the approval of a SCEA include the following:

1) An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts, except for the following:
    a) Growth-inducing impacts, and

b) Project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network.[1]

2) The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.

3) The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.

4) A draft of the SCEA shall be circulated for a public comment period not less than 30 days, and the lead agency shall consider all comments received prior to acting on the SCEA.

5) The SCEA may be approved by the lead agency after the lead agency's legislative body, or a planning commission if local ordinances allow for the appeal of a CEQA determination by a non-elected decisionmaker to the legislative body, conducts a public hearing, reviews comments received, and finds the following:

   a) All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and

   b) With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:

      i) Changes or alterations have been required or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.

      ii) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

6) The lead agency's decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard.

REQUIRED FINDINGS

The City of Los Angeles finds, based on the information contained in Section II (Project Description), Section III (SCEA Criteria and Transit Priority Project Consistency Analysis), Section IV (RTP/SCS Project EIR Mitigation Measures), and Section V (Sustainable Communities Environmental Impact Analysis) of this document, the City finds that preparation of a SCEA in accordance with Public Resources Code Section 21155.2(b) is appropriate for the Project for the following reasons:

- The Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the area of the Project Site in the 2020-2045 RTP/SCS prepared by SCAG, which is the MPO for the City.
- The State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SCAG's determination that the sustainable communities strategy adopted by SCAG would, if implemented, achieve the greenhouse gas emission reduction targets.

[1] "Regional transportation network" means all existing and proposed transportation system improvements, including the state transportation system, that were included in the transportation and air quality conformity modeling, including congestion modeling, for the final regional transportation plan adopted by the metropolitan planning organization, but shall not include local streets and roads. Nothing in the foregoing relieves any project from a requirement to comply with any conditions, exactions, or fees for the mitigation of the project's impacts on the structure, safety, or operations of the regional transportation network or local streets and roads.

- D units an acre; and is within one-half mile of a major transit stop or high- quality transit corridor included in a regional transportation plan;
- The Project is a residential or mixed-use project as defined by Public Resources Code Section 21159.28(d);
- The Project incorporates all relevant and applicable mitigation measures, performance standards, or criteria set forth in the prior environmental reports and adopted findings made pursuant to Public Resources Code Section 21081, including the 2020-2045 RTP/SCS 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
- As outlined in detail in Section V (Sustainable Communities Environmental Impact Analysis) changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of less than significant.

ORGANIZATION OF THE SCEA

Based on the information presented above, the SCEA for the Project is organized into sections as follows:

Section I. Introduction: Provides introductory information about the Project and background information regarding SB 375, lists the TPP criteria, and describes the required content of the SCEA.

Section II. Project Description: Provides a detailed description of the environmental setting and the Project characteristics.

Section III. SCEA Criteria and Transit Priority Project Consistency: Includes a discussion of the Project's consistency with the TPP criteria listed above and demonstrates that the Project satisfies all necessary criteria for approval of a SCEA as set forth in California Public Resources Code Sections 21155 and 21155.2.

Section IV. Applicability of Prior EIR Mitigation Measures: Identifies all of the mitigation measures contained in the Mitigation Monitoring and Reporting Program (MMRP) for SCAG's 2020-2045 RTP/SCS Program EIR and provides a discussion of the applicability of the mitigation measures to the Project.

Section V. Initial Study/Sustainable Communities Environmental Impact Analysis: For each environmental issue identified in the Initial Study Checklist, contains an assessment and discussion of Project-specific and cumulative impacts associated with each subject area. Where the evaluation identifies potentially significant effects, as identified on the Checklist, mitigation measures are provided to reduce such impacts to less-than-significant levels.

Sections VI-VIII: List of Preparers; References; Appendices.

II. PROJECT DESCRIPTION

ENVIRONMENTAL SETTING

The Project Site is located in a densely developed urbanized area of Los Angeles. The 63,118.5 square-foot, 1.45 acre Site occupies several parcels on the north side of West 8th Street, between Hobart Boulevard to the west and Harvard Boulevard to the east, within the Wilshire Community Plan area of the City. These are lots 110, 111, 112, 113, and 114 of the Wilshire Harvard Heights Tract, and lots 202, 201 and part of 200 of Tract 2189, Assessor Parcel Numbers (APNs) 5093-018-017, -018, -019, -020 & 5093-018-007, -008, -009. The Site has street frontage on all three streets and existing buildings are addressed as 3431-3455 W. 8th Street, 749, 765, and 767 S. Harvard Boulevard. The Site is currently developed with five commercial buildings clustered together to the southeast oriented toward 8th Street, and one single-family house in the northeastern parcel facing Harvard Boulevard. Separating the house and the commercial buildings is a parking lot that extends between Hobart and Harvard Boulevards, and a parking lot covers the southwest corner of the Site at the intersection as well. Two of the commercial buildings are two-story, the other three are single-story, and the single-family house is single-story as well. The commercial buildings comprise approximately 17,800 square-feet of gross floor space, and the single-family house is approximately 2,084 square-feet in size.

There are no protected trees on or adjacent to the Project Site as defined by Section SEC. 46.01 of the Los Angeles Municipal Code (LAMC)[2]. Within the public right-of-way adjacent to the Project Site there are 12 "significant" trees (trees at least 8 inches in diameter) and 12 trees under 8 inches in diameter. Three of the significant street trees will be removed. "Significant" trees are not protected but are identified for the City for planning purposes. Inside the Project parcel boundaries are a total of 25 trees, with 15 of them over 8 inches in diameter, all of which will be removed for construction of the Project. These trees are detailed in **Table II-1, Project Tree Inventory.**

Table II-1
Project Tree Inventory

Street Trees	**Count**	**To Be Removed**
Ficus macrocarpa	11*	3*
Butia capitata	1	-
Cupressus sempervirens	11	11
Callistemon viminalis	1	-
On Site Trees	**Count**	**To Be Removed**
Ficus macrocarpa	4*	4*
Brachychiton sp.	1	1
Cupaniopsis anacardioides	1*	1*
Punica granatum	2	2
Eriobotrya deflexa	1*	1*
Washingtonia robusta	7*	7*
Eriobotrya japonica	6	6
Citrus sp.	1	1
Fraxinus uhdei	2*	2*
* Indicates over 8" in diameter. Source: Class One Arboriculture Inc., 3433 W. 8th St. Arborist Report, August 9, 2021 and YKD Landscape Architecture Urban Design, 3433 West 8th Street, June 1, 2021		

[2] Native oak trees (*Quercus spp.* excluding scrub oak), Southern California black walnut (*Juglans californica*), western sycamore (*Platanus racemosa*), California bay (*Umbellularia californica*), Mexican elderberry (*Sambucus mexicana*), and toyon (*Heteromeles arbutifolia*)

The Site is bounded to the west, south, and east by the aforementioned streets, and to the north by two and three-story multifamily residential buildings. The Project Site fronts 8th Street, an arterial classified as an Avenue II, which is chiefly a commercial corridor within the immediate vicinity with two travel lanes in both directions. Within 0.2 to 0.34 miles in each direction are the arterial streets Western Avenue (west), Wilshire Boulevard (north), Irolo Street (east), and Olympic Boulevard (south). Each contains two or more travel lanes in each direction, with the exception of Irolo Street which has in sections just one travel lane in each direction. Local streets within this area tend to be lined with multifamily residential buildings, with a few single-family houses scattered about, and the arterials tend be lined with commercial buildings with some multifamily or mixed-use residential buildings, with the exception of Irolo Street which is primarily multifamily. Residential buildings in the area range between two and eight stories tall, with five to eight story buildings common within a 0.5 mile radius of the site, including Ashby Apartments directly south of the Site on 8th Street, and The Harper apartment building directly southeast on 8th Street. Residential or mixed-use residential buildings over ten stories tall can be found near Wilshire Boulevard. Commercial buildings tend to be more low-slung, with the exception of buildings along Wilshire Boulevard which can reach over 20 stories tall.

Nearby Transit

There are multiple transit options within 0.5 miles of the site. Los Angeles Metro bus route 66 runs along 8th Street with stops roughly every 2 to 3 blocks. North/south bus routes run on Irolo Street to the east (route 206) and Western Avenue to the west (bus route 207). The LADOT DASH Wilshire Center/Koreatown clockwise and counterclockwise routes also run on Western Avenue. Metro's rail service can be accessed from either the Wilshire/Western station or the Wilshire/Normandie station, both roughly 0.3 miles from the project site providing access to the Purple Line, and bus routes 720 and 20 both run on Wilshire Boulevard. Further from the site, bus route 18 is available on 6th Street, and route 28 on Olympic Boulevard.

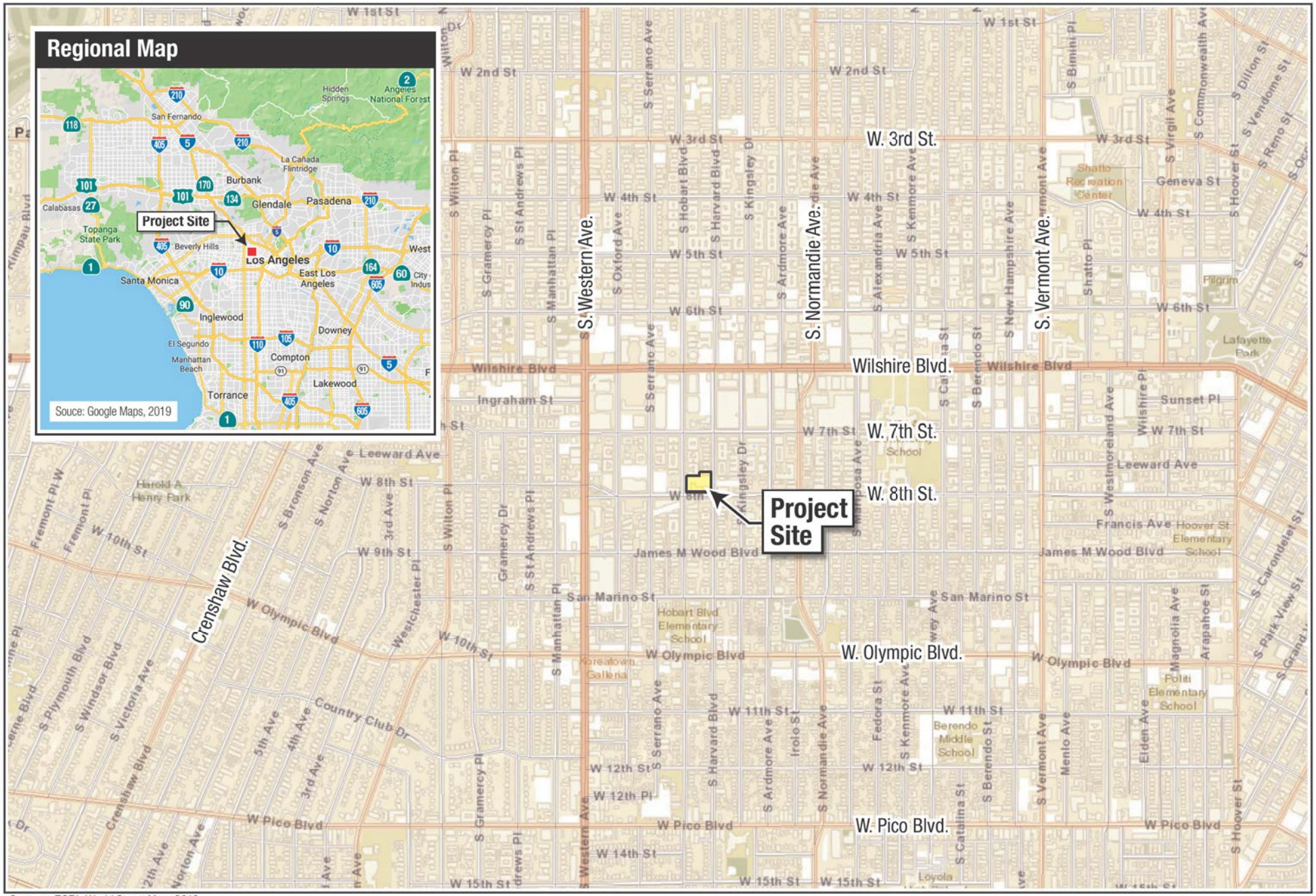
The regional context for the Site is shown in **Figure II-1, Regional Location Map**, and the boundaries of the Site and its local context is shown in **Figure II-2, Vicinity Map**.

Zoning and General Plan Designation

The Project parcel containing the single-family house and the two parcels adjacent to it are zoned PB-1 (Parking Building Zone, Height District 1), the remaining majority of the Site is zoned C2-1 (Commercial Zone, Height District 1). The majority of the block the Project Site is part of is zoned R4-2 (Multiple Dwelling Zone, Height District 2), and most of the blocks lining 8th Street in either direction are zoned C2 where adjacent to 8th Street and R4 for the rest of the block. Per the Wilshire Community Plan the Project Site parcels all share the land use designation of Neighborhood Office Commercial, with the majority of the block north of the Site designated High Medium Residential. Similar to the zoning, nearby blocks are designated Neighborhood Office Commercial adjacent to 8th Street, and High Medium Residential for the remainder of the properties. The Project Site and other properties within the immediate vicinity are also located within a Tier 3 Transit Oriented District, and within the boundaries of the Wilshire Center and Koreatown Redevelopment Project Area, however, this does not affect the proposed Project. Zoning for the Site and its surroundings is shown in **Figure II-3, Existing Zoning**, and land use designations shown in **Figure II-4, Existing Land Use**.

PROJECT DESCRIPTION

The Project proposes to redevelop the subject parcels through demolition and removal of all existing structures, hardscape, and landscaping, to construct an eight-story, 88'-6" tall (to top of parapet), mixed use apartment building above two basement parking floors. The building will have an approximately 59,630 square-foot footprint and 292,820 square-feet of gross floor area. A total of 284 auto parking spaces will be



Sources: ESRI, World Street Map, 2016.

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Regional Location Map

FEET 0 750 1,500

FIGURE 1-1



Aerial Source: Google Earth Pro, March 14, 2018.

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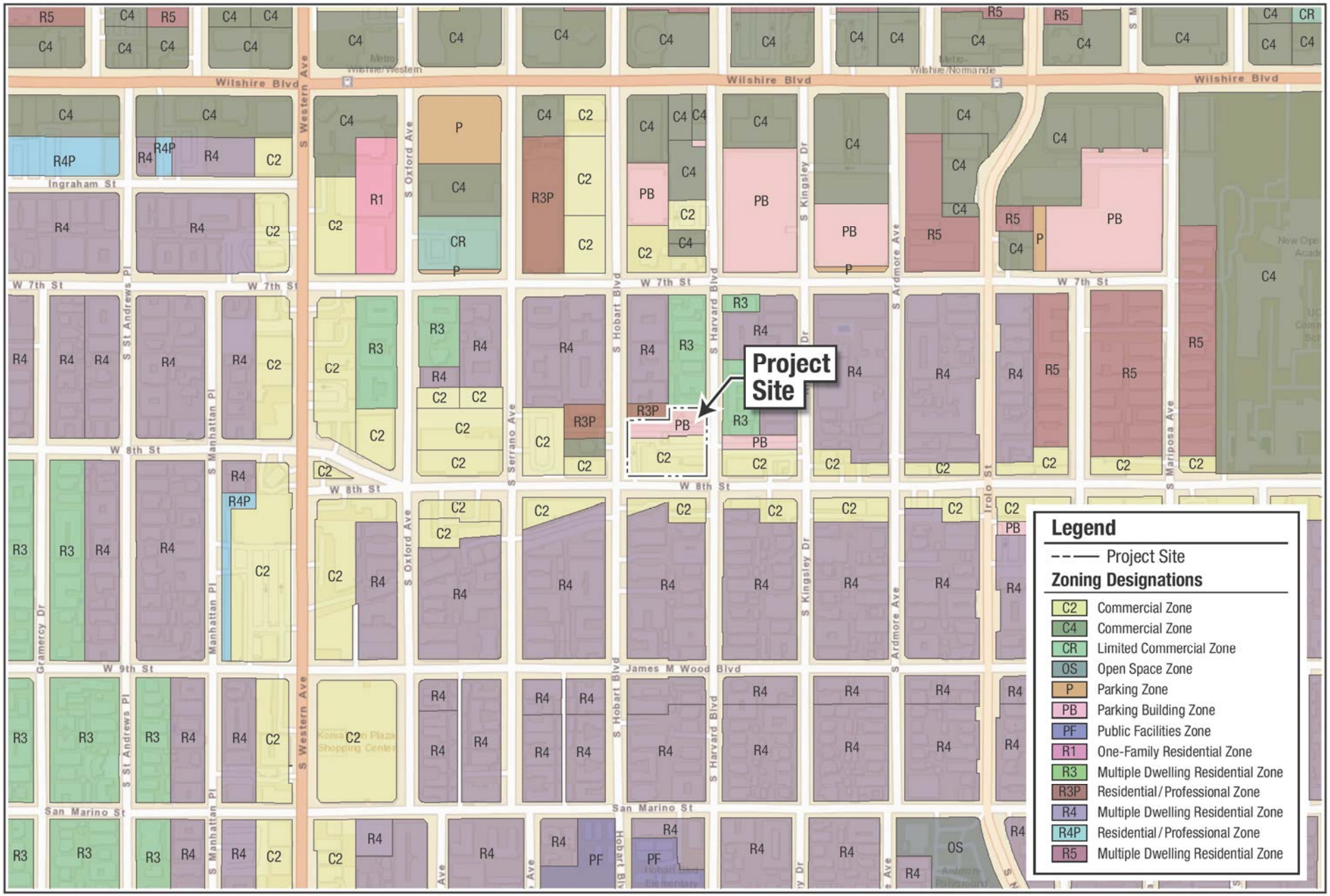
Vicinity Map

FEET 0 62.5 125

FIGURE II-2



Source: ESRI World Street Map Background Imagery, 2022. Los Angeles GeoHub, Zoning, 2022.

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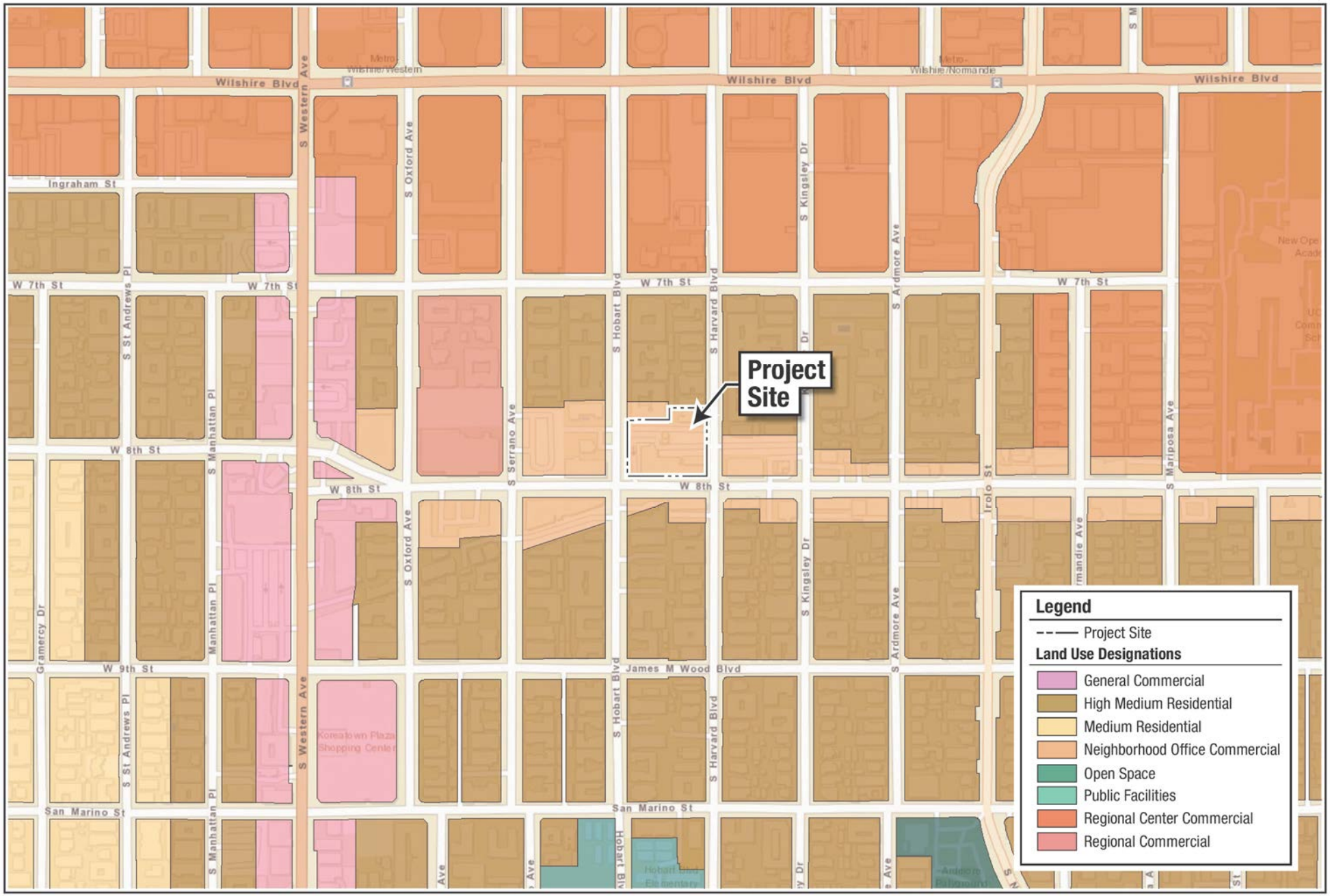
Existing Zoning

FEET 0 62.5 125

FIGURE II-3



Source: ESRI World Street Map Background Imagery, 2022. Los Angeles GeoHub, General Plan Land Use, 2022.

Existing Land Use

FEET 0 62.5 125

FIGURE II-4

provided, primarily on the two basement levels, and 165 long-term and 39 short-term bicycle parking spaces will be provided on the ground floor. The ground floor will also contain two residential lobbies, 18,000 square-feet of commercial space, outdoor seating areas, an internal courtyard, a public parklet at the corner of Harvard Boulevard and 8th Street, and mechanical and electrical rooms. **Figure II-5, Ground Floor Plan**, shows proposed ground floor components and footprint of the building. The second floor will contain 7,000 square-feet of commercial office space, 15,500 square-feet of creative office space, 18 live/work loft units, and 4,500 square-feet of communal area for the floor. The third floor is a loft level containing the upper floors of the live/work units, and the extended ceiling space of the offices below. The fourth floor contains 39 residential units, an outdoor area open to the sky, and 5,200 square-feet of residential amenity spaces. **Figure II-6, Second Floor Plan**, and **Figure II-7, Fourth Floor Plan**, provide the layouts for the second and fourth floor The fifth floor contains 47 residential units, the sixth, seventh and eighth floors contain 49 units each. The plan for the upper floors is shown in **Figure II-8, Upper Residential Floor Plans**. Units consist of live/work, studio, one-bedroom, and two-bedroom apartments. A total of 29 units will be income-restricted with 16 very-low income and 13 extremely low income restricted. The type and number of units are detailed below in **Table II-2, Residential Unit Mix**.

Table II-2
Residential Unit Mix

Unit Type	Unit Amount	No. Affordable Units
Live/Work	18	2
Studio	95	11
1 Bedroom	113	13
2 Bedroom	25	3
Total	**251**	**29**
Source: CORBeL Architects, The Parks in L.A. (TPLA) Entitlement Plan Set August 2, 2022.		

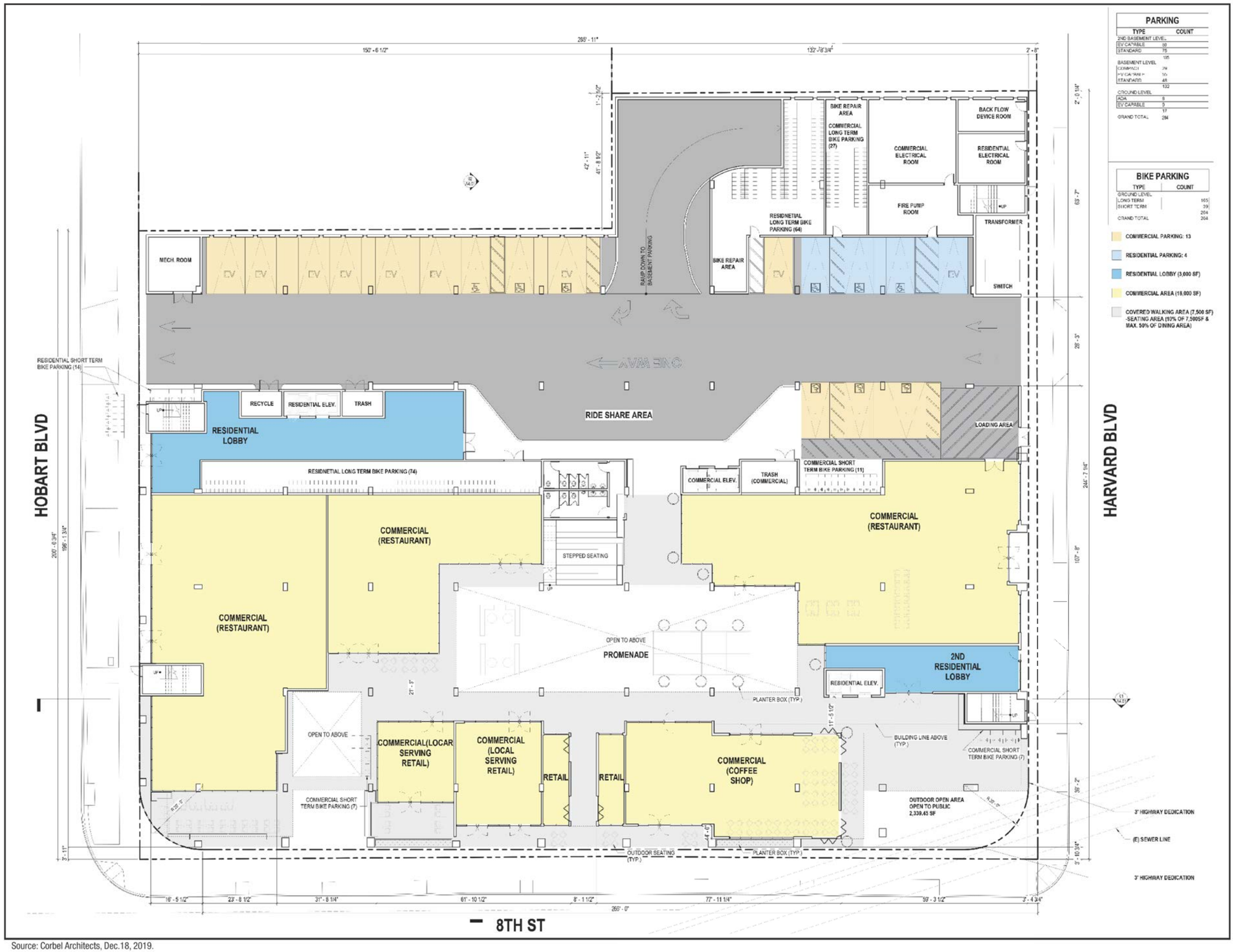
Site Access and Parking

Auto ingress will be available from Harvard Boulevard from a one-way, double-width driveway which will travel through the building to the egress point at Hobart Boulevard. This is illustrated in Figure II-5, Ground Floor. The driveway will provide access to 13 commercial and four residential parking stalls on the ground floor, and access to the basement parking levels which contain 132 commercial stalls on the upper floor, and 134 residential stalls on the lower floor. In providing 11 percent of the housing units as income-restricted to very low and extremely low income tenants, the Project is entitled to concessions/incentives and parking reductions pursuant to the California Density Bonus Law found in California Government Code (CGC) Sections 65915 – 65918. Pursuant to the LAMC a total of 333 parking spaces would be required for the residential units. The Density Bonus Law allows housing projects with 11 percent very low income units within 1/2 mile of accessible major transit stop to provide .5 parking spaces per unit. The Project is therefore providing 1 space for each two-bedroom unit and .5 spaces for each other unit, for a total of 139 residential parking spaces. A total of 204 bicycle parking spaces will be provided, with 52 reserved for the commercial/office uses.

The residential lobbies are oriented to the side streets, but can be accessed by pedestrians from 8th Street as well. Commercial spaces can be accessed from Harvard Boulevard or 8th Street, with the exception of the large commercial space in the southwest corner which can only be accessed from Hobart Boulevard. Primary pedestrian access to the commercial promenade space is from 8th Street but can be accessed from the corner of Harvard Boulevard and 8th Street as well.

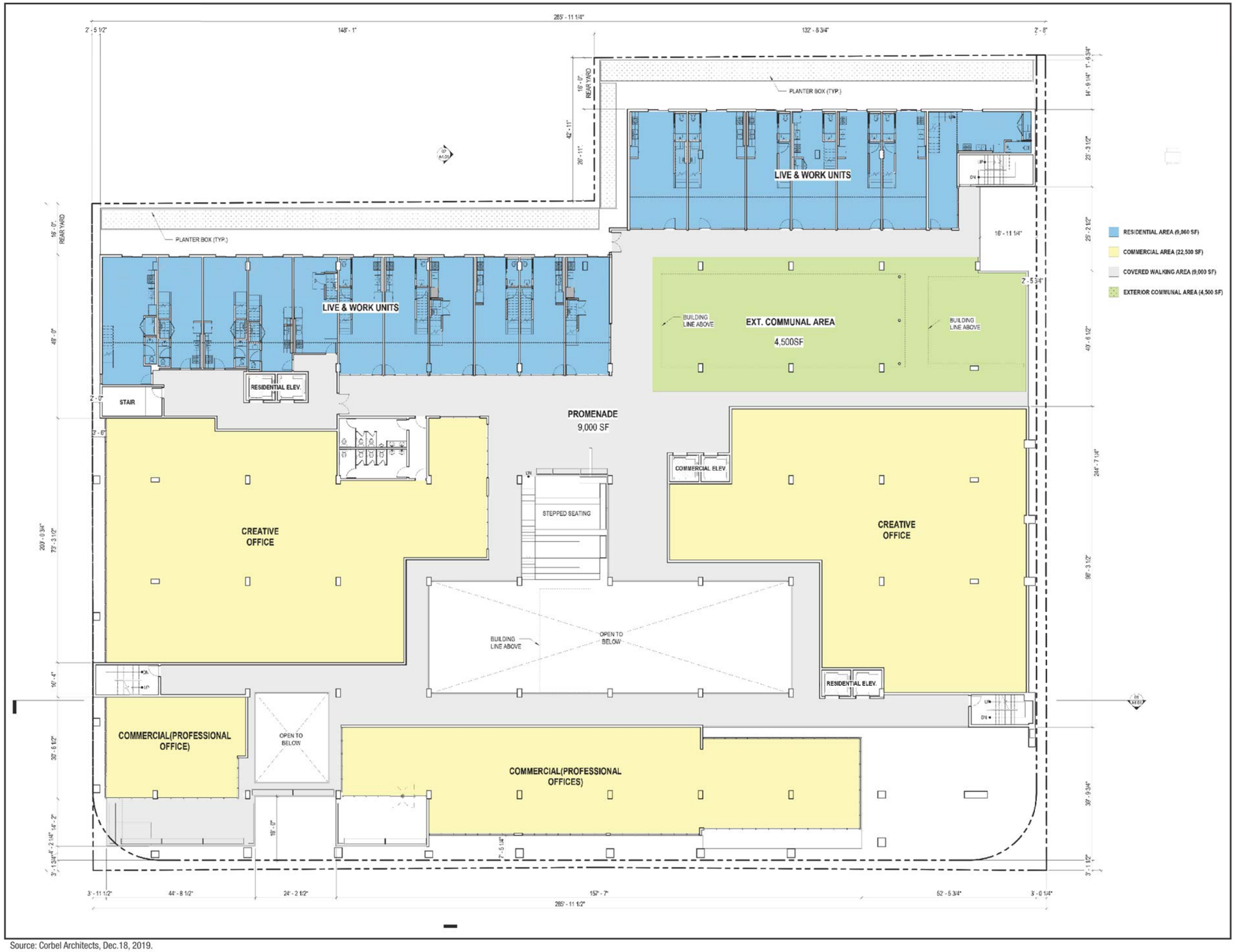
Open Space and Landscaping

Required residential open space is 25,725 square-feet, the Project proposes 20,700 square-feet of residential open space. This would be provided by private balconies (5,600 square-feet, 27%), common open space on



Source: Corbel Architects, Dec.18, 2019.

Ground Floor Plan



Source: Corbel Architects, Dec.18, 2019.

Second Floor Plan



Source: Corbel Architects, Dec.18, 2019.

Fourth Floor Plan



Source: Corbel Architects, Dec.18, 2019.

Upper Residential Floor Plans

the second and fourth floors (10,300 square-feet, 50%), and indoor amenity space on the 4th floor (4,800 square-feet, 23%). This figure does not include the ground-floor promenade or corner parklet, or the 4,500 square-foot communal space on the second floor.

Landscaping will be found on the ground, second, and fourth floors. On the ground floor there will be ivy planted at the back of the building, planters within the promenade and near commercial suites containing shrubs and perennials, a large planter with two trees in the parklet, and three trees near the southwest corner of the building. On the second floor large planters containing shrubs will be placed at the south edge of the building within the live/work units shared open space. The 4,500 square-foot communal space will be landscaped with planters containing smalls trees, and there will be planters along the south side of the building and near the center as well. The residential open space on the fourth floor will be lined by planters and trees, and there will be planters lining the south side of the building. Landscaping for these three floors is presented in **Figures II-9 to II-11, Landscaping,** and architectural renderings provided in **Figures II-12 to II-13, Architectural Rendering.**

Density, Floor Area, Height

The requested general plan designation of Regional Commercial Center, combined with the requested C2 zoning, would allow up to 316 dwelling units on the subject property. Per Section 12.22.A.18 of the LAMC, R5 levels of density (200 square-feet minimum area per dwelling unit) are allowed in the C2 zone when the project is mixed-use and located within a Regional Commercial Center land use area. The lot area of 63,196.5 square feet therefore provides 315.98 units, and the Project is proposing 251. The requested Height District No. 2 allows a Floor Area Ratio (FAR) of 6:1 and no height limitations. The Project has a buildable area of 63,196.5 square-feet and proposes 292,820 square-feet of applicable floor space for a total FAR of 4.64. Height to the top of parapet is 88'-6", and 95'-0" to the top of elevator the wells.

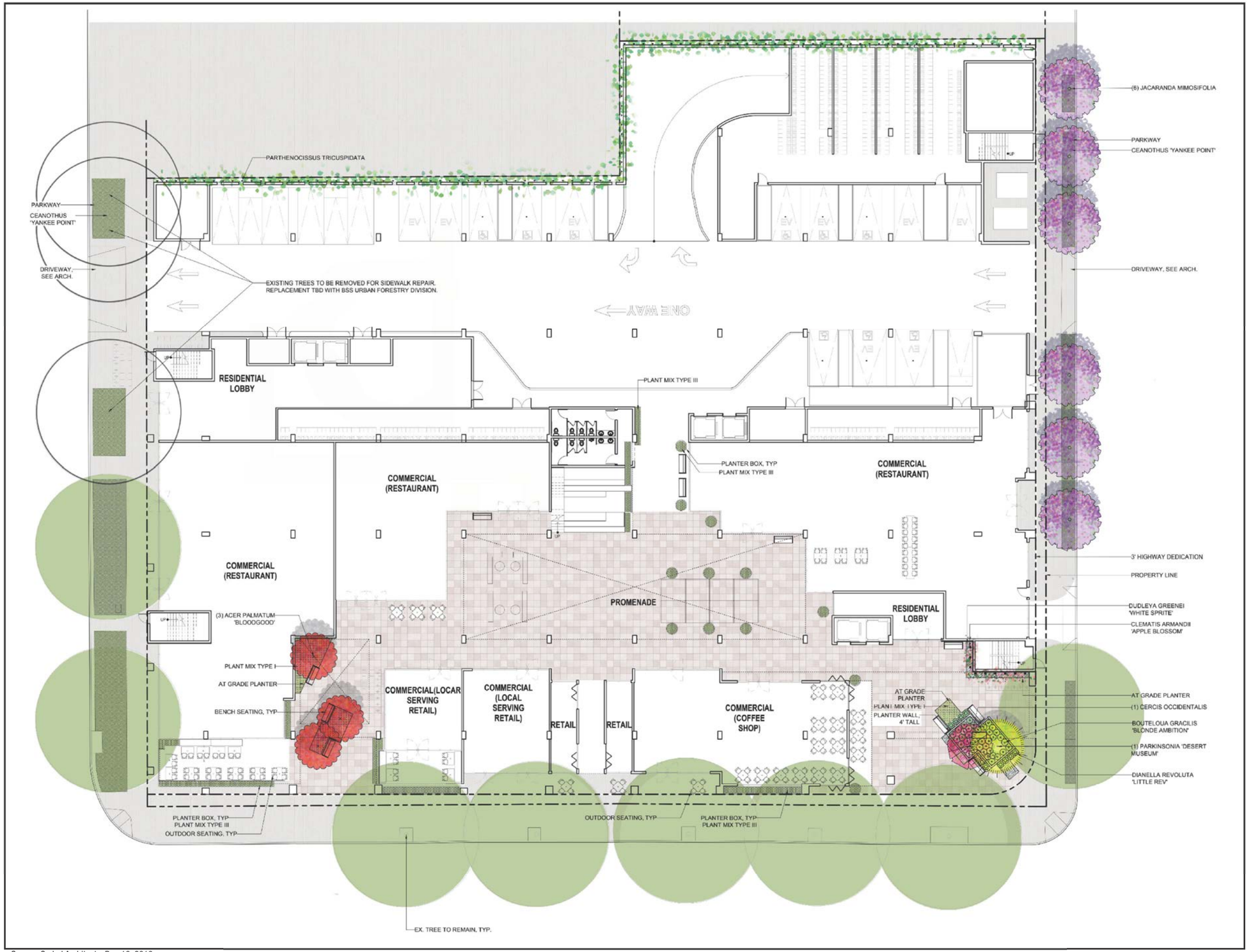
Construction

Project construction would occur over approximately 18 months. The timeline and notes related to construction are presented in **Table II-3, Projected Construction Schedule.**

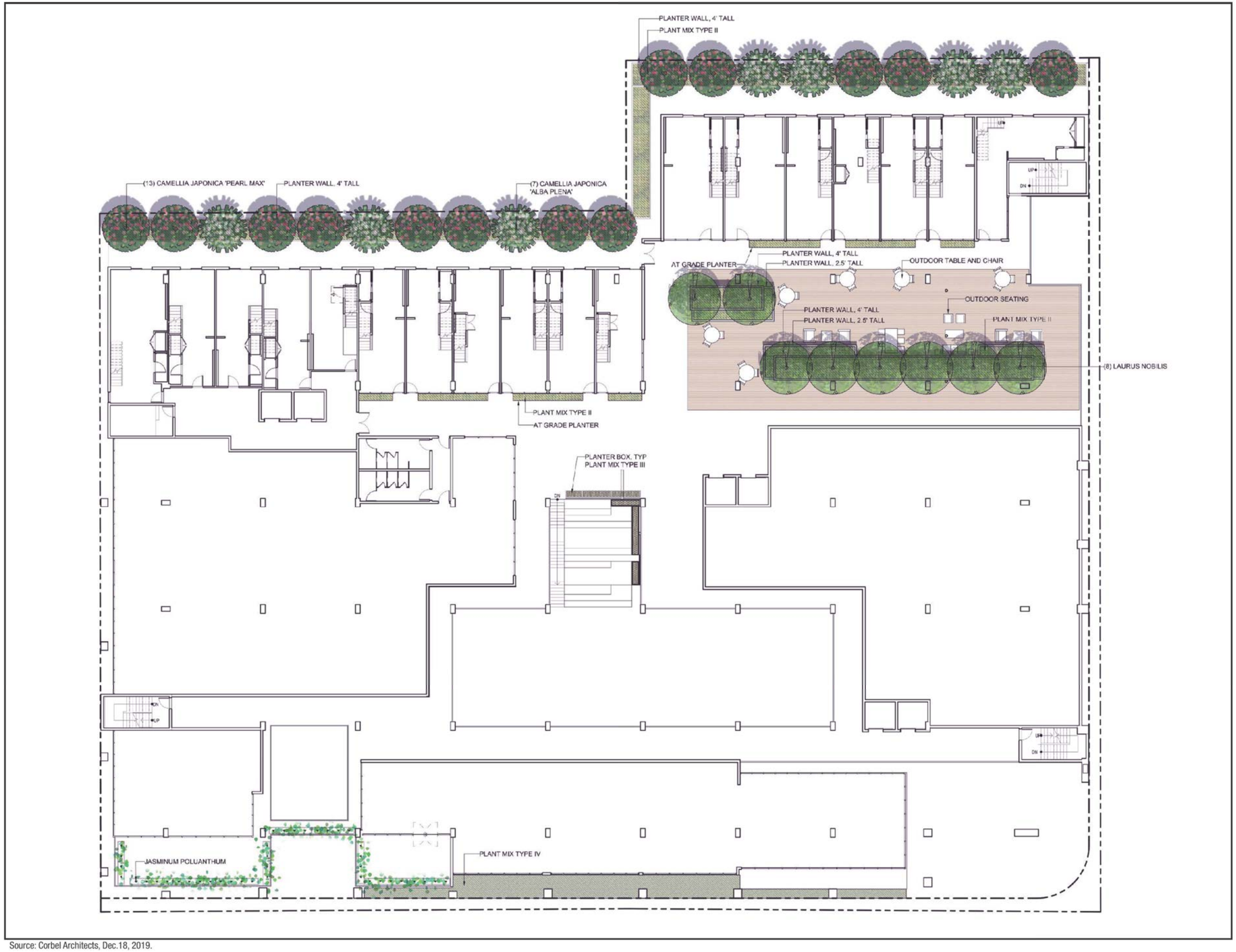
Table II-3
Projected Construction Schedule

Phase	Duration	Notes
Demolition and Site Preparation	1 month	Removal of the existing buildings and paving will generate approximately 1,073 tons of debris.
Grading and Excavation	1 month +	Grading and excavation for the subterranean parking levels will require the export of approximately 58,300 cubic yards of soil.
Construction	14 months +	Includes site paving and landscaping.
Architectural Coatings	1 month	
Source: CORBel Architects		

A Truck Haul Route Program will be required as part of the Project's Construction Traffic Management Program, which would be reviewed and approved as part of the City's permitting process. Construction debris and soil is intended to be hauled to the Azusa Land Reclamation landfill, located at 1211 West Gladstone in Azusa, CA, approximately 27 miles east of the project site. Trucks can travel east on 8th Street directly to the 110 Freeway or turn north on Vermont Avenue to the 101 Freeway.



Source: Corbel Architects, Dec.18, 2019.



Source: Corbel Architects, Dec.18, 2019.

Conceptual Landscape Plan – Second Floor



Source: Corbel Architects, Dec.18, 2019.

Conceptual Landscape Plan – Fourth Floor



South Elevation



East Elevation

Source: Corbel Architects, Dec.18, 2019.



West Elevation



North Elevation

Source: Corbel Architects, Dec.18, 2019.

III. SCEA CRITERIA AND TRANSIT PRIORITY PROJECT CONSISTENCY ANALYSIS

PROJECT CONSISTENCY WITH THE TRANSIT PRIORITY PROJECT CRITERIA

As discussed in Section I, SB 375 allows the City, acting as lead agency, to prepare a SCEA as the environmental CEQA Clearance for a qualifying TPP. The Proposed Project qualifies for a SCEA as it meets the following four qualifying criteria for an eligible project within the SCAG region (see Public Resources Code §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 2020-2045 RTP/SC;
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 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.

Consistency with Criterion #1 *– Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2020-2045 RTP/SC.*

The SCAG 2020-2045 RTP/SCS identifies areas within the SCAG region where the strategies of the plan can best be realized; these are Priority Growth Areas (PGAs). PGAs include areas suitable for particular strategies and areas identified to already have crucial components for smart growth. These are Job Centers, TPAs (Transit Priority Areas), HQTAs, Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence. Infill urban development in PGAs facilitate "compact development that is less reliant on single-occupancy vehicles" which is key in reaching plan goals.[3] The Project Site is in a PGA, within a TPA by definition (within ½ mile of a major transit stop), and located within an HQTA and NMA.[4] The Proposed Project is a mixed-use development with 251 residential units and 25,000 square feet of commercial space, and 15,500 square-feet of office space with a residential density of 173 dwelling units per acre. The Project is consistent with general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2020-2045 RTP/SC, as it is a dense infill development in the urban core.

The Project is also consistent with the goals of the plan as detailed below in **Table III-1, Consistency with 2020-2045 RTP/SCS Goals and Guiding Principles.**

[3] Connect SoCal (2020-2045), Chapter 3, Land Use Tools, Center Focused Placemaking, adopted September 3, 2020.
[4] SCAG Regional Data Platform, Content Library, PGA, Sphere of Influence, HQTA (2045), NMA, and Job Centers feature layers accessed at: https://hub.scag.ca.gov/search?collection=Dataset&source=southern%20california%20association%20of%20governments%20(scag)&type=feature%20layer, July 21, 2022

Table III-1
Consistency with 2020-2045 RTP/SCS Goals and Guiding Principles

Goals and Guiding Principals	
Goal 1 Encourage regional economic prosperity and global competitiveness.	*Not Applicable.* This goal is directed towards actions SCAG and the City may take and does not apply to the Project.
Goal 2 Improve mobility, accessibility, reliability, and travel safety for people and goods.	*Consistent.* Although this goal is directed toward actions SCAG, the City, or other agencies may take, the Project is compatible with this goal. Gains in mobility, accessibility, reliability, and travel safety are realized in part by reducing dependance on personal automobiles and enhancing public spaces to benefit other modes of transportation. The Project is mixed-use, providing residences and jobs in the same location, within a dense urban environment, and has opted to reduce onsite residential parking pursuant to the Density Bonus Law. The Project will attract tenants that can forgo personal auto use and opt for other modes of transport, including nearby transit. Encouraging a car-lite lifestyle will help retain mobility, accessibility, reliability, and travel safety without the need to create new auto-centric infrastructure.
Goal 3 Enhance the preservation, security, and resilience of the regional transportation system.	*Consistent.* Although this goal is directed toward SCAG, other agencies, and the City, the Project is opting to reduce onsite residential parking, which will encourage transit use amongst residents. Increasing the share of trips taken by transit, and increasing transit ridership are key in the preservation, security, and resilience of public transit.
Goal 4 Increase person and goods movement and travel choices within the transportation system.	*Consistent.* Although this goal is directed toward SCAG, other agencies, and the City, the Project will provide housing, office, and commercial uses within a dense urban location. Residents will be able to easily take advantage of alternate modes of transportation, including transit, that are accessible within a half mile of the Site. Encouraging transit use, walkability, and cycling at the project level will help increase travel choices within the larger transportation system.
Goal 5 Reduce greenhouse gas emissions and improve air quality	*Consistent.* The Project will provide housing, office, and commercial uses within a dense urban location, and help encourage prospective tenants to forgo personal auto use as their main form of transportation. The project both helps provide goods, services, and jobs where people live, and places people within an area where goods, services, and jobs are relatively abundant. This kind of dense, urban infill development helps reduce dependence on personal auto use which is the primary source of individual greenhouse gas emissions. In addition, multifamily residential buildings are overall more efficient than detached residential buildings in terms of energy use, and they contribute fewer greenhouse gas emissions per resident.

Goals and Guiding Principals	
Goal 6 Support healthy and equitable communities	*Consistent.* The Project will provide housing, office, and commercial uses within a dense urban location, and help encourage prospective tenants to forgo personal auto use as their main form of transportation. Reducing personal auto use reduces pollution and helps encourage greater adoption of alternative means of transportation, which are healthier and more equitable means of transport, as they do not rely on personal auto ownership and use.
Goal 7 Adapt to a changing climate and support an integrated regional development pattern and transportation network	*Consistent.* The Project will provide housing, office, and commercial uses within a dense urban location near several sources of transit. There are multiple transit options within 0.5 miles of the site. Los Angeles Metro bus route 66 runs along 8th Street with stops roughly every 2 to 3 blocks. North/south bus routes run on Irolo Street to the east (route 206) and Western Avenue to the west (bus route 207). The LADOT DASH Wilshire Center/Koreatown clockwise and counterclockwise routes also run on Western Avenue. Metro's rail service can be accessed from either the Wilshire/Western station or the Wilshire/Normandie station, both roughly 0.3 miles from the project site providing access to the Purple Line, and bus routes 720 and 20 both run on Wilshire Boulevard. Further from the site, bus route 18 is available on 6th Street, and route 28 on Olympic Boulevard. This type of transit-oriented mixed-use development helps encourage similar projects in the same locale, making the area richer in jobs and workforce, and a locus for regional development and transit opportunity.
Goal 8 Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	*Not Applicable.* This goal is directed toward SCAG, the City, and other agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Goal 9 Encourage development of diverse housing types in areas that are supported by multiple transportation options	*Consistent.* The Project includes development of 251 residential units in addition to office and commercial uses. It will provide live/work units as well as studio, one and two-bedroom units, with 29 units income-restricted, within a transit-rich area. There are multiple transit options within 0.5 miles of the site. Los Angeles Metro bus route 66 runs along 8th Street with stops roughly every 2 to 3 blocks. North/south bus routes run on Irolo Street to the east (route 206) and Western Avenue to the west (bus route 207). The LADOT DASH Wilshire Center/Koreatown clockwise and counterclockwise routes also run on Western Avenue. Metro's rail service can be accessed from either the Wilshire/Western station or the Wilshire/Normandie station, both roughly 0.3 miles from the project site providing access to the Purple Line, and bus routes 720 and 20 both run on Wilshire Boulevard. Further from the site, bus route 18 is available on 6th Street, and route 28 on Olympic Boulevard. The Project also provides 204 bicycle parking spaces and has opted to

Goals and Guiding Principals	
	reduce residential auto parking spaces, encouraging adoption of car-lite lifestyles.
Goal 10 Promote conservation of natural and agricultural lands and restoration of habitats	*Consistent.* The Project is an infill development that would not affect any natural or agricultural land or restoration of habitats.
Guiding 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, the City, and other agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding 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, the City, and other agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 3 Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities	*Compatible.* Although this principle is directed toward actions SCAG, the City, or other agencies may take, the Project is compatible with this goal as it is the type of development the principle seeks to encourage.
Guiding 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 choices	*Not Applicable.* This principle is directed toward SCAG, the City, and other agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 5 Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions	*Not Applicable.* This principle is directed toward SCAG, the City, and other agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding 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 that has the responsibility of monitoring the progress of Connect SoCal.
Guiding Principle 7 Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience	*Not Applicable.* This principle is directed toward SCAG, the City, and other agencies that have control over transportation investments
Source: SCAG, Connect SoCal, Chapter 1, Goals and Guiding Principles, adopted September 3, 2020.	

Consistency with Criterion 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.

The Proposed Project building has approximately 292,820 square-feet of floor area (not including basement parking and areas open to the sky). Of that, 61,500 square feet is devoted to commercial floor space and 231,320 square feet to residential floor space, for a total of 79 percent devoted to residential use and 21 percent to commercial use. The Project is therefore consistent with this criteria.

Consistency with Criterion 3 – The Project includes a minimum net density of at least 20 units per acre. The Project includes 251 residential units on a 1.45 acre site, for a residential density of 173 dwelling units per acre. The Project is therefore consistent with this criteria.

Consistency with Criterion 4 – The Project Site is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."

The Project Site is approximately 0.3 miles from both the Wilshire/Western and Wilshire/Normandie Metro rail stations, which provide access to the Purple Line. The Project is therefore consistent with this criteria.

IV. INCORPORATION OF FEASIBLE MITIGATION MEASURES, PERFORMANCE STANDARDS, AND CRITERIA FROM PRIOR APPLICABLE EIRS

Public Resources Code (PRC) Section 21155.2 requires that a Transit Priority Project (TPP) incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs if deemed applicable by the lead agency. The City has complied with PRC Section 21151.2 by assessing the applicability of all of the suggested mitigation measures in SCAG's 2020-2045 RTP/SCS Program EIR and the Wilshire Community Plan EIR (November 1999). Mitigation measures are not imposed if they are not applicable to the Project, or if an equally effective existing City Regulatory Compliance Measure (RCM), standard condition of approval, or other City regulation or Federal, State, or regional regulation, or mitigation measure tailored to the details of the Project, renders the mitigation measure unnecessary.

Wilshire Community Plan EIR

Community Plans serve as a focused General Plan land-use element for each of the City's 35 designated community areas. The Wilshire Community Plan EIR assessed the environmental impacts to land-use designation and zoning changes within the Wilshire Community, including implementation of a Transportation Improvement and Mitigation Program. The vast majority of mitigation measures (referred to as Mitigation Policies) in this EIR are not project-level mitigation measures, meaning they cannot be implemented by an individual project but are intended to be implemented by the City. The Wilshire Community Plan EIR was published on November 30, 1999, and the few mitigation measures that can be implemented at the project level have all been surpassed by more recent City, State, or Federal regulatory requirements, or have become standard practice. As such, there is no need to apply any of the few potentially applicable mitigation measures from the Wilshire Community Plan EIR to the Project, and no further discussion is warranted.

SCAG's 2020-2045 RTP/SCS Program EIR

The Mitigation Monitoring and Reporting Program for the 2020-2045 RTP/SCS Program EIR (SCAG MMRP) include programmatic mitigation measures to be implemented by SCAG and project-level mitigation measures that SCAG encourages local agencies to implement, as appropriate and feasible, as part of project-specific environmental review. The applicability, or lack thereof, of Project-level mitigation measures (PMM) are discussed in **Table IV-1, 2020-2045 RTP/SCS PEIR Mitigation Measures.**

Table IV-1
2020-2045 RTP/SCS PEIR Mitigation Measures

2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
AESTHETICS	
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). **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:	*Not Applicable.* PMM AES-1 through AES-3 are not applicable to the Project. SB 743 limits the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking 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 As explained in Section III, Project Consistency with the Transit Priority Project Criteria, the Project is an infill mixed-use residential project within a TPA and therefore is exempt from environmental review of aesthetic impacts.

2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
1) 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. 2) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. 3) 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. 4) Design projects consistent with design guidelines of applicable general plans. 5) 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. 6) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: a) use transparent panels to preserve views where sound walls would block views from residences; b) use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height; c) construct sound walls of materials whose color and texture complements the surrounding landscape and development; 7) 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. **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	

2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
identified by the Lead Agency: 1) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. 2) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances. 3) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. 4) Use unidirectional lighting to avoid light trespass onto adjacent properties. 5) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. 6) Provide structural and/or vegetative screening from light-sensitive uses. 7) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. 8) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. 9) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.	
AGRICULTURE AND FORESTRY	
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: 1) 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. 2) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. 3) Maintain and expand agricultural land protections such as urban growth boundaries. 4) Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing,	*Not Applicable.* PMM AG-1 through AG-5 are not applicable to the Project as there is no farmland or timberland, nor zoning as such, at or near the Project Site, and no Williamson Act property at or near the Project Site.

2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
etc. that enhance the commercial viability of retained agricultural lands. 5) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access. 6) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland. **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: 1) Project relocation or corridor realignment to avoid lands in Williamson Act contracts. 2) 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. **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: 1) 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. **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: 1) Design proposed projects to minimize, to the greatest extent feasible, the	

2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
loss of the highest valued agricultural land. 2) 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. 3) 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.	
AIR QUALITY	
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:	*Not Necessary.* This mitigation measure is not necessary as the Air Quality and Greenhouse Gas Impact Analysis prepared by Envicom Corporation, August 2022 (Appendix A) has determined the Project would not generate pollutant emissions in excess of applicable significance thresholds and would not have the potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation. This

2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
1) Minimize land disturbance. 2) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. 3) Cover trucks when hauling dirt. 4) Stabilize the surface of dirt piles if not removed immediately. 5) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. 6) Minimize unnecessary vehicular and machinery activities. 7) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. 8) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. 9) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications. 10) 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. 11) Ensure that all construction equipment is properly tuned and maintained. 12) Minimize idling time to 5 minutes—saves fuel and reduces emissions. 13) 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 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. 14) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators. 15) Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. 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 16) As appropriate require that portable engines and portable engine-driven	determination includes the recognition that the Project is subject to the following existing compliance measures that will be applied to the Project: Regulatory Compliance Measure RCM-AQ-1: Construction Period Air Quality (Demolition, Grading, and Construction Activities) 1) All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. 2) The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind. 3) All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 miles per hour), to prevent excessive amounts of dust. 4) All dirt/soil loads shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust. 5) All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust. 6) General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. 7) Trucks having no current hauling activity shall not idle but be turned off.

2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
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. 17) Require projects within 500 feet of residences, hospitals, or schools to use Tier 4 equipment for all engines above 50 horsepower (hp) unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds.	
BIOLOGICAL RESOURCES	
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: 1) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. 2) 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: 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 3) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native	*Not Necessary.* This mitigation measure is not necessary as the Project is an urban infill developed located in a highly developed area of the City, and contains no native plant communities and no protected tree species. The Project will remove non-protected trees from the site and will be subject to an existing City RCM that will ensure any potential impacts to nesting birds will be reduced to less than significant levels. City Regulatory Compliance Measure RC-BIO-1: Nesting Birds 1) Proposed project activities (including disturbances to native and non-native vegetation, structures, and substrates) should take place outside of the nesting 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). 2) If project activities cannot feasibly avoid the nesting 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 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting nesting bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of clearance/construction work. b) If a nesting bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of

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plants, and/or pay in lieu fees to support off-site long-term conservation strategies. 4) 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. 5) 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. 6) Retain a qualified botanist to document the presence or absence of special status plants before project implementation. 7) 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. 8) Appoint a qualified biologist to monitor implementation of mitigation measures. 9) 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. 10) Develop an invasive species control plan associated with project construction. 11) 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. 12) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance. 13) 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.	suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) 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 (within 500 feet for raptor nests), or as determined by the 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 Qualified Biologist 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 nesting birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

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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: 1) 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. 2) 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. 3) 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. 4) 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. 5) 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. 6) 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-bearing mammals, are actively using the areas in conjunction with breeding activities. 7) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. 8) 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	*Not Applicable.* This mitigation measure is not applicable as there are no riparian or other sensitive natural communities on or near the Project Site as discussed in Section V, Part IV.

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compensatory mitigation, where required. 9) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities. 10) Appoint a qualified wetland biologist to monitor implementation of mitigation measures. 11) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased. 12) 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. 13) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan. 14) Install fencing and/or mark sensitive habitat to be avoided during construction activities. 15) 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. 16) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist. 17) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). 18) 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.	

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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. 1) 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. 2) 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. 3) 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 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	*Not Applicable.* This mitigation measure is not applicable as there are no wetlands on or near the Project Site as discussed in Section V, Part IV.

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-- Contribution of in-kind in-lieu fees -- Use of in-kind mitigation bank credits -- Where avoidance is determined to be infeasible and 4) 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 5) 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.	
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: 1) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area 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. 2) 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. 3) 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. 4) Conduct a survey to identify active raptor and other migratory	*Not Applicable.* This mitigation measure is not applicable as there are no wildlife corridors on or near the Project Site as discussed in Section V, Part IV.

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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. 5) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. 6) 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. 7) 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. 8) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. 9) 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. 10) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation. 11) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). 12) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches. 13) 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. 14) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. 15) 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	

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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 16) 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.	
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: 1) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. 2) 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. 3) 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. 4) 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	*Not Applicable.* This mitigation measure is not applicable as the Project does not conflict with any local policies or ordinances protecting biological resources as discussed in Section V, Part IV

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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. 5) 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. 6) 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. 7) 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. 8) 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	

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9) 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.	
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: 1) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs. 2) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP. 3) 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.	*Not Applicable.* This mitigation measure is not applicable as the Project does not affect any Habitat Conservation Plans or Natural Community Conservation Plans as discussed in Section V, Part IV.
CULTURAL RESOURCES	
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:	*Not Necessary.* This mitigation measure is not necessary as a record search of previous historical and archeological investigations, and NAHC records, has been conducted for the Project Site, the existing structures have been assessed by a qualified architectural historian, and the Site has been assessed by a qualified archaeologist, as detailed in item Section V, Part V. It was determined no historical resources are present. As there is a potential for buried historical resources MM-CR-1 is applied:

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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: 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	MM CR-1: Archaeological Monitoring An archaeological monitor that meets the Secretary of Interior qualifications will be on site during removal of property pavement and grading of the top 5 feet of soil. The purpose of having an archaeologist on site is to assess if any significant cultural resources are buried below existing surface features. If such features or artifact concentrations are identified, then the project "discovery" protocol will be followed: a) The archaeological monitor will collect any historic material that is uncovered through demolition of the pavement or grading that is within a disturbed context, and can halt construction within 50-feet of a potentially significant cultural resource if necessary. Artifacts collected from a disturbed context or that do not warrant additional assessment can be collected without the need to halt grading. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the monitor's daily Monitoring Report. However, if foundations, privies, or other older historic features are encountered, the project "discovery" protocol should be followed. b) A final project Monitoring Report will be produced that discusses all monitoring activities and all artifacts recovered and features identified through monitoring of the demolition and grading of the project site. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the Monitoring Report. All artifacts recovered that are important, with diagnostic or location information that may be of importance to California and Los Angeles City history, will be cleaned, analyzed, and described within the Monitoring Report. All materials will be curated at an appropriate depository. If important materials are found during monitoring, a Curation Plan will be needed that is reviewed by the Lead Agency prior to the publication of the Monitoring Report c) If potentially significant intact deposits are encountered that are within an undisturbed context, then a cultural resource "discovery" protocol will be followed. If older historic (or prehistoric) features, artifact concentrations, or larger significant artifacts are encountered during demolition or grading within the first five feet, then all work in that area shall be halted or diverted away from the discovery to a

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maintenance, repair, stabilization, 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	distance of 50-feet until a qualified senior archaeologist can evaluate the nature and/or significance of the find(s). If the senior archaeologist (not the field monitor) confirms that the discovery is potentially significant, then the Lead Agency will be contacted and informed of the discovery. d) Construction will not resume in the locality of the discovery until consultation between the senior archaeologist, the owner's project manager, the Lead Agency, and all other concerned parties, takes place and reaches a conclusion approved by the Lead Agency. If a significant cultural resource is discovered during earth-moving, complete avoidance of the find is preferred. However, if the discovery cannot be avoided, further survey work, evaluation tasks, or data recovery of the significant resource may be required by the Lead Agency. The Lead Agency may also require changes to the Monitoring Plan, based on the discovery. All costs for the additional monitoring, discovery assessment, discovery evaluation, or data recovery of will be the responsibility of the applicant, within the cost parameters outlined under CEQA. All individual reports, including the final project Monitoring Report, will be submitted to the SCCIC at the conclusion of the project. Additionally, RCM-CR-1 is applied to account for potential resources found below the first five feet of soil: Regulatory Compliance Measure RCM-CR-1 (Archaeological) If archaeological resources (sites, features, artifacts, or fossilized material) are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find and determine whether additional study is warranted. Depending upon the significance and nature of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. Personnel of the proposed Project shall not collect or move any archaeological materials and associated materials. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing or data recovery may be warranted. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in

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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 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;	accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

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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 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.	
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:	*Not Necessary.* This mitigation measure is not necessary as the Project is subject to existing requirements equal to or more effective than PMM CULT-2. The Project is subject to the following Regulatory Compliance Measure which will ensure impacts are less than significant: City Regulatory Compliance Measure RC-CR-4 (Human Remains):

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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 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.	If human remains are encountered unexpectedly during construction, demolition, and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed: 1) Stop immediately and contact the County Coroner: 1104 N. Mission Road Los Angeles, CA 90033 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays) 2) If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). 3) The NAHC will immediately notify the person it believes to be the most likely descendent (MLD) of the deceased Native American. 4) The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.
ENERGY	
There are no project mitigation measures related to Energy.	
GEOLOGY AND SOILS	
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 [sic], as applicable and feasible. Such	*Not Necessary.* This mitigation measure is not necessary as a geotechnical investigation has been performed and approved by the City; a SWPPP is required as part of the construction plans; there are no vegetated slopes or road cuts near the Project Site and per LID requirements the Project will be

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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.	required to capture and/or treat runoff generated by a 24-hour 0.75 inch rainfall event or 85th percentile event, whichever is greater, thereby avoiding runoff for most rain events, and; there are no wells near the Project Site. These details are discussed in Section V, Parts VIII and X.
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	*Not Necessary.* This mitigation measure is not necessary as a mitigation measure is applied to the Project in response to the Geotechnical Investigation which is more effective than PMM GEO-2. As discussed in Section V, Part VII, MM GEO-1 is applied to the Project which requires the following: Mitigation Measure GEO-1 (Paleontological Resources) a) Prior to grading or excavation a qualified paleontologist shall attend

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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 paleontological resources. If unique paleontological resources are being identified nearby within the same sedimentary deposits that occur at the Project Site. As with all development in the City that includes any ground-disturbing activities, the Applicant would be required to comply with the City's standard	preconstruction meetings to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. In addition, all on-site construction personnel shall receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work. b) During grading and excavation a qualified paleontological monitor will be on site during grading below five (5)-feet in depth and all ground-disturbing activities associated with project construction occurring within previously undisturbed fossil bearing formations. If fossils are discovered, the paleontological monitor shall recover them. In most cases, this fossil salvage can be completed in a short period of time; however, some fossil specimens, such as a complete large mammal skeleton, may require an extended salvage period. In these instances, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Fossils collected from a disturbed context or that do not warrant additional assessment can be collected, without the need to halt grading. c) Fossil remains collected during the monitoring and salvage portion of the program shall be cleaned, repaired, sorted, and catalogued. A final data recovery report shall be completed that outlines the results of the monitoring program. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils. d) The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology – USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum – who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. e) The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. f) The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report. g) Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum. h) Prior to the issuance of any building permit, the applicant shall

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practices related to the inadvertent discovery of subsurface resources. If paleontological resources are encountered, the Applicant would be required to notify the Department of Building and Safety immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in PRC Section 5097.5. Thus, incorporation of this mitigation measure is not required. 6521 S. Sepulveda Boulevard Project PAGE 4-32 City of Los Angeles Sustainable Communities Environmental Assessment March 2022 Table 4-1 Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures Impacts and Mitigation Measure Applicability to the Project 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	submit a letter to the case file indicating that no material was discovered. i) A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

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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.	
GREENHOUSE GAS EMISSIONS	
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: i Use energy efficient materials in building design, construction, rehabilitation, and retrofit. ii. Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. iii. Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight. iv. Incorporate passive environmental control systems that account for the characteristics of the natural environment. v. Use high-efficiency lighting and cooking devices. vi. Incorporate passive solar design. vii. Use high-reflectivity building materials and multiple glazing. viii. Prohibit gas-powered landscape maintenance equipment. ix. Install electric vehicle charging stations. x. Reduce wood burning stoves or fireplaces. xi. 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	*Not Necessary.* This mitigation measure is not necessary as the Project's generation of GHG emissions would not be considered cumulatively considerable, as the Project would not conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions as detailed in Section V, Part VI.

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Technology (BACT) during design, construction, and operation of projects to minimize GHG emissions, including but not limited to: i. Use energy and fuel-efficient vehicles and equipment; ii. Deployment of zero- and/or near zero emission technologies; iii. Use lighting systems that are energy efficient, such as LED technology; iv. Use the minimum feasible amount of GHG-emitting construction materials; v. Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; vi. Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; vii. Incorporate design measures to reduce energy consumption and increase use of renewable energy; viii. Incorporate design measures to reduce water consumption; ix. Use lighter-colored pavement where feasible; x. Recycle construction debris to maximum extent feasible; xi. Plant shade trees in or near construction projects where feasible; and xii. 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: i. Promote transit-active transportation coordinated strategies; ii. Increase bicycle carrying capacity on transit and rail vehicles; iii. Improve or increase access to transit; iv. Increase access to common goods and services, such as groceries, schools, and day care; v. Incorporate affordable housing into the project; vi. Incorporate the neighborhood electric vehicle network; vii. Orient the project toward transit, bicycle, and pedestrian facilities; viii. Improve pedestrian or bicycle networks, or transit service; ix. Provide traffic calming measures; x. Provide bicycle parking; xi. Limit or eliminate park supply; xii. Unbundle parking costs; xiii. Provide parking cash-out programs;	

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xiv. 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: i. Provide car-sharing, bike sharing, and ride-sharing programs; ii. Provide transit passes; iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; iv. Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle; v. Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms; vi. Provide employee transportation coordinators at employment sites; vii. 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: i. Developing on infill and brownfields sites; ii. Building compact and mixed-use developments near transit; iii. Retaining on-site mature trees and vegetation, and planting new canopy trees; iv. Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, 6521 S. Sepulveda Boulevard Project PAGE 4-36 City of Los Angeles Sustainable Communities Environmental Assessment March 2022 Table 4-1 Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures Impacts and Mitigation Measure Applicability to the Project including constructing or encouraging	

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construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and v. 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.	
HAZARDS AND 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. 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-	*Not Applicable.* This mitigation measure is not applicable as the Project does not include or propose the routine use or transport of considerable quantities of hazardous materials as discussed in Section V, Part IX.

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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 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.	
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	Not applicable, see response to **PMM HAZ-1.**

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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; and 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.	
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 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.	Not applicable, see response to **PMM HAZ-1.**
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	*Not Applicable.* This mitigation measure is not applicable as the Project Site is not included on the Cortese List, as discussed in Section V, Part IX.

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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 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.	

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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 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.	

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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 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.	
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; and	*Not Applicable.* This mitigation measure is not applicable as the Project will not interfere with an emergency plan as discussed in Section V, Part IX. In addition, this mitigation measure is not applicable at the project level and is directed toward municipalities with control over transportation systems and policies.

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c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.	
HYDROLOGY AND WATER 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: 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.	*Not Necessary.* This mitigation measure is not necessary as the Project is subject to the City's LID requirements which are equal to or more effective than PMM HYD-1 as detailed in Section V, Part X.

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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 designs shall be completed to eliminate increases in peak flow rates from current levels. m) 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.	
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. b) 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. c) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.	*Not Necessary.* This mitigation measure is not necessary as the Project has been determined to not violate water quality standards or waste discharge requirements, and is subject to existing requirements equal to or more effective than PMM HYD-2 in protecting surface and groundwater quality as detailed in Section V, Part X.

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d) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.	
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 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.	*Not Applicable.* This mitigation measure is not applicable as the project is not within an area subject to alluvial fan flooding.
LAND USE AND PLANNING	
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:	*Not Applicable.* This mitigation measure is not applicable as the Project does not involve the development of any new roadway facilities and otherwise does not divide a community as it is an urban infill development on a 1.45 acre site, surrounded by urban development.

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-- Alignment shifts to minimize the area affected. -- Reduction of the proposed right-of-way take to minimize the overall area of impact. -- Provisions for bicycle, pedestrian, and vehicle access across improved roadways.	
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.	*Not Applicable.* This mitigation measure is not applicable as the Project is not inconsistent with adopted general plan policy or land use regulation adopted for the purpose of avoiding or mitigating an impact as discussed in Section V, Part XI.
MINERAL RESOURCES	
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	*Not Applicable.* This mitigation measure is not applicable as the urban infill Project is not located on a site with known mineral resources as discussed in Section V, XII. The Project also must meet the requirements of LAMC Section 99.04.408.1, which addresses the diversion goals of AB 939, and requires construction and demolition waste to be handled by certified Construction and Demolition waste processors for diversion of at least 50% of construction waste. Concrete, asphalt, brick, dirt, mixed inert materials, green waste and wood waste, gypsum/wallboard, and scrap metal are all recyclable materials that are reused post-construction.

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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 Mineral Resource Zone (MRZ-2) areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.	
NOISE	
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 [sic]. Such measures may include the following or other comparable measures identified by the Lead Agency: 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.	*Not Necessary.* This mitigation measure is not necessary as regulatory compliance and additional mitigation measures are applied to the Project which in effect are equal to or more effective than PMM NOISE-1. As discussed in the Noise Study prepared by Envicom Corporation, July 2019 (Appendix J), and reiterated in Section V, Part XIII.a, the project is required to comply with the following regulatory compliance measures: • 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); • LAMC Section 112.02, which require 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. In addition to the above regulatory compliance measures, and as discussed in Section V, Part XIII.a, MM NOI-1 through NOI-3 are applied to the Project which will ensure construction noise is reduced to a less-than-significant

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f) Designate an on-site construction complaint and enforcement manager for the project. g) Ensure that construction equipment is 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. 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 repavement 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	level: MM NOI-1 (Construction Equipment) 1. All construction equipment shall be 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. 2. Pneumatic tools used at the site shall be equipped with an exhaust muffler on the compressed air exhaust to minimize noise levels. 3. Back-up beepers for all construction equipment and vehicles shall be broadband sound alarms or adjusted to the lowest noise levels possible, provided that Occupational Safety and Health Administration (OSHA) and California OSHA safety requirements are not violated. On vehicles where back-up beepers are not available, alternative safety measures such as escorts and spotters will be employed. MM NOI-2 (Enclosures or Barriers) Enclosures or barriers shall be placed around concrete saws and generators when they operate on site. Alternatively, a temporary noise control barrier shall be installed on the northern property line of the construction site's abutting residential uses. The enclosures or barrier(s) shall be designed to reduce noise levels from each individual piece of equipment to the performance standard of 75 dBA Leq at a distance of 50 feet from the equipment to the extent feasible. Such barriers could include a minimum 8-foot-high temporary barrier with a minimum sound transmission (STC) rating of 26, erected along the northern property line. This barrier could be constructed in one of the following ways: 1. From acoustical blankets hung over or from a supporting frame. The blankets shall be firmly secured to the framework. The blankets shall be overlapped by at least 4 inches at seams and taped and/or closed with hook-and-loop fasteners (i.e., Velcro®) so that no gaps exist. The largest blankets available shall be used in order to minimize the number of seams. The blankets shall be draped to the ground to eliminate any gaps at the base of the barrier. 2. From commercially available acoustical panels lined with sound-

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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. 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.	absorbing material (the sound-absorptive faces of the panels should face the construction equipment). 3. From common construction materials such as plywood provided that the barrier is designed with overlapping material at the seams to assure that no gaps exist between the panels. MM NOI-3 (Noticing) 1. 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. 2. A designated point of contact shall be identified to address noise-related complaints during construction. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler) and will be required to implement reasonable measures such that the complaint is resolved.
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	*Not Necessary.* This mitigation measure is not necessary as the Noise Study prepared by Envicom Corporation, July 2019 (Appendix J), and as discussed in Section V, Part XIII, has determined the Project would not generate

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substantial adverse effects related to violating air quality standards, as applicable and feasible [sic]. 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.	vibration in excess of applicable significance thresholds. Construction of the project would not require high-impact construction methods such as pile driving or blasting. As such, ground borne vibration during project construction would be generated from conventional heavy construction equipment, such as bulldozers and excavators. Even with the use of large, full-size mobile equipment at the project site, the Noise Study determined the Project would not generate vibration that would exceed the applicable vibration criteria for building damage or human annoyance at the nearest surrounding existing structures. As such, off-site receptors located in proximity to the project site would not be exposed to excessive ground borne vibration levels during project construction. Thus, no mitigation would need to be implemented regarding groundborne vibration during project 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 expose people residing or working in the project area to excessive noise levels. Project Level Mitigation Measures: See PMM NOISE-1.	*Not Necessary.* As explained in Section V, Part XIII.a, the project is neither located within an airport land use plan nor within two miles of a public use airport that would expose people residing or working in the Project area to excessive noise levels.
POPULATION AND HOUSING	
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	*Not Applicable.* This mitigation measure is not applicable to the Project as it concerns displacement via transportation projects. It is noted that the Project will require removal of one single family house but will construct 251 new apartment units including 29 income-restricted units.

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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.	
PUBLIC SERVICES	
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: 1) 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. 2) 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. 3) 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	*Not Necessary.* This mitigation measure is not necessary as it has been determined the Project will not result in inadequate emergency service levels as discussed in Section V, Part XV, and the Project will be required to receive approval for a temporary traffic control plans from the Los Angeles Department of Transportation (LADOT) for any construction related traffic disruptions.

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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.	
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 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.	*Not Applicable. This* mitigation measure is not applicable as the Project will be required to pay school fees, which are deemed to fully avoid direct impacts under CEQA (California Government Code 65996(a)).
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.	*Not Applicable.* This mitigation measure is not applicable as it has been determined the Project will not require an expansion of library facilities as discussed in Section V, Part XV.
RECREATION	
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	*Not Necessary.* This mitigation measure is not necessary as it has been determined the Project will not significantly impact existing recreational facilities and will be required to pay Quimby fees, as discussed in Section V, Part XVI.

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facilities, using strategies such as: i. Increasing the accessibility to natural areas for outdoor recreation. ii. Utilizing "green" development techniques. iii. Promoting water-efficient land use and development. iv. Encouraging multiple uses, such as the joint use of schools. v. Including trail systems and trail segments in General Plan recreation standards.	
TRANSPORTATION	
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: 1) 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: -- include TDM mitigation requirements for new developments; -- incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; -- provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road, and parking pricing; -- implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; -- develop TDM-specific performance measures to evaluate project specific and system-wide performance; -- incorporate TDM performance measures in the decision-making process for identifying transportation investments; -- implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and -- set aside funding for TDM initiatives.	*Not Necessary.* This mitigation measure is not applicable as it is primarily directed toward municipalities and agencies that are responsible for the development of transportation policy and regulation. Furthermore, a VMT study was conducted for the Project and determined there would be no significant VMT impacts, as discussed in Section V, Part XVII.

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-- 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.	
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 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	*Not Necessary.* This mitigation measure is not necessary as the Project is subject to existing requirements equal to or more effective than PMM TRA-2, as the Project must receive approval prior to permitting for a temporary traffic control plan from the LADOT for any construction related traffic disruptions, and prior to permitting must receive approval for truck haul routes and location of equipment and material staging from the Department of Building and Safety (LADBS).

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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.	
TRIBAL CULTURAL RESOURCES	
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 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,	*Not Necessary.* This mitigation measure is not necessary as a mitigation measure is applied to the Project which is more effective than PMM TCR-1. As discussed in Section V, Part XVIII.b MM TCR-1 is applied to the Project which requires the following: MM TCR-1: Tribal Cultural Resource Archaeological Monitoring The applicant shall retain an archaeological monitor that meets the Secretary of Interior qualifications will be on site during removal of the property pavement and grading of the first 5 feet of soil. The frequency of monitoring shall be determined by the archaeological monitor based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus fill soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. 1. In the event that archaeological resources are unearthed during ground-disturbing activities the Project Permittee shall immediately

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with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.	stop all ground disturbance activities and contact the following: a. All California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; and, b. The Department of City Planning at 213.978.1454. 2. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 30 days, to conduct a site visit and make recommendations to the Project permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. 3. The Project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the Project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible. 4. The Project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The Project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City. 5. If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation. 6. The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate. 7. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

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	8. Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code.
UTILITIES AND SERVICE SYSTEMS	
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. 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	*Not Necessary.* This mitigation measure is not necessary as the Project is subject to existing requirements equal to or more effective than PMM USSW-2. Statewide source reduction and recycling requirements of AB 939 are implemented by the City through LA Sanitation collection services and regulation and monitoring of landfill waste haulers resulting in a landfill diversion rate of 76.4% according to the Zero Waste Progress Report 2013 conducted by the UCLA Engineering Extension's Municipal Solid Waste Management Program. Analysis of solid waste generation is discussed in Section V, Part XIX.

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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.	
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 wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: 2) 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	*Not Applicable.* This mitigation measure is not applicable as Pursuant to the City Sewer Allocation Ordinance (No. 166060), in order to avoid prematurely committing treatment capacity to projects still in the environmental review or entitlement process, LA Sanitation does not determine sewer capacity availability for a proposed project until the LADBS has established that a project's plans and specifications are acceptable for plan check. This process ensures that the system can accept the anticipated wastewater flows from a project at the time of connection. However, based on current capacity and flow rates at Hyperion Water Reclamation Plant, the LA Sanitation wastewater treatment system would have sufficient capacity for the Project's wastewater in addition to the existing treatment commitments.

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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.	
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. 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 nonpotable uses onsite.	*Not Necessary.* This mitigation measure is not necessary as the Project is subject to existing requirements equal to or more effective than PMM USWS-1. The State Model Water Efficiency Landscape Ordinance, implemented through the City's Landscape Ordinance requires to the extent feasible, all projects shall use water conserving plants and techniques in landscape design, and especially water conserving native plants, and the maximum water needs for landscaping is confined to a strict water budget set by the City. In addition, the High Efficiency Plumbing Fixture Ordinance and Citywide Water Efficiency Standards Ordinance mandate new water-using fixtures meet efficiency requirements and building and landscape design integrate water saving systems and technology.
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 [sic], 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	*Not Applicable.* This mitigation measure is not applicable as the Project is not in an area that is at risk of wildfire or within the ember zone of an area that is susceptible to wildfire.

2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
ignition. 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.	
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 [sic], 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; -- 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.	*Not Applicable.* This mitigation measure is not applicable as the Project is not located in or near a very high hazard severity zones or SRA.

V. INITIAL STUDY/SCEA IMPACT ANALYSIS

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology /Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☒ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation/Traffic	☒ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project. Therefore, an EIR Addendum will be prepared.
☒	l find that the Project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because the SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA) identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.

Envicom Corporation	11/8/2022	Chi Dang, City Planner, City of Los Angeles
Prepared By	Date	Reviewed By
Chi Dang	11/8/2022	
Printed Name	Date	Signature

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. 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, or other locally recognized desirable aesthetic natural feature within a city-designated 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 points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Impact Analysis

On September 2013, the Governor signed into law SB 743, which instituted changes to CEQA when evaluating environmental impacts to projects located in areas served by transit. SB 743 limits the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking 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.

Section 21099 (a) of the PRC provides definitions for terms related to analysis of Transit-Oriented Infill Projects, including the following:

1) "Employment center project" means a project located on property zoned for commercial uses with a FAR of no less than 0.75 and that is located within a TPA.
2) "Infill site" means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

3) "TPA" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan.

The City's Zoning Information (ZI) File 2452 reiterates the provisions of SB 743 and PRC Section 21099,[5] noting that visual resources, aesthetic character, shade, and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined by the City shall not be considered an impact for infill projects within TPAs pursuant to CEQA.

a. No Impact. Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?

The Project Site is located within a TPA, as it is located within 0.5 miles of the Wilshire/Western Metro Station and Wilshire/Normandie Metro Station, existing major transit stops. The City's Zone Information and Map Access System (ZIMAS) also indicates that the Project Site is located within a TPA.[6] The Project proposes to redevelop the infill Project Site within a highly urbanized area of the City by replacing existing commercial use structures with an eight-story mixed-use building with commercial, office and residential features. The Project Site is surrounded by existing urban uses, including commercial, residential, and mixed-use developments. As the Project proposes to develop a mixed-use project on the infill Project Site within a TPA, pursuant to the provisions of SB 743 and the City's ZI File 2452, aesthetic and parking impacts are not considered significant impacts on the environment in this evaluation, and therefore a detailed aesthetics analysis is not appropriate for this CEQA document. Therefore, there would be no impacts.

Mitigation Measures: No mitigation measures are required.

b. No Impact. Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?

The Project Site is located within a TPA, as it is located within 0.5 miles of the Wilshire/Western Metro Station and Wilshire/Normandie Metro Station, existing major transit stops. The City's Zone Information and Map Access System (ZIMAS) also indicates that the Project Site is located within a TPA. The Project proposes to redevelop the infill Project Site within a highly urbanized area of the City by replacing existing commercial use structures with an eight-story mixed-use building with commercial, office and residential features. The Project Site is surrounded by existing urban uses, including commercial, residential, and mixed-use developments. As the Project proposes to develop a mixed-use project on the infill Project Site within a TPA, pursuant to the provisions of SB 743 and the City's ZI File 2452, aesthetic and parking impacts are not considered significant impacts on the environment in this evaluation, and therefore a detailed aesthetics analysis is not appropriate for this CEQA document. Therefore, there would be no impacts.

Mitigation Measures: No mitigation measures are required.

c. No Impact. Except as provided in Public Resources Code Section 21099, would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the

[5] City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2452, Accessed on July 12, 2022 at: http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf

[6] City of Los Angeles, Zone Information and Map Access System (ZIMAS), Accessed on July 11, 2022 at: http://zimas.lacity.org/.

site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The Project Site is located within a TPA, as it is located within 0.5 miles of the Wilshire/Western Metro Station and Wilshire/Normandie Metro Station, existing major transit stops. The City's Zone Information and Map Access System (ZIMAS) also indicates that the Project Site is located within a TPA. The Project proposes to redevelop the infill Project Site within a highly urbanized area of the City by replacing existing commercial use structures with an eight-story mixed-use building with commercial, office and residential features. The Project Site is surrounded by existing urban uses, including commercial, residential, and mixed-use developments. As the Project proposes to develop a mixed-use project on the infill Project Site within a TPA, pursuant to the provisions of SB 743 and the City's ZI File 2452, aesthetic and parking impacts are not considered significant impacts on the environment in this evaluation, and therefore a detailed aesthetics analysis is not appropriate for this CEQA document. Therefore, there would be no impacts.

Mitigation Measures: No mitigation measures are required.

d. No Impact. Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

The Project Site is located within a TPA, as it is located within 0.5 miles of the Wilshire/Western Metro Station and Wilshire/Normandie Metro Station, existing major transit stops. The City's Zone Information and Map Access System (ZIMAS) also indicates that the Project Site is located within a TPA. The Project proposes to redevelop the infill Project Site within a highly urbanized area of the City by replacing existing commercial use structures with an eight-story mixed-use building with commercial, office and residential features. The Project Site is surrounded by existing urban uses, including commercial, residential, and mixed-use developments. As the Project proposes to develop a mixed-use project on the infill Project Site within a TPA, pursuant to the provisions of SB 743 and the City's ZI File 2452, aesthetic and parking impacts are not considered significant impacts on the environment in this evaluation, and therefore a detailed aesthetics analysis is not appropriate for this CEQA document. Therefore, there would be no impacts.

Mitigation Measures: No mitigation measures are required.

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

Impact Analysis

a. No Impact. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The Project Site is located in a highly urbanized area of the City within the Wilshire Community Plan area, which has been developed for several decades. According to the California Department of Conservation California Important Farmland Finder[7] the Project Site is classified as "urban and built-up land," and there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the vicinity of the Project Site. There would be no impacts.

b. No Impact. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Project Site contains no farmland and does not have and would not be eligible for a Williamson Act Contract. There would be no impacts.

[7] California Department of Conservation, Division of Land Resource Protection, California Important Farmland Finder, Accessed on July 8, 2022 at: https://maps.conservation.ca.gov/DLRP/CIFF/.

c. No Impact. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The Project Site is located in a highly urbanized area of the City which has been developed for several decades. The area is zoned for urban uses as there are no forests on or near the Project Site. There would be no impacts.

d. No Impact. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The Project Site is located in a highly urbanized area of the City which has been developed for several decades. There is no forest land on or near the Project Site. There would be no impacts.

e. No Impact. Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The Project Site is located in a highly urbanized area of the City which has been developed for several decades. Existing structures and a paved parking lot are being replaced by a multistory mixed-use building. The Project Site is not near farmland or forest, and none of the development activities could result in conversion of farmland or forest. There would be no impacts.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Impact Analysis

The proposed Project would be located in an urban area in the City's Wilshire Community Plan Area, which is situated within the South Coast Air Basin ("Air Basin"). The Air Basin is bounded by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and San Diego County to the south. The South Coast Air Quality Management District (SCAQMD) is the agency responsible for regulating stationary sources of emissions in the Air Basin.

In addition to being a highly developed metropolitan region with a large population, the Air Basin's prevailing climate often includes light winds, shallow vertical mixing, and extensive sunlight, as well as the adjacent mountain ranges which hinder dispersion of air pollutants, can result in degraded air quality within the Air Basin.

The Project's estimated construction emissions were modeled using the California Emissions estimator Model (CalEEMod.2020.4.0), a statewide land use emissions computer model developed for the California Air Pollution Officers Association (CAPCOA) in collaboration with the California Air Districts to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with a variety of land use projects. The output reports from CalEEMod are included as an appendix to the Air Quality and Greenhouse Gas Impact Analysis, prepared by Envicom Corporation, dated August 2022, and included as **Appendix A.**

a. Less Than Significant Impact. Would the project conflict with or obstruct implementation of the applicable air quality plan?

In the Air Basin, the agencies designated to develop the regional air quality plan are the SCAQMD and the Southern California Association of Governments (SCAG). The SCAQMD 2016 Air Quality Management Plan (AQMP) is a regional blueprint for achieving federal air quality standards and healthful air, and includes integrated strategies and measures needed to meet the National Ambient Air Quality Standards (NAAQS) within the Air Basin, within which the Project Site is located. The AQMP focuses on achieving clean air standards while accommodating population growth as forecast by the SCAG. The Project's mixed-use structure providing a total of 251 residential apartment units, including 18 live/work units, with 18,000

square feet of creative office space, and a total of 22,500 square feet of commercial office space would not generate a substantial increase in regional population or employment growth, and it does not meet the criteria for statewide, regional, or areawide significance as defined in the CEQA Statute and Guidelines Section 15206.

The 2016 AQMP includes the following objectives:

1) Eliminate reliance on future technologies measures (to show future attainment of air quality standards) to the maximum extent feasible.
2) Calculate and take credit for co-benefits from other planning efforts.
3) Develop a strategy with fair-share emission reductions at the federal, state, and local levels.
4) Invest in strategies and technologies meeting multiple objectives regarding air quality, climate change, air toxics exposure, energy, and transportation.
5) Identify and secure significant funding for incentives to implement early deployment and commercialization of zero and near-zero technologies.
6) Enhance the socioeconomic analysis and pursue the most efficient and cost-effective path to achieve multi-pollutant and multi-deadline targets.
7) Prioritize enforceable regulatory measures as well as non-regulatory, innovative and "win-win" approaches for emission reductions.

These objectives are not project-specific guidelines, and the Project would not interfere with the SCAQMD efforts to achieve these stated objectives. The 2016 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement.[8]

The 2016 overall control strategy is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies and reductions from federal sources, which include aircraft, locomotives, and ocean-going vessels. These strategies are to be implemented in partnership with the CARB and United States Environmental Protection Agency (U.S. EPA). In addition, the RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained within baseline emissions inventory in the AQMP. The Project Site is located within a TPA, where existing transit options reduce the need for reliance on personal vehicle transportation, and thus reduce associated automobile emissions consistent with general purposes of the AQMP in terms of land use planning for mixed-use transit-oriented development.

SCAQMD has continued to adopt and implement regulatory measures in order to reduce air pollution emissions from a wide range of sources and to reduce public exposure to unhealthful air pollution. The 2016 AQMP proposes robust reductions for oxides of nitrogen (NO_X) from new regulations on Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_X emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives. The 2016 AQMP strategies also include development of incentive funding to advance deployment of new cleaner technologies at a pace that is not feasible through regulation alone. The Project would be required to comply with all regulations regarding appliances and equipment that would be applicable to the proposed uses, including regulations that relate to energy conservation and/or emissions reduction of criteria pollutants.

[8] South Coast Air Quality Management District, Final 2016 Air Quality Management Plan, March 2017.

The Project does not meet the criteria for statewide, regional, or areawide significance as defined in the CEQA Statute and Guidelines Section 15206. Additionally, the Project Site is located within a TPA, where existing transit options reduce the need for reliance on personal vehicle transportation, and thus reduce associated automobile emissions consistent with general purposes of the AQMP in terms of land use planning for transit-oriented development.

In addition, as discussed in the evaluation below, the Project's construction or operations activities would not result in emissions of criteria pollutants that exceed the SCAQMD's thresholds of significance. Therefore, the Project would not substantially affect conformance with the AQMP, nor would it obstruct its implementation; therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. Would the project 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?

SCAQMD provides significance thresholds for emissions of criteria pollutants including: reactive organic gases (ROG)[9], NO_X, carbon monoxide (CO), sulfur oxides (SO_X), and particulate matter (PM-10 and PM-2.5)[10]. Projects in the SCAQMD with daily emissions that exceed any of the following emission thresholds shown in **Table V-1, SCAQMD Daily Maximum Emissions Thresholds**, may be considered significant under CEQA guidelines.

Table V-1
SCAQMD Daily Maximum Emissions Thresholds

Pollutant	Construction (lbs./day)	Operations (lbs./day)
ROG	75	55
NO_X	100	55
CO	550	550
SO_X	150	150
PM-10	150	150
PM-2.5	55	55

Source: South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, Revision April 2019.

The SCAQMD guidance for evaluation of cumulative impacts under CEQA states that "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR" (the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions is an exception).[11] Further, the SCAQMD guidance states that "Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant." SCAQMD recommends that public agencies perform cumulative impact analyses for air quality in the same manner as SCAQMD. As such, a project that does not exceed the emissions thresholds shown in Table III-1 would not have a cumulatively considerable net increase of any criteria pollutant.

[9] For purposes of this analysis, volatile organic compounds (VOC) and ROG are used interchangeably since ROG represents approximately 99.9 percent of VOC.
[10] PM-10 and PM 2.5 refer to particulate matter of less than 10 microns and less than 2.5 microns, respectively.
[11] SCAQMD, White Paper on Potential Control Strategies to Address Cumulative Impacts From Air Pollution Appendix D, August 2003.

Construction Emissions

The proposed project would redevelop an approximately 1.45-acre infill site by constructing an 8-story mixed-use structure providing a total of 251 residential apartment units, including 18 live/work units, with 18,000 square feet of commercial space, and a total of 22,500 square feet of commercial office space. The proposed project would incorporate two subterranean parking levels, and together with ground level parking spaces would provide a total of 284 spaces for vehicle parking onsite. A total of 165 long-term bicycle parking spaces and 39 short-term bicycle parking spaces would be provided on the ground floor of the project. The project site is located within a Transit Oriented Community (TOC) Tier 3 pursuant to Los Angeles Municipal Code (LAMC) 12.22 A.31 Affordable Housing Incentive Program. Public transit facilities in the project site vicinity include two subway stations within approximately 0.4 miles walking distance, and several bus stops serviced by a variety of local and regional carriers. The nearest bus stop is located within approximately 65 feet of the project site.

Construction of the project would require demolition of approximately 22,000 square feet of existing buildings, as well as removal of surface parking lots. Approximately 1,073 tons of debris would be removed for site preparation. Grading and excavation for the subterranean parking levels would require export of approximately 58,300 cubic yards of soil, which would be hauled to Azusa Land Reclamation, located at 1211 West Gladstone in Azusa, CA, approximately 27 miles east of the project site.

During construction, emissions of air pollutants would be generated primarily from the use of heavy equipment on-site for construction of the new land uses, including exhaust from internal combustion engines and dust from earth moving activities. A conceptual construction equipment fleet list and approximate duration of each construction phase is shown in **Table V-2, Conceptual Construction Equipment Fleet**.

Table V-2
Conceptual Construction Equipment Fleet

Phase Name and Duration	Equipment
Demolition (20 days)	1 Concrete/Industrial Saw
	1 Rubber-tired Dozer
	1 Excavator
	3 Loader/Backhoes
Site Preparation (7 days)	1 Grader
	1 Loader/Backhoe
	1 Rubber-tired Dozer
Grading (36 days)	1 Grader
	1 Excavator
	1 Rubber tired dozer
	2 Loader/Backhoe
Construction (400 days)	1 Crane
	1 Generator Set
	1 Forklift
	3 Welders
	1 Loader/Backhoe
Paving (10 days)	1 Cement/mortar Mixer
	1 Paver
	1 Roller
	1 Loader/Backhoe
Architectural Coating (30 days)	1 Air Compressor
Source: Corbel Architects	

Dust emissions generated during construction are called "fugitive emissions," because such emissions are not amenable to collection and discharge through a controlled source. SCAQMD Rule 403 provides regulatory dust control measures that would apply to the Project during construction, because of the non-attainment status of the Air Basin for PM-10. The following dust control measures would be implemented during construction as needed to comply with Rule 403 regulations:

1) Apply soil stabilizers or moisten inactive areas.
2) Prepare a high wind dust control plan.
3) Stabilize previously disturbed areas if subsequent construction is delayed.
4) Water exposed surfaces as needed to avoid visible dust leaving the construction area (typically three times/day).
5) Minimize in-out traffic from construction zone.
6) Sweep streets daily if visible soil material is carried out from the construction area.

The Project's maximum daily construction emissions as calculated by CalEEMod Version 2020.4.0 are shown in **Table V-3**, **Construction Activity Maximum Daily Emissions**.

Table V-3
Construction Activity Maximum Daily Emissions

Construction	Criteria Pollutants					
	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions (lbs/day) [(a)]	63.4	48.8	22.6	0.2	11.7	5.4
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Envicom Corporation, Air Quality and Greenhouse Gas Impact Analysis, August 2022.
(a) Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.

As shown in Table III-3, peak daily construction activity emissions of criteria air pollutants would not exceed the SCAQMD thresholds of significance. Therefore, Project's potential to result in a cumulatively considerable net increase of regional criteria pollutants during construction would be less than significant.

Although the Project's fugitive dust emissions would be below SCAQMD thresholds during construction, the Project would be required to implement appropriate dust control measures during construction in compliance with SCAQMD Rule 403 - Fugitive Dust as described in **Regulatory Compliance Measure RCM-AQ-1**.

Regulatory Compliance Measure RCM-AQ-1: Construction Period Air Quality (Demolition, Grading, and Construction Activities)

1) All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403.
2) The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
3) All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 miles per hour), to prevent excessive amounts of dust.

4) All dirt/soil loads shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
5) All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
6) General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
7) Trucks having no current hauling activity shall not idle but be turned off.

Operational Emissions

The Project would generate emissions of criteria pollutants during the operations period associated with area sources (consumer products, area architectural coatings, and landscaping equipment), energy use (building electricity and natural gas usage), and mobile sources (vehicle trips). The Project's maximum daily emissions of criteria pollutants during operations are shown in **Table V-4, Maximum Daily Operations Emissions (pounds/day)**. In addition, CalEEMod.2020.4.0 was used to estimate the operational emissions of the existing uses on the Site that would be removed. Table III-4 shows these existing use emissions and summarizes the net change in operational emissions by subtracting the existing use emissions from the proposed use emissions.

Table V-4
Maximum Daily Operations Emissions (pounds/day)

Emissions Sources	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Proposed Uses						
Area	6.57	0.24	20.72	<0.01	0.11	0.11
Energy	0.07	0.64	0.30	<0.01	0.05	0.05
Mobile	4.44	4.67	43.77	0.10	10.61	2.90
Total	**11.08**	**5.55**	**64.80**	**0.10**	**10.78**	**3.04**
Existing Uses						
Area	0.53	<0.01	0.08	0.00	<0.01	<0.01
Energy	<0.01	0.02	0.01	<0.01	<0.01	<0.01
Mobile	0.98	1.07	8.83	0.02	1.76	0.48
Total	**1.52**	**1.09**	**8.92**	**0.02**	**1.77**	**0.48**
Net Increase	**9.56**	**4.46**	**55.88**	**0.08**	**9.01**	**2.56**
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	**No**	**No**	**No**	**No**	**No**	**No**

Source: Envicom Corporation, Air Quality and Greenhouse Gas Impact Analysis, August 2022.
Totals may not add due to rounding.

As shown in Table III-4, the Project's operational emissions from the proposed Project would be far below the SCAQMD maximum daily emission thresholds for criteria pollutants without consideration of the elimination of existing use emissions.

The Project's removal of the existing uses from the Site would result in a net change in emissions that would be even further below the SCAQMD maximum daily emission thresholds as shown in Table III-4. Therefore, the Project's potential to result in a cumulatively considerable net increase of any criteria pollutant during operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. Less Than Significant Impact. Would the project expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors are populations that are generally more susceptible to the effects of air pollution than the population at large. Land uses considered to be sensitive receptors include residences, long-term care facilities, schools, playgrounds, parks, hospitals, and outdoor athletic facilities. The closest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Project would be existing multi-family residences that are located on adjacent properties to the north of the Project Site.

Local Significance Thresholds Impacts

The SCAQMD developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs are only applicable to the following criteria pollutants: NO_X, CO, PM-10, and PM-2.5. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and they are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. According to SCAQMD guidance, the use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to the CEQA.[12]

Pursuant to SCAQMD LST Methodology for projects with boundaries located closer than 25 meters to the nearest receptor, LST screening levels for a 25-meter source-receptor distance were utilized for the Project.[13] LST pollutant screening level concentration data is currently published for one, two and five-acre sites. For the Project, thresholds for a one-acre site were used. This evaluation is based on the estimated on-site daily construction emissions for the phase and year representing the highest daily emissions. Daily averages would be lower than the reported maximum amounts.

Table V-5, LST - Maximum On-site Construction Emissions, shows the relevant thresholds and the estimated peak daily on-site emissions during the construction phases that would generate the highest level of on-site emissions for each pollutant evaluated for LST impacts. The emissions shown in Table III-5 include the application of water to exposed soils twice daily for dust suppression as required for compliance with SCAQMD Rule 403, Fugitive Dust, and included as RC-AQ-1.

Table V-5
LST - Maximum On-site Construction Emissions

LST 1 acre/25 meters Central LA	LST Pollutants			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily On-Site Emissions[(a)] (pounds/day)	16.0	16.7	3.5	2.1
Applicable LST Screening Level (pounds/day)	74	680	5	3
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: Envicom Corporation, Air Quality and Greenhouse Gas Impact Analysis, March 2022.
[(a)] Construction emissions reflect required compliance with SCAQMD Rule 403 and RC-AQ-1 for applying water during grading to reduce dust.

[12] SCAQMD, Localized Significance Thresholds, Accessed at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds, July 14, 2020.
[13] South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, Revised July 2008. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2 on July 14, 2022.

As seen in Table III-5, the peak on-site emissions during construction would not exceed the applicable SCAQMD LSTs, and as such, the Project's potential to generate emissions that would expose sensitive receptors to substantial pollutant concentrations would be less than significant.

Toxic Air Contaminants

Exhaust particulates emitted from diesel powered equipment contains carcinogenic compounds, or toxic air contaminants (TACs). As residential projects do not generate a substantial quantity of diesel truck trips during operations, any measurable diesel TAC emissions from the project would occur for only a brief period during construction activities that would require onsite use of heavy-duty equipment. The toxicity of diesel exhaust is evaluated relative to a 24 hour per day, 365 days per year, 70 year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe rather than a relatively brief construction period, due to the lack of health risk associated with such a brief exposure. As such, potential impacts of the project due to emissions of TACs would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Substantial odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling materials used in manufacturing processes, as well as some sewage treatment facilities and landfills. As the Project involves no such land uses or types of activities, no odors from these types of uses or activities would occur.

During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes, paving, or other construction activities may produce discernible odors typical of most construction sites. Such odors would be temporary based on the limited duration of each construction phase.

The Project has been designed with enclosed trash and recyclable receptacle areas for solid wastes generated by the Project during operations. The solid waste bins would be located within enclosed rooms on the ground floor of the proposed structures with vertical chutes extending to the residential floors above. The solid waste storage enclosures would have doors to allow access for regular servicing/emptying for disposal by a solid waste hauler from the proposed internal driveway or Harvard Boulevard. As such, potential odors associated with solid waste generated during the Project operations would be shielded from the nearest offsite sensitive uses.

Therefore, the Project's potential to emit objectionable odors affecting a substantial number of people during construction or operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the Project:				
a. 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 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 the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Impact Analysis

This assessment evaluates biological resources within areas potentially subject to ground or vegetation disturbance by the Proposed Project, including the Project Site and adjacent areas in the public right-of-way. The Project Site is located within a highly urbanized area of the City where there is very little to no naturally occurring vegetation. Several buildings and paved parking areas currently occupy the subject property. The Project Site is surrounded by residential, commercial, and mixed-use buildings, primarily multi-story.

There are no sensitive biological communities on the Project Site or within the vicinity. Sensitive biological communities include habitats that fulfill special functions or have special values, such as wetlands, streams, or riparian habitat. These habitats are protected under federal regulations such as the Clean Water Act; state regulations such as the Porter-Cologne Act, the California Department of Fish and Wildlife (CDFW)

Streambed Alteration Program, and CEQA; or local ordinances or policies such as the City or County of Los Angeles (County) tree ordinances, Special Habitat Management Areas, and General Plan Elements.

The following sections discuss potentially adverse impacts on biological resources within the Project Site, to what extent those impacts may occur, and how potential impacts may be mitigated to reduce impacts to less than significance. Information on trees on and adjacent to the Project Site are provided in the two Arborist Reports provided in **Appendix B**.

a. Less Than Significant Impact. Would the project 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 by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The Project Site is located within a densely urbanized area of the City and does not contain any natural landscapes or naturally occurring native vegetation. Vegetation comprises primarily non-native landscaped tree and shrub species and non-native herbaceous species typical of highly urbanized developed areas. None of the vegetation on site provides suitable habitat for federal, state, or local protected special-status plant or wildlife species. However, bird species common to urban areas would potentially nest in the trees present on site during nesting bird season.

According to the Project's Arborist Reports, there are no protected trees within the Project Site or adjacent to it as defined by Section 46.01 of the Los Angeles Municipal Code (LAMC), and none of the trees present are native species. Within the public right-of-way adjacent to the Project Site there are a total of 24 trees, 12 of which are at least 8" in diameter which are identified as "significant" trees[14]. Significant trees are not protected and have no special status, they are identified as such for the purposes of the Department of City Planning. Three significant street trees will be removed in order to construct the curb apron on Hobart Boulevard, and 11 other smaller street trees adjacent to Harvard Boulevard will be removed. There are 25 trees located within the Project parcel boundaries, 15 of which are significant trees[15]. All trees within the Project boundaries will be removed. Existing trees and the number to be removed are detailed in **Table V-6, Project Tree Inventory.**

Common wildlife, particularly birds, may be exposed to noise and other disturbance during construction, but these activities are typical of urban environments. Species likely to occur within the site under the existing conditions would be those that are typically acclimated to these types of disturbances in highly urbanized environments; thus, most introduced disturbances, aside from removal of vegetation or ground disturbance, would likely not negatively affect common wildlife species.

However, removal of trees during the nesting bird season (February 1 to August 31) could have the potential to result in impacts to active bird nests. Migratory non-game native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 50 of the Code of Federal Regulations, or C.F.R., Section 10.13, List of Migratory Birds). Consistent with the MBTA, 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).

[14] Class One Arboriculture Inc., 3433 W. 8th St. Arborist Report. August 9, 2021.
[15] Landscape Architecture Urban Design, 3433 West 8th Street, Los Angeles, CA. June 1, 2021

Table V-6
Project Tree Inventory

Street Trees	Count	To Be Removed
Ficus macrocarpa	11*	3*
Butia capitata	1	-
Cupressus sempervirens	11	11
Callistemon viminalis	1	-
On Site Trees	**Count**	**To Be Removed**
Ficus macrocarpa	4*	4*
Brachychiton sp.	1	1
Cupaniopsis anacardioides	1*	1*
Punica granatum	2	2
Eriobotrya deflexa	1*	1*
Washingtonia robusta	7*	7*
Eriobotrya japonica	6	6
Citrus sp.	1	1
Fraxinus uhdei	2*	2*

* Indicates over 8" in diameter.
Source: Class One Arboriculture Inc., 3433 W. 8th St. Arborist Report, August 9, 2021 and YKD Landscape Architecture Urban Design, 3433 West 8th Street, June 1, 2021

A nesting bird survey of the onsite trees and shrubs conducted prior to their removal, if such activities would occur during the nesting season, and observance of relevant buffer distances around active nests if present, would ensure compliance with the MBTA and the related California Fish and Game Code Sections.

Compliance with City **Regulatory Compliance Measure RCM-BIO-1** would provide protections for potential nesting birds.

Regulatory Compliance Measure RCM-BIO-1: Nesting Birds

1) Proposed project activities (including disturbances to native and non-native vegetation, structures, and substrates) should take place outside of the nesting 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).
2) If project activities cannot feasibly avoid the nesting 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 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting nesting bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of clearance/construction work.
    b) If a nesting 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 (within 500 feet for suitable raptor nesting habitat) 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 (within 500 feet for raptor nests), or as determined by the 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 Qualified Biologist 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 nesting birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

Because there are no sensitive, or special status species on or near the Project Site, and compliance with the above RCM will ensure nesting birds are projected, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. No Impact. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The Project Site and surrounding properties are located within a highly urbanized area, and the Project Site does not include any natural communities such as riparian habitat, coastal sage scrub, oak woodlands, or wetlands. Additionally, there are no natural or manmade watercourses on or near the Site, nor is the Project Site located within or near a Significant Ecological Area (SEA) designated by the County.[16] Therefore, the Project would have no impact on riparian habitat or sensitive natural communities.

Mitigation Measures: No mitigation measures are required.

c. No Impact. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?

There are no natural or manmade wetlands or watercourses on or near the Site, which is confirmed by the USFWS National Wetlands Mapper.[17] Therefore, the Project would not remove or otherwise impair federally protected wetlands or waters of the U.S. and would therefore result in no impact.

Mitigation Measures: No mitigation measures are required.

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

A wildlife corridor contains physical connections that allow wildlife to move between areas of suitable habitat in both undisturbed landscapes and landscapes fragmented by urban development. The Project Site is not within an area identified as important to wildlife movement, such as a regional-scale habitat linkage or a wildlife movement corridor.[18] With the exception of trees and shrubs on site which may provide suitable

[16] County of Los Angeles, Department of Regional Planning, General Plan 2035, Figure 9.3, Significant Ecological Areas and Coastal Resource Areas Policy Map, Adopted October 6, 2015.
[17] USFWS, National Wetlands Inventory, Surface Water and Wetlands, Accessed on July 7, 2022 at: https://www.fws.gov/wetlands/data/mapper.HTML.
[18] County of Los Angeles, Department of Regional Planning, General Plan 2035, Figure 9.2, Regional Habitat Linkages, Adopted October 6, 2015.

nesting habitat for birds, there is no habitat suitable for wildlife nursey sites. RC-BIO-1 accounts for any bird species that may be nesting at the site by requiring bird surveys to be conducted prior to disturbance. As the Project Site is not located within a wildlife corridor, the Project would not substantially interfere with migratory corridors or impede wildlife movement and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

e. Less Than Significant Impact. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

As detailed in the arborist reports, no protected native trees subject to the City's Protected Tree Ordinance (Ordinance No. 177404) [19] are located within the subject property or adjacent areas. However, there are significant trees, defined as trees over 8" in diameter at breast height, located within the Parcel boundaries and the adjacent right-of-way which will be affected by the Project. The City requires that on-site significant trees are replaced at a 1:1 ratio, and any street trees removed from the right-of-way to be replaced according to the direction of the Urban Forestry Division. As detailed in Section IV(a) above, within the Project boundaries 15 significant trees will be removed and per the Project landscape plans will be replaced with:

1) 1 *Parkinsonia 'Desert Museum'*
2) 1 *Cercis occidentalis*
3) 17 *Laurus nobilis*
4) 17 *Washingtonia filifera*
5) 8 *Acer palmatum*

In addition, three ficus and 11 cypress street trees will be removed from the right-of-way. The number, species, and placement of their replacements will be determined the Urban Forestry Division prior to permitting and the Project landscape plan is considered conceptual in this regard. Compliance with the following RCMS will ensure Project consistency with local regulations.

Regulatory Compliance Measure RCM-BIO-2: Landscape Plan

Prior to issuance of a grading permit, the Project Applicant shall submit a landscape plan for approval by the Department of City Planning and Urban Forestry Division of the Bureau of Street Services, Department of Public Works. The landscape plan should comply with requirements outlined in the City of Los Angeles Landscape Ordinance No. 170,978.

Regulatory Compliance Measure RCM-BIO-3: Tree Removal (Public Right-of-Way)

Removal of trees in the public right-of-way requires approval by the Board of Public Works. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077). The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, at a ratio determined by the Urban Forestry Division, shall be required for the unavoidable loss of significant (eight-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground)

[19] City of Los Angeles, Los Angeles Tree Ordinance (No. 177404), LAMC, Sec. 12.21.

trees in the public right-of-way. All replacement trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Regulatory Compliance Measure RCM-BIO-4: Tree Removal (On Site)

All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 4.5 feet) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

As there are no protected trees or other biological resources on site replacement of removed trees according to the RCMs listed above will ensure the Project is consistent with local regulations adopted for the protection of biological resources and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

f. No Impact. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The Project Site is not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Thus, the Project would result in no impact related to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in significance of a historical resource pursuant in CEQA Section 15064.5?	☐	☒	☐	☐
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Section 15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Impact Analysis

The following section incorporates information for the project site provided by the Phase I Cultural Resource Assessment ("Cultural Assessment"), dated July 17, 2019, prepared by Envicom Corporation, which is included as **Appendix C,** and the Historic Resource Evaluation ("Historic Evaluation"), prepared by Kaplan Chen Kaplan, dated October 30, 2019, and included as **Appendix D**.

The Cultural Assessment included a cultural resource record search conducted by the South Central Coastal Information Center (SCCIC), a request for the Native American Heritage Commission (NAHC) to conduct a record search for Native American cultural resources, and a request for the Natural History Museum of Los Angeles County (NHM) to conduct a record search for paleontological resources, as well as a pedestrian survey of the Site. These record searches examined the Project Site plus a 0.25-mile area ("study area") around the Project Site, to assess the overall cultural resource sensitivity of the Project region. Additional databases that were examined during the Phase I Cultural Resource Assessment included historic regional maps, historic United States Geological Survey maps, and historic Google Earth images. The University of California Santa Barbara Library Historic Aerial Photograph Database was also examined for images that included the Project Site.

The record search findings obtained at the SCCIC were negative for cultural resources within the Project property. Ten historic cultural resources were identified within the 0.25-mile radius surrounding study area, the nearest resource being the Ashby Apartments, Los Angeles Historic-Cultural Monument No. 960 located on the south side of West 8th Street across the road and separated by a parking lot from the Project Site; all other resources are a block or more away from the subject property. The Phase I Cultural Resource Assessment determined that the information provided by the SCCIC did not indicate any cultural resource issues of relevance to the Project. The NAHC record search resulted in negative findings.

The Historic Evaluation investigated the existing structures on site and concluded none are considered eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as City of Los Angeles Historic-Cultural Monuments as individual resources. It also concluded that there is no eligible historic district which would include the buildings on the subject site.

a. Potentially Significant Unless Mitigation Incorporated. Would the project cause a substantial adverse change in significance of a historical resource pursuant in CEQA Section 15064.5?

The Site is currently developed with five commercial buildings clustered near the southeast corner of the property, facing 8th Street and Harvard Boulevard, and one single-family house in the northeastern corner of the property facing Harvard Boulevard. Each structure is over 50 years old and therefore requires evaluation of potential historic status. The location, description, and year of construction for the buildings is detailed in **Table V-7, Building Inventory.**

Table V-7
Building Inventory

Bldg No.	Address	Building Type	Location Description	Year Built	Original Style
A	3431-3445 W. 8th St	Commercial, 1 & 2 story	SE corner of property	1938	Colonial Revival
B	3447-3453 W. 8th St	Commercial, 1 story	West adjacent to Bldg No. 1	1940	Neoclassical Revival
C	3455 W. 8th St	Commercial, 1 story	West adjacent to Bldg No. 2	1940	None
D	765 S. Harvard Blvd	Commercial, 2 story	North adjacent to Bldg No. 1 facing Harvard	1951	Neoclassical Revival
E	767 S. Harvard Blvd	Commercial, 2 story	North adjacent to Bldg No. 1 facing parking lot	1951	None
F	749 S. Harvard Blvd	Single family, 1 story	NE corner of property	1912	Craftsman

Source: Kaplan Chen Kaplan, 3411-3445 W. 8th Street, 3447-3453 W. 8th Street, 3455 W. 8th Street, 765 S. Harvard Boulevard, 767 S. Harvard Boulevard, 749 S. Harvard Boulevard Los Angeles, California, Historic Resource Evaluation, October 30, 2019

A structure would be considered a "historical resource" per CEQA Section 15064.5 if it was listed in, or determined to be eligible for listing in, the National Register of Historic Places or the California Register of Historical Resources, or if it were included in a local register of historic resources or determined to be eligible for listing in a local register.

None of the existing structures are currently listed in the National Register or the California Register, and none are designated as Historic-Cultural Monuments (HCM) by the City, or located within an existing local historic district. None of the structures have been determined by a previous survey to be eligible for listing or designation, either.

The structures have been surveyed previously for potential eligibility. In 2009 a historic resources survey of the Wilshire Center and Koreatown Redevelopment Project Area was conducted by the Community Redevelopment Agency (CRA). This survey concluded buildings B, C, and F were not eligible for historic designation. Buildings A, D, and E were not assessed individually in this survey. The CRA survey identified potential historic districts within the redevelopment area, but did not identify any potential district that included the subject buildings. In 2015 SurveyLA, the citywide historic resources survey, surveyed properties in the area that were left out of the CRA survey and did not flag buildings A, D, and E as potentially eligible.[20]

As none of the structures are currently listed, or determined by survey to be eligible for listing, the Historic Evaluation assesses the potential eligibility of each structure. Eligibility is evaluated according to eligibility criteria, guided by publications from the National Register and historic context statements from the City. Eligibility criteria come from the National Register, California Register, and the HCM criteria found in the City's Cultural Heritage Ordinance. The National and California Register criteria are very similar as the

[20] City of Los Angeles, Office of Historic Resources Department of City Planning, HistoricPlacesLA (SurveyLA), accessed at http://historicplacesla.org/map. Project area was surveyed in 2015.

California Register criteria are an adopted form of the National Register Criteria. The HCM criteria are very close in content to both and effectively have a lower threshold for being met, therefore, the HCM criteria are presented and made reference to in the proceeding discussions:

A City of Los Angeles Historic-Cultural Monument is 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 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, or local history;
2) Is associated with the lives of historic personages important to national, state, city, or local history;
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.

The National Register publishes various guidance on how to assess eligibility, such as National Register Bulletin 15: How to Apply National Register Criteria for Evaluation, and Bulletin 32, Guidelines for Evaluating and Documenting Properties Associated with Significant Persons. These guidebooks provide a rational framework for the objective evaluation of historic importance in the built environment and are used professionally for any historic inquiry as they can be applied at the National, State, or local level. Eligibility assessment is further guided by historic context statements developed for that purpose by the City's SurveyLA program. These statements identify important themes or trends in history and relate those themes to the built environment, providing historic background to properly contextualize the properties being evaluated. A property's integrity is another aspect of assessing eligibility. If a property meets one or more eligibility criteria its integrity- the property's ability to convey its significance- is assessed. A property that meets eligibility criteria should retain integrity in order to subsequently receive listing or be considered eligible for listing. Assessment of integrity is guided largely by the methods described in National Register Bulletin 15.

Findings

As shown in Table V-1 all of the existing commercial buildings were originally constructed between 1938 and 1951. The Historic Evaluation determines there is no evidence the properties are associated with any significant events that would qualify as "important events of national, state, or local history" per HCM criteria No. 1. SurveyLA historic contexts that are applicable to the second part of criteria No. 1, "exemplifies significant contributions to the broad cultural, economic or social history" are Neighborhood Commercial Development: Arterial Commercial Development 1880-1950, and Markets 1910-1975. Although building C was a Safeway for some time, there is no evidence it was significant in the development of supermarkets in the City, and it no longer retains integrity as the exterior was significantly remodeled twice. The Historic Evaluation determines that none of the commercial buildings exemplify significant contributions to the applicable historic contexts. The residential building, No. F in Table V-1, was constructed in 1912 and the Historic Evaluation determined there is no evidence the property is associated with any significant event, or that it is significant to or exemplary of its applicable context, which is Early Single-Family Residential Development, 1880-1930.

The Historic Evaluation reviewed the original builders and property owners of the buildings at the time of construction, and occupants over time. There was no evidence that any of the buildings would be eligible for listing for association with historic persons or "the lives of historic personages" as described in HCM criteria No. 2.

Regarding eligibility relating to the architecture or architect of the buildings, none were found eligible. Each of the commercial buildings exhibits elements of either Colonial Revival or Neoclassical Revival architecture, though buildings D and E were built outside of the period of significance for either style (1900-1940), and buildings C and E would properly not be considered representative of any style. The Historic Evaluation concludes that none of the commercial buildings are an excellent representative of their respective styles. Building A was designed by a master architect, Stiles O. Clements, whose work includes notable Los Angeles buildings the Pellissier Building and Wiltern Theatre, El Capitan theater, and the Mayan theater. However, the Historic Evaluation concludes it is not a notable or important work of the architect. Therefore, the Historic Evaluation concludes none of the commercial buildings embody "the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master" as stated in HCM criteria No. 3. Building F is a residential structure built in 1912 in the Craftsman style. The Historic Evaluation concludes, "the building does not exemplify the tenets of the Arts and Crafts movement and the Craftsman style of architecture," and is not a rare or remarkable example of the style and would not be eligible for reasons related to its architecture either.

The overall conclusion of the Historic Evaluation is that none of the buildings on site would individually be eligible for listing on the National or California Register, or as a local HCM. The evaluation also considered if the buildings could be considered contributing structures to an historic district. As stated previously, the CRA survey evaluated the area for potential historic districts and did not find any that included the subject properties. The Historic Evaluation concurs and does not find an eligible district that includes the subject properties. Therefore, the existing structures on the Project Site are not historical resources as defined by CEQA and there will be no adverse impacts as a result of their demolition

Buried Historic Resources

Although there are no historic resources present on the Site because the Project Site was developed prior to the 1940's the Phase I Cultural Resource Assessment determined that the area would be considered sensitive for unknown historic resources below the surface of the Site. As such, **Mitigation Measure CR-1** will be implemented so that initial excavations are monitored for potential buried historic resources. With implementation of the mitigation measure impacts would be less than significant.[21]

Mitigation Measures:

MM CR-1: Archaeological Monitoring

An archaeological monitor that meets the Secretary of Interior qualifications will be on site during removal of property pavement and grading of the top five feet of soil. The purpose of having an archaeologist on site is to assess if any significant cultural resources are buried below existing surface features. If such features or artifact concentrations are identified, then the project "discovery" protocol will be followed:

a) The archaeological monitor will collect any historic material that is uncovered through demolition of the pavement or grading that is within a disturbed context, and can halt construction within 50-feet of a potentially significant cultural resource if necessary. Artifacts collected from a disturbed context or that do not warrant additional assessment can be collected without the need to halt grading. Discovery situations that do not lead to further assessment, survey, evaluation, or data

[21] The Phase I recommendation to require monitoring of demolition to "assess whether elements of the earlier 1920s structures were incorporated into existing buildings" is not included in MM CR-1 as the Phase I was prepared prior to the Historic Evaluation which determined there would be no significant impact with demolition of the structures as they were not eligible for listing. If by chance "elements of the earlier 1920s structures were incorporated into existing buildings" such an occurrence would not have any bearing on the eligibility of the existing structures, and any such remnant feature would itself not be eligible for designation.

recovery can be described in the monitor's daily Monitoring Report. However, if foundations, privies, or other older historic features are encountered, the project "discovery" protocol should be followed.

b) A final project Monitoring Report will be produced that discusses all monitoring activities and all artifacts recovered and features identified through monitoring of the demolition and grading of the project site. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the Monitoring Report. All artifacts recovered that are important, with diagnostic or location information that may be of importance to California and Los Angeles City history, will be cleaned, analyzed, and described within the Monitoring Report. All materials will be curated at an appropriate depository. If important materials are found during monitoring, a Curation Plan will be needed that is reviewed by the Lead Agency prior to the publication of the Monitoring Report

c) If potentially significant intact deposits are encountered that are within an undisturbed context, then a cultural resource "discovery" protocol will be followed. If older historic (or prehistoric) features, artifact concentrations, or larger significant artifacts are encountered during demolition or grading within the first five feet, then all work in that area shall be halted or diverted away from the discovery to a distance of 50-feet until a qualified senior archaeologist can evaluate the nature and/or significance of the find(s). If the senior archaeologist (not the field monitor) confirms that the discovery is potentially significant, then the Lead Agency will be contacted and informed of the discovery.

d) Construction will not resume in the locality of the discovery until consultation between the senior archaeologist, the owner's project manager, the Lead Agency, and all other concerned parties, takes place and reaches a conclusion approved by the Lead Agency. If a significant cultural resource is discovered during earth-moving, complete avoidance of the find is preferred. However, if the discovery cannot be avoided, further survey work, evaluation tasks, or data recovery of the significant resource may be required by the Lead Agency. The Lead Agency may also require changes to the Monitoring Plan, based on the discovery. All costs for the additional monitoring, discovery assessment, discovery evaluation, or data recovery of will be the responsibility of the applicant, within the cost parameters outlined under CEQA. All individual reports, including the final project Monitoring Report, will be submitted to the SCCIC at the conclusion of the project.

b. Less Than Significant Impact. Would the project cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Section 15064.5?

Based on the criteria in the 2006 L.A. CEQA Thresholds Guide, a significant impact may occur if grading or excavation activities associated with a project would disturb archaeological resources that presently exist within the Project Site. Section 15064.5 of the State CEQA Guidelines defines criteria for historical resources or resources that constitute unique archaeological resources.

The Project is located in a highly urbanized area of the City and has been subject to past disturbance by development, including the construction of commercial buildings that currently occupy the Site, as well as previous buildings that have been removed. Based on a review of the City's Prehistoric and Historic Archaeological Sites and Survey Areas Map, the Project Site and immediately surrounding areas within a 0.25 mile radius do not contain any known archaeological sites or archaeological survey areas.[22]

The Phase I Cultural Resource Assessment of the Project Site included a search of SCCIC records to provide an inventory of all previously recorded archaeological and historic archaeological resources, as well as

[22] City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Figure CR-1 – Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles.

previously conducted archaeological investigations or studies, within the Project Site plus a 0.25-mile radius. On July 1, 2019, the record search findings obtained at the SCCIC were negative for cultural resources within the Site. The assessment also requested NAHC review of the Sacred Lands File (SLF) to determine if any recorded Tribal Cultural Places or other sites of cultural importance were located within the Project Site or study area, which returned a negative result on July 8, 2019.

Due to the previous development of land uses on the Site, archaeological resources that may have existed near the Site surface are likely to have been disturbed or previously removed. However, the Project will result in deeper excavations than previously performed on the Site. As such, previously unknown archaeological resources may exist beneath the Project Site that could be uncovered during excavation activities. If previously unknown archaeological resources are found during excavation below the five feet that are covered by MM-CR-1, above, the Project would be required to follow procedures detailed in California Public Resources Code Section (PRC) 21083.2, which is accomplished through compliance with the City's **Regulatory Compliance Measure RCM-CR-1** which will ensure Project impacts to archaeological resources would be less than significant.

Regulatory Compliance Measure RCM-CR-1 (Archaeological)

If archaeological resources (sites, features, artifacts, or fossilized material) are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find and determine whether additional study is warranted. Depending upon the significance and nature of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeologist may simply record the find and allow work to continue. Personnel of the proposed Project shall not collect or move any archaeological materials and associated materials. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing or data recovery may be warranted. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

Mitigation Measures: No mitigation measures are required.

c. Less Than Significant Impact. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

No known human burials have been identified on the Project Site or its vicinity. However, due to the proposed excavation activities of the Project, it is possible that unknown human remains could be uncovered at the Project Site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. If human remains are encountered unexpectedly during demolition, grading, and/or construction activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. The Project would be required to comply with **Regulatory Compliance Measure RCM-CR-2 (Human Remains)**, which would ensure potential impacts related to the disturbance of unknown human remains would be less than significant.

Regulatory Compliance Measure RCM-CR-2: Human Remains

If human remains are encountered unexpectedly during construction, demolition, and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California

Public Resources Code Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

1) Stop immediately and contact the County Coroner:
   1104 N. Mission Road
   Los Angeles, CA 90033
   323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
   323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
2) If the human remains are determined to be prehistoric the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD).
3) The MLD shall complete the inspection of the site within 48 hours of notification and may recommend to the owner or representative for the treatment or disposition, with proper dignity, of the human remains and grave goods.
4) If the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. 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?	☐	☐	☒	☐

Impact Analysis

The following analysis is based on the Air Quality and Greenhouse Gas Impact Analysis and emissions estimates calculated using CalEEMod, prepared by Envicom Corporation, dated March 2022, (Appendix A), and the calculations included in the Construction Fuel Consumption Worksheet, provided in **Appendix E.**

a. Less than Significant Impact. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction

During construction, the Project would use heavy-duty equipment associated with demolition, site preparation, grading, paving, architectural coating, and building. Construction equipment used on the site would include excavators, graders, dozers, scrapers, air compressors, cranes, forklifts, generators, welders, rollers, pavers, and tractors equipped with front end loaders and backhoes. Construction also involves trucks for material and supplies delivery, as well as powered hand tools, including concrete saws. The majority of the equipment would likely be diesel-fueled. However, smaller equipment such as welders may be electric, gasoline, or natural gas-fueled, and tower cranes would likely be powered by electricity.

The CCR requires drivers of diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds not to idle the vehicle's primary diesel engine longer than five minutes at any location.[23] Compliance with this regulation would also result in efficient use of construction-related energy and prevent unnecessary consumption of energy from diesel fuel.

According to carbon dioxide (CO_2) emission factors for transportation fuels published by the U.S. Energy Information Administration, burning one gallon of diesel fuel generates approximately 22.4 pounds of CO_2 and burning one gallon of petroleum-based gasoline produces approximately 19.6 pounds of CO_2.[24] Based on these emissions factors and the Project's total construction-related CO_2 emissions, Project consumption of diesel and petroleum-based gasoline during construction was calculated and is shown in **Table V-8, Total Fuel Consumption During Project Construction**. The calculations are shown in a Construction Fuel Consumption Worksheet provided in Appendix E.

[23] California Code of Regulations, Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.
[24] U.S. Energy Information Administration, Environment Carbon Dioxide Emissions Coefficients, February 2, 2016.

Table V-8
Total Fuel Consumption During Project Construction

Energy Type	Total MT CO_2	Total CO_2 pounds [a]	CO_2 emission factors	Total Gallons Consumed
Total Diesel	933.6	2,058,130	22.4	91,881
Total Gasoline	445.8	982,904	19.6	50,148

Source: CalEEMod, Construction Fuel Consumption Worksheet, Appendix D.
[a] 1 MT = 2,204.62 lbs. (approx.)

As shown in Table VI-1, based on the U.S. Energy Information Administration fuel consumption factors, and the Project's estimated "total CO_2" emissions presented in the CalEEMod output sheets, it is estimated that the Project's construction activities would consume a total of approximately 91,881 gallons of diesel fuel and approximately 50,148 gallons of gasoline. In 2021, 13.8 billion gallons of gasoline were sold in California,[25] and in 2015 4.2 billion gallons of diesel, including off-road diesel, were sold in California.[26] As such, the use of construction equipment, transportation of materials, and workers necessary for Project construction would not represent a substantial proportion of annual gasoline or diesel fuel use in California.

Adherence to CCR Section 2485 and CARB anti-idling regulations for off-road diesel-fueled fleets would reduce the potential for wasteful use of energy by construction equipment. Due to the temporary duration of construction and the necessity of fuel consumption inherent in construction projects, fuel consumption would not be excessive or substantial with respect to fuel supplies. The energy demands associated with fuel consumption during construction would be typical of projects of this size and would not necessitate additional energy facilities or distribution infrastructure or cause wasteful, inefficient, or unnecessary consumption of energy. Therefore, the Project's potential to result in environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during construction would be less than significant.

Operations – Electricity

The Project would generate additional demand for electricity from the Los Angeles Department of Water and Power (LADWP). As estimated by CalEEMod, the Project's total electricity demand would be approximately 2,202,488 kilowatt hours per year (kWh/year) or 2,202.5 megawatt hours per year (MWh/year). The existing land use's demand as estimated by CalEEMod is 295,349 kWh/year or 295.3 MWh/year, which would be removed, resulting in a net project demand of 1,907,139 kWh/year or 1,907.1 MWh/year. The LADWP supplies more than 24 million MWh/year of electricity to the City's residential and business customers.[27] The Project would replace an existing use within the LADWP service area and its net increase in demand would represent approximately 0.008 percent of the yearly electricity demand, which is negligible in relation to the entire City's electricity demand. Therefore, the Project would not result in substantial increase in electricity demand.

In addition, the Project would be required to comply with the applicable portions of the California Energy Code and California Green Building Standards Code (CALGreen Code), which establish planning and design standards for sustainable development, energy efficiency, water conservation, and material conservation. The LADWP has increased renewable energy through active procurement of renewable

[25] California Energy Commission, California Gasoline Data, Facts, and Statistics, Accessed July 22, 2022 at: https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics.
[26] California Energy Commission, Diesel Fuel Data, Facts, and Statistics, Accessed July 22, 2022 at: https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/diesel-fuel-data-facts-and-statistics#:~:text=Diesel%20fuel%20is%20the%20second,including%20offroad%20diesel%2C%20was%20sold.
[27] LADWP, Power Today, Accessed on July 22, 2022, at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-pastandpresent/a-p-pp-powertoday?_adf.ctrl-state=193qichyuu_4&_afrLoop=1595016012439636.

resources included in the Renewable Portfolio Standard (RPS)[28] and the Strategic Long-Term Resource Planning,[29] which specifies a roadmap for providing reliable and sustainable electricity use to customers through 2050. By required compliance with applicable regulations and continued energy efficient programs implemented by the LADWP, the Project's potential impacts regarding wasteful or inefficient use of electricity energy supplies would be less than significant.

Operations - Natural Gas

The Project would generate additional demand for natural gas from the Southern California Gas Company (SoCalGas). Total Project demand for natural gas would be approximately 2,523,025 thousand British thermal units per year (kBTU/year) as estimated by CalEEMod outputs. The existing land use's demand as estimated by CalEEMod is 168 kBTU/year, which would be removed, resulting in a net project demand of 2,522,857 kBTU. According to the California Energy Commission, the County consumed approximately 2,936.69 million therms or 293,598,522,978 kBTU/year of natural gas in 2020.[30] The Project would represent approximately 0.001 percent of the natural gas consumption in the County in 2020, a negligible amount relative to Countywide consumption.

In addition, the Project is required to comply with applicable portions of the California Energy Code and CALGreen Code, which establish planning and design standards for sustainable development, energy efficiency, water conservation, and material conservation. By required compliance with applicable regulations, the Project's potential to result in impacts regarding wasteful or inefficient use of natural gas energy supplies would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less than Significant Impact. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The City of Los Angeles Department of Building and Safety (LADBS) reviews project site plans to verify compliance with the Building and Energy Efficiency Standards in the California Energy Code prior to issuing a building permit. As a regulatory requirement, the Project would be reviewed for consistency with applicable state and local plans for renewable energy and efficiency. The LAMC incorporates the CALGreen Code Title 24 standards. CALGreen Code standards require projects to provide energy saving features, establish minimum standards for energy efficient construction practices, and require increased energy efficiency. The Project would be built to the codes in effect at the time of construction. The Project Site is located in a TPA and TOC with multiple transit facilities including bus stops and a Metro station nearby and would provide pedestrian entrances to the project from the adjacent to encourage pedestrian and transit use to reduce personal vehicle use. Additionally, the Project incorporates 39 short-term and 165 long-term bicycle parking spaces to encourage active transportation, and 124 EV capable parking spaces to encourage EV use to reduce reliance on gasoline-fueled vehicles. As the Project would comply with regulatory requirements for building efficiency and incorporate features that encourage a reduction in the use of gasoline-fueled vehicles, the Project's potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency would be less than significant.

Mitigation Measures: No mitigation measures are required.

[28] LADWP, Power Today, Sustainability, Accessed on October 19, 2020 at: ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-pastandpresent/a-p-pp-powertoday?_adf.ctrl-state=193qichyuu_4&_afrLoop=1596243708636711.

[29] LADWP, Power Strategic Long Term Resource Plan, December 2017.

[30] California Energy Commission, Gas Consumption by County, Los Angeles, Accessed on July 22, 2022 at: https://ecdms.energy.ca.gov/gasbycounty.aspx.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit 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?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geological features?	☐	☒	☐	☐

Impact Analysis

The following section incorporates information for the Project Site provided by the Geotechnical Investigation Report (Geotechnical Investigation), dated November 20, 2018, and prepared by Don Soils Engineering Co., which is included as **Appendix F.** The Los Angeles Department of Building and Safety Grading Division issued a Soils Report Approval Letter, dated January 25, 2019, for the Geotechnical Investigation prepared for the Project, which is included as **Appendix G**.

a. i. Less Than Significant Impact. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone[31], and no active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Site. The closest surface trace of an active fault to the Site is the Puente Hills Blind Thrust, located approximately 0.4 miles away from the Project Site.[32] This fault or other faults in the area may cause ground-shaking at the site, but the risk of rupture (an offset of ground surface, an extension of a fault rupture to the surface) is considered remote. Therefore, as rupture at the site is considered a remote risk, potential impacts related to fault rupture are less than significant.

Mitigation Measures: No mitigation measures are required.

a. ii. Less Than Significant Impact. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking?

The Project Site is located within a seismically active region, as is all of Southern California. The intensity of ground shaking depends primarily on the earthquake's magnitude, the distance from the source, and the Site's response characteristics. Several active and potentially active faults within the Los Angeles Basin area could affect the Project Site, such as the Puente Hills Blind Thrust Fault, and it is likely that future earthquakes will shake the subject property. The Reports classify the Site as within Seismic Design Category Class E, based on the 2019 California Building Code (CBC) and thus the Project will be subject to the applicable structural regulations in the CBC that address that classification. Seismic Design Categories range from A to F, and the requirements for foundation and structural design will change according to the class in order to compensate for less or more anticipated ground-shaking.

The first foot of soil on the site is uncertified fill, which will be removed completely from the site as the project includes a subterranean garage. Native soils are firm silty sand and clay and the Reports explain that the native soils are suitable for direct support of floor slabs and for either conventional spread footing foundations or mat foundations. Any necessary backfill will utilize excavated native soils, which the Reports indicate are suitable for the purpose, provided they are recompacted according to CBC requirements.

As the Project Site has been found to be suitable for construction, and the applicant is required to design and construct the Project in conformance to the most recently adopted LAMC, which includes CBC requirements for Seismic Design Category Class E structures, and is required to implement all of the approval conditions contained in the Soils Report Approval Letter (Appendix G), and to implement applicable recommendations made in the Geotechnical Investigation (Appendix F), the Project would have less than significant impacts regarding seismically induced ground shaking hazards.

Mitigation Measures: No mitigation measures are required.

a. iii. Less Than Significant Impact. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction?

[31] City of Los Angeles Zoning Information and Map Access System (ZIMAS), Accessed on July 11, 2022 at: http://zimas.lacity.org.
[32] City of Los Angeles, ZIMAS, Accessed on July 11, 2022 at: http://zimas.lacity.org/.

Liquefaction is a process by which sediments below the water table temporarily lose strength and behave as a viscous liquid rather than a solid. The types of sediments most susceptible are clay-free deposits of sand and silts, although liquefaction may occasionally occur in gravel deposits. Liquefaction can occur when seismic waves, primarily shear waves, pass through saturated granular layers, and distort the granular structure, causing loosely packed groups of particles to collapse.

According to the Geotechnical Investigation, the State of California Seismic Hazard Zone Map indicates that the Project Site is not located within a liquefaction hazard zone. Due to the dense deposits of subsurface soils on the Site, the soil liquefaction potential at the Site is considered negligible. In addition, the Project would comply with applicable City building codes and implement recommendations included in the Geotechnical Investigation. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

a. iv. No Impact. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving landslides?

Landslides are a mass wasting phenomenon in mountainous and hillside areas that include a wide range of movements and occur when the stability of the slopes change to an unstable condition resulting from a number of factors including physical and/or chemical weathering of earth materials, unfavorable geologic structures relative to the slope geometry, erosion at the toe of a slope, and precipitation. The Project Site is a relatively flat infill property, all of which is, or has previously been, developed with commercial structures and/or paved parking areas. There is little topographical variation on the Site and in the surrounding vicinity, which precludes the potential for landslides and/or other hazards associated with hillside properties. In addition, the Site is not located within an earthquake-induced landslide hazard zone on the State of California Seismic Hazard Map. There are no known landslides near the Site, nor is the Site in the path of any known or potential landslides. Therefore, the Project would have no impact related to landslides.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. Would the project result in substantial soil erosion or the loss of topsoil?

Although the Project Site is relatively flat, development of the Project has the potential to result in the erosion of exposed soils during Site preparation and construction activities. All grading activities would require grading permits from the LADBS and must conform to applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. The Project would be required to produce a Stormwater Pollution Prevention Plan (SWPPP) prior to permitting for any ground disturbing activities that demonstrates implementation of Best Management Practices (BMPs) sufficient to minimize erosion and discharge of soil during construction activities. In addition, because the Air Basin is in non-attainment status for PM-10 emissions, the Project must comply with SCAQMD Rule 403 which requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust. Implementation is handled by the City as a matter of regulatory compliance during permitting, and typical dust control measures that may be implemented to comply with Rule 403 regulations include:

- Apply soil stabilizers or moisten inactive areas.
- Prepare a high wind dust control plan.
- Stabilize previously disturbed areas if subsequent construction is delayed.
- Water exposed surfaces as needed to avoid visible dust leaving the construction area (typically three times/day).

- Minimize in-out traffic from construction zone.
- Sweep streets daily if visible soil material is carried out from the construction area.

Compliance with these regulations would ensure the Project would not result in any significant impacts related to soil erosion during the construction phase.

During operations, the Project would be subject to applicable requirements of the Low Impact Development (LID) Ordinance. Per the ordinance the Project would be required to capture and treat the first 3/4" of rain during a rain event or the amount precipitated during an 85th percentile rain event, whichever is greater.

If flows exceed the design parameters of the management features water would then be directed to offsite storm drains. Stormwater will not at any point travel over bare earth prior to entering the storm drain system. Therefore, through compliance with the LID Ordinance, development of the Project would not cause or exacerbate soil erosion or loss of topsoil and impacts regarding soil erosion or the loss of topsoil would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. Less Than Significant Impact. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

As discussed above, the Project is located in a relatively flat area, remote from steep slopes, is not identified as an area susceptible to potential landslides, and is not located within a liquefaction hazard zone. Lateral spreading is a term referring to landslides that form on gentle slopes and have a fluid-like flow movement. There is little topographical variation on the Site and in the surrounding vicinity, which precludes the potential for lateral spreading, and based on the depth to groundwater discussed in the Geotechnical Investigation, liquefaction lateral spreads should not pose any significant hazard to the proposed development.

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The Site is not located within an area of known ground subsidence, and the Geotechnical Investigation indicates settlement is not expected to exceed 0.75 inches. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the Site or in the general Site vicinity. As there is little or no potential for ground subsidence due to withdrawal of fluids or gases at the Site, and the soils on site are not subject to significant subsidence, subsidence impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact. Would the project 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?

Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Based on the Geotechnical Investigation, the subsurface material encountered consisted of uncertified fill (compacted silty, clayey sand) overlying native soils (very stiff, sandy, clayey silt, clayey to slightly clayey to trace clay, and firm to dense sand). The uncertified fill will be removed from site and not utilized in construction, and according to the Geotechnical Investigation the subsurface soils have a low expansion potential. In addition, the Project would comply with applicable City building codes and

implement recommendations included in the Geotechnical Investigation. As such, potential impacts associated with expansive soils would be less than significant.

Mitigation Measures: No mitigation measures are required.

e. No Impact. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The Project Site is located in a developed area of the City, which is served by an existing municipal wastewater collection, conveyance, and treatment system operated by the City. No septic tanks or alternative disposal systems would be necessary, nor are they proposed. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

f. Potentially Significant Unless Mitigation Incorporated. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological features?

Paleontological resources are the fossilized remains of organisms that have lived in the region in the geologic past and the accompanying geologic strata. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area. Sedimentary rocks contain the bulk of fossils in the City, although metamorphic rocks may also contain fossils.[33] As discussed in the Project's Phase I Cultural Resource Assessment (Appendix C.1), a request was made of the NHM to determine if known paleontological resources have been identified on the Site or within the study area. Based on the NHM response, the project is near areas considered to be sensitive for paleontological resources and monitoring during excavation is recommended.

Implementation of **Mitigation Measure GEO-1 (Paleontological Resources)**, identified below, would ensure that if any potential paleontological resources are encountered during construction of the Project, they would be handled according to the proper regulations and any potential impacts would be reduced to less than significant.

Mitigation Measures:

Mitigation Measure GEO-1 (Paleontological Resources)

a) Prior to grading or excavation a qualified paleontologist shall attend preconstruction meetings to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. In addition, all on-site construction personnel shall receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work.

b) During grading and excavation a qualified paleontological monitor will be on site during grading below five (5)-feet in depth and all ground-disturbing activities associated with project construction occurring within previously undisturbed fossil bearing formations. If fossils are discovered, the paleontological monitor shall recover them. In most cases, this fossil salvage can be completed in a short period of time; however, some fossil specimens, such as a complete large mammal skeleton, may require an extended salvage period. In these instances, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Fossils collected from a disturbed context or that do not warrant additional assessment can be collected, without the need to halt grading.

[33] City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, Page D.1-1.

c) Fossil remains collected during the monitoring and salvage portion of the program shall be cleaned, repaired, sorted, and catalogued. A final data recovery report shall be completed that outlines the results of the monitoring program. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.

d) The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology – USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum – who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.

e) The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

f) The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.

g) Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

h) Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating that no material was discovered.

i) A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. 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?	☐	☐	☒	☐

Impact Analysis

Emissions of GHG from human activity are implicated in global climate change. These GHGs contribute to an increase in the temperature of the earth's atmosphere by preventing long wavelength heat radiation in some parts of the infrared spectrum from leaving the atmosphere. According to California's 2017 Climate Change Scoping Plan, in California, as in the rest of the world, climate change is contributing to an escalation of serious problems, including raging wildfires, coastal erosion, disruption of water supply, threats to agriculture, spread of insect-borne diseases, and continuing health threats from air pollution. For purposes of planning and regulation, Section 15364.5 of the CCR defines GHGs as including CO_2, CO, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. CO_2 is the primary GHG emitted in California, accounting for 84 percent of total GHG emissions in 2015. Because the warming potential of the identified GHGs differ, GHG emissions are typically expressed in terms of CO_2 equivalents (CO_2e), providing a common expression for the combined volume and warming potential of the GHGs generated by a particular emitter. The total GHG emissions from individual sources are generally reported in metric tons (MT) and are expressed as MT of CO_2 ($MTCO_2e$).

Fossil fuel combustion in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. The transportation sector, primarily on-road travel, is the single largest source of CO_2 emissions in California. Additionally, about 50 percent of the industrial source emissions of CO_2 are from the refinery and oil and gas sectors. When the industrial source emissions from the oil and gas sectors are attributed to the transportation sector, the emissions associated with transportation amount to approximately half of statewide GHG emissions.

The Global Warming Solutions Act of 2006 (Assembly Bill, or AB, 32) required that the CARB determine the statewide 1990 GHG emission level and approve a statewide GHG emissions limit, equal to the 1990 level, to be achieved by 2020. As reported in the 2017 Climate Change Scoping Plan, California is on track to exceed its 2020 GHG reduction target. Executive Order B-30-15 and SB 32 extended the goals of AB 32 and set a 2030 goal of reducing emissions by 40 percent from 2020 levels.

The following analysis is based on the Air Quality and Greenhouse Gas Impact Analysis, prepared by Envicom Corporation, dated March 2022, and included as Appendix A. The Project's estimated emissions of GHGs during construction and operations were calculated using CalEEMod, which is discussed in Section III. Air Quality. The CalEEMod output sheets are included in Appendix A.

a. Less Than Significant Impact. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

In determining the significance of impacts from GHG emissions, Section 15064.4 of CEQA specifies that a lead agency has the discretion to determine whether to quantify project-related GHG emissions or to rely on a qualitative analysis or performance-based standards. Section 15064.4 also states that a lead agency should consider the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis.

The California Supreme Court's decision in the *Center for Biological Diversity v. California Department of Fish and Wildlife* (62 Cal. 4th 204), also known as the Newhall Ranch Case, reviewed the methodology used to analyze GHG emissions in CEQA. The Supreme Court suggested that a lead agency might assess consistency with AB 32's goal in whole or in part by looking to compliance with regulatory programs designed to reduce GHG emissions from particular activities as one pathway to determining the significance of a Project's GHG emissions. This approach is consistent with CEQA Guidelines Section 15064, which provides that a determination that an impact is not cumulatively considerable may rely on compliance with previously adopted plans or regulations for the reduction of GHG emissions. The Court also suggested other pathways to compliance, including relying on existing numerical thresholds of significance for GHG emissions (if supported by substantial evidence).

In October 2008, SCAQMD staff proposed the use of a numerical threshold of 3,000 metric tons of CO_2e per year for evaluating GHG impacts of commercial/residential projects, based on meeting the AB 32 emission reduction target. However, SCAQMD has not formally adopted a GHG significance threshold for land use development projects.

Pursuant to the CEQA Guidelines Section 15064.4(a), this evaluation quantifies GHG emissions resulting from the Project. However, in the absence of an adopted numerical threshold by the City, state, or SCAQMD, this analysis relies on a combination of the quantification of GHG emissions as estimated for the Project using CalEEMod and an evaluation of the Project's consistency with relevant local GHG reduction plans to evaluate the Project's GHG impacts.

Construction Impacts

During construction, the Project would temporarily generate GHG emissions from use of construction equipment, and various construction materials (paint, asphalt, etc.) would also result in the short-term generation of GHG emissions. The Project's construction related GHG emissions were modeled using CalEEMod as discussed in the Project's Air Quality and Greenhouse Gas Impact Analysis (Appendix A). Construction emissions have several different types of sources which contribute to emissions of pollutants. These source types include off-road equipment usage, on-road vehicle travel, fugitive dust, architectural coating, and paving off-gassing. GHG emissions generated during construction are shown in **Table V-9, Construction Related Greenhouse Gas Emissions**. As shown in Table V-9, construction activities would generate a total of 1,379.4 $MTCO_2e$ emissions. The SCAQMD's GHG emissions evaluation guidance is to amortize construction emissions over a 30-year lifetime and add them to the projected annual emissions of the project. There have been no proposed impact thresholds for construction emission only as construction emissions represent just a small portion of a project's lifetime emissions. The amortization of construction emissions for the project amount to approximately 46 $MTCO_2e$ emissions annually over 30 years.

Table V-9
Construction Related Greenhouse Gas Emissions

Source (on-site and off-site)	Total COe
Demolition	31.4
Site Preparation	5.5
Grading	315.2
Building Construction 2023	387.8
Building Construction 2024	622.9
Paving	6.5
Architectural Coating 2024	1.4
Architectural Coating 2025	8.7
Total	**1,379.4**
Source: CalEEMod Version 2020.4.0 output provided in Appendix A.	

Operations Impacts

Operation of the proposed Project would result in GHG emissions from mobile sources, on-site use of natural gas and landscaping equipment, and off-site sources, such as electricity generation, water distribution and treatment, disposal of solid waste, and treatment of wastewater. The largest source of operational emissions for any new development is typically mobile source emissions, which are associated with residents, workers, customers, and delivery vehicles visiting the land use types in the project. Therefore, one of the keys to reducing emissions for a project is reducing mobile source emissions associated with the project. This is best accomplished through construction of higher density, infill development where public transit, cycling and walking are viable means of transportation, such as the Proposed Project is. The operational generation of GHG emissions were calculated using CalEEMod, as recommended by the SCAQMD. Operational GHG emissions are shown in **Table V-10, Annual Greenhouse Gas Emissions**.

Table V-10
Annual Greenhouse Gas Emissions

Consumption Source	$MTCO_2e$/year
Area Sources	4.3
Energy Utilization	828.8
Mobile Source	1,573.0
Solid Waste Generation	78.1
Water Consumption	165.9
Annualized Construction	46.0
Total	**2,696.1**
Source: CalEEMod Version 2020.4.0 output provided in Appendix A.	

As shown in Table VIII-1, with the addition of the amortized construction GHG emissions discussed above, the emissions model estimates that the Project would result in annual emissions of approximately 2,696.1 $MTCO_2e$. Based on this analysis, the Project's quantified construction and operational period GHG emissions would be less than the SCAQMD-suggested screening level of 3,000 $MTCO_2e$. However, as discussed above, this analysis will use a qualitative discussion of plan consistency to determine the potential significance of the Project's contribution to global GHG emissions and resulting environmental effects.

The Project's ability to comply with various state, regional, and local planning efforts to reduce GHGs are summarized below.

Applicable Plans and Regulations

2020 RTP/SCS

The SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also referred to as Connect SoCal,[34] demonstrates the region's ability to attain and exceed the State's GHG emission reduction targets. The RTP/SCS is a regional plan for integrating the transportation network and related strategies with an overall land use pattern to accommodate projected growth, housing needs, and transportation demands.

The RTP/SCS focuses the majority of new housing and job growth in High-Quality Transit Areas (HQTAs) and other opportunity areas such as commercial corridors, resulting in more opportunity for transit-oriented development. The Project would be consistent with GHG reduction strategies in the RTP/SCS, which aim to reduce VMT by changing the region's land use and travel patterns, such as providing compact growth in areas accessible to transit, providing jobs closer to transit and in HQTAs, and providing biking and walking infrastructure to improve active transportation options, and transit access.

Los Angeles Green Building Code

The Los Angeles Green Building Code (LAGBC), found in Section IX, Article 9 of the Los Angeles LAMC, is based on the CALGreen Code that was developed and mandated by the state to attain consistency among the various jurisdictions within the state, reduce the building's energy and water use, reduce waste, and reduce the carbon footprint.[35] The LAGBC was adopted pursuant to the Los Angeles Green Building Ordinance No. 181,480 to assist in regulating and reducing GHG emissions. The Project would comply with the LAGBC by incorporating water and electricity use efficiency features, and it would meet construction waste diversion requirements. Through regulatory compliance, the Project would be consistent with the provisions of the LAGBC.

Mobility Plan 2035

The Mobility Plan 2035, a subsection of the City General Plan, provides a policy foundation for achieving a transportation system that balances the needs of all road users and includes goals to target GHG emissions reductions through a more sustainable transportation system. Strategies to achieve this goal include utilizing land use policies aimed at shortening the distance between housing, jobs, and services; offering more attractive non-vehicular alternatives; and creating TDM programs to support Citywide reductions in VMT per capita. The Project is consistent with these goals of the Mobility Plan 2035, as it represents urban infill development that would increase land use density within an area that is comprised of high density urban development, and because it would be a mixed-use development providing a combination of hotel, restaurant, and retail uses within the same Project Site. Additionally, the Project would provide long-term and short-term bicycle parking for residents, guests, employees, and customers; solar-ready roof areas; and a total of 124 EV capable parking spaces.[36]

The Project Site is located in a TOC (Tier 3),[37] within approximately 0.4-mile walking distance from two subway stations, and several bus stops serviced by a variety of local and regional carriers are within the project vicinity. The nearest bus stop is located on 8th Street within approximately 65 feet of the project site. The project area is also served by bus transit along 9th Street, Wilshire Boulevard, and Western Avenue,

[34] Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Adopted September 3, 2020.

[35] Los Angeles Department of Water and Power, Green Building and Sustainability, available at: https://www.ladbs.org/services/green-building-sustainability, accessed on July 12, 2019.

[36] The number of EV capable spaces and EV charging stations provided will meet or exceed the City's requirements in effect or adopted at the time of permitting for the Project.

[37] City of Los Angeles, Department of City Planning, Zoning Information and Map Access System (ZIMAS), Available at http://zimas.lacity.org/ , Accessed on July 16, 2019.

among many other routes in the vicinity. Bus service in the near vicinity include Los Angeles Department of Transportation's (LADOT) Downtown Area Short Hop (DASH) Wilshire Center/Koreatown routes, as well as multiple lines provided by Metro. These existing area transit features encourage the use of alternative transportation modes that would reduce VMT per capita. Further, the project site and vicinity is served by an existing sidewalk network providing pedestrian access for future residents and users of the project site to the surrounding community, which also encourages use of transportation alternatives that reduce VMT, and would be consistent with the goal of the Mobility Plan 2035 to increase the use of alternative transportation modes.

Green LA Plan and ClimateLA

The Green LA Plan (adopted April 2007) is the City's adopted Climate Action Plan (CAP) that aims to reduce GHG emissions to 35 percent below 1990 levels by 2030 by increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles. To facilitate the implementation of these overarching goals, in 2008 the City adopted ClimateLA, an implementation program that provides detailed information about each action item discussed in the Green LA Plan framework. Action items range from harnessing wind power for electricity production and energy efficiency retrofits in City buildings, to converting the City's fleet vehicles to cleaner and more efficient models and reducing water consumption. Information about proposed and/or ongoing programs, opportunities for achieving the City's goals, specific challenges, and a list of milestones is provided for each action item. The Green LA Plan includes some action items that only address municipal facilities, and some action items aimed at facilitating changes in the private sector.[38]

Project consistency with the individual Green LA Plan and ClimateLA actions are included in the Air Quality and Greenhouse Gas Impact Analysis (Appendix A). The Project would not be in conflict with the goals of the Green LA Plan or actions and strategies of ClimateLA to reduce GHG emissions to 35 percent below 1990 levels by 2030 by increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles.

Sustainable City pLAn 2019 and LA's Green New Deal

The Sustainable City pLAn 2019 provides targets, milestones, and initiatives for reaching short-term and long-term sustainability goals. Implementation of the pLAn includes annual progress reports, as well as major updates to the pLAn every four years. The Green New Deal is the first four-year update to the pLAn, providing more detail on the City's vision for a sustainable future and setting forth accelerated targets. The specified targets of the Sustainable City pLAn 2019 are further discussed in the Air Quality and Greenhouse Gas Impact Analysis (Appendix A).

The Project would be consistent with the emissions reduction and energy and water efficiency targets of the Sustainable City pLAn associated with individual project development, as it would comply with the performance requirements specified in the City's Building Code, including water and electricity use efficiency requirements. The Project would redevelop an underutilized infill property (including a surface parking lot) within an urbanized area, where multiple modes of transportation alternatives are available, including adjacent or nearby bus stops serviced by various routes, a Metro rail station, and pedestrian sidewalks. The Project Site is located within walking distance of multiple office, restaurant, retail, and entertainment opportunities that can be accessed by the Project's residents without the use of personal vehicles. Additionally, the Project would incorporate high-density residential units, live/work units, and commercial space, providing opportunities for future residents to live, work, and shop onsite. Therefore, the Project would promote sustainability and would be consistent with the Sustainable City pLAn.

[38] City of Los Angeles, December 2008, ClimateLA Program Document.

Plan Consistency Conclusion

In summary, the Project's net increase in GHG emissions would be below the previously proposed SCAQMD suggested screening threshold of 3,000 $MTCO_2e$, and as an infill development, subject to current efficiency standards and code requirements, the Project would not conflict with the RTP/SCS, LAGBC, Mobility Plan 2035, the adopted CAP (Green LA), and other related codes and plans developed to reduce GHG emissions in the City, such as the Sustainable City pLAn. Therefore, the Project's potential impacts regarding GHG emissions would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As described in the evaluation discussed in Section VIII.a., the Project would be consistent with local and regional plans, policies, and regulations adopted for reducing GHG emissions. As such, the Project's potential to result in impacts regarding conflicts with GHG reduction plans would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. 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 handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site 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. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The following analysis is based on the Phase I Environmental Site Assessment (Phase I ESA), prepared by Western Environmental Engineers company (WEECO), dated January 24, 2018 and included as **Appendix H**. The analysis is also based on the Project Phase II Environmental Site Assessment Report (Phase II ESA) dated January 29, 2018, prepared by WEECO and provided as **Appendix I.**

Impact Analysis

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

During construction, paints, solvents, fuels for construction equipment, and building materials would be utilized to construct the proposed residential/commercial mixed-use components of the Project. Although

construction of the Project would require the transport, use, and disposal of hazardous waste, construction activities associated with Project would be temporary and required to comply with all applicable federal, state, and local regulations governing such activities. The Project would follow all related requirements set forth by the California Environmental Protection Agency's (CalEPA) Department of Toxic and Substance Control (DTSC), Cal/OSHA and the Los Angeles Regional Water Quality Control Board (LARWQCB) regarding the transport, use and disposal of hazardous waste, construction activities.

During operations, modest amounts of paints, cleaning supplies, and lubricants would be utilized for housekeeping and janitorial purposes to operate/maintain the proposed residential/commercial mixed-use components of the Project. These uses would not be anticipated to result in the routine transport, use, or disposal of hazardous materials in substantial quantities. Further, the materials identified above would be stored, used, and disposed of in accordance with the manufacturer's specifications and all appliable federal, state, and local regulations. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during operations, and potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. Would the project 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?

According to the Phase I ESA, the Project property has been occupied by multiple commercial tenants and residential dwellings. The Project site parcel associated with 3341 W. 8th Street was previously occupied by a dry-cleaning facility ("Evelyn Cleaners") from 1956 to 1965. No other records regarding the dry-cleaning facility, dry cleaning machine, or any previous subsurface investigation were found, and the condition of the soil was unknown. As such, the Phase I ESA recommended further investigation was necessary to determine subsurface soil conditions and if there was any contamination or leak due to the previous dry-cleaning facility. Subsequently a Phase II ESA was conducted which concluded no remedial action was required.

The Environmental Protection Agency (EPA) developed Regional Screening Levels (RSLs), which are indoor air quality guidelines to evaluate if potential risks associated with encountered chemicals may warrant further evaluation. The Department of Toxic Substances Control (DTSC) Office of Human and Ecological Risk (HERO) developed California specific RSLs for indoor air quality guidelines, and subsequently developed soil gas screening levels (SGSLs) for commercial/industrial land uses. As shown in the Phase II ESA, soil gas samples for PCE, ethylbenzene, m/p-xylene, and o-xylene were lower than the SGLs for commercial/industrial land uses. As such, the Phase II ESA concluded the former dry cleaners site operations did not result in a threat to human health or groundwater beneath the Site, and no further action is required. Therefore, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

The Site is not located within one-quarter mile of an existing or proposed school. There are schools within an approximately 0.35 mile radius of the Site including Hobart Boulevard Elementary, Harvard Preschool

and Kindergarten, Brawerman Elementary School East, and the Robert F. Kennedy Community Schools complex. However, as discussed above, the Project would use minor amounts of paints, cleaning supplies, and small amounts of petroleum products consistent with other mixed-use residential and commercial properties, and in accordance with all applicable federal, state, and local regulations. Therefore, the Project is not anticipated to emit any hazardous emissions during construction or operation and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. No Impact. Would the project 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?

California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. A search of the California Environmental Protection Agency's (CalEPA's) Cortese List Data Resources databases[39] in the Phase I ESA showed that the Project Site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The search involved the following records:

1) Department of Toxic Substances Control's (DTSC's) EnviroStor Hazardous Waste and Substances Site List;
2) State Water Resources Control Board's (SWRCB's) GeoTracker database for Leaking Underground Storage Tank (LUST) sites, Department of Defense sites, and Cleanup Program sites, as well as GeoTracker irrigated lands, oil, and gas production, operating permitted underground storage tanks (USTs), and Land Disposal sites;
3) CalEPA's list of solid waste disposal sites;
4) SWRCB's list of Cease and Desist Orders and Cleanup and Abatement Orders; and
5) Other information required from the DTSC under Government Code Section 65962.5(a).

The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5, and therefore, the construction and operation of the Project would not create a significant hazard to the public or the environment as a result of being on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As such, no impact related to this issue would occur.

Mitigation Measures: No mitigation measures are required.

e. No Impact. Would the project, 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?

The Project Site is located approximately 9 miles northeast of Los Angeles Airport (LAX) and Santa Monica Airport, and is not located within the Planning Boundary, Airport Influence Area, or Runway Protection Zone of LAX or the Santa Monica Airport.[40] The Project would not place structures within a

[39] California Environmental Protection Agency, Cortese List Data Resources, Accessed on July 12, 2022 at: https://calepa.ca.gov/sitecleanup/corteselist/.

[40] Los Angeles County Department of Regional Planning, Airport Land Use Commission, Airport Influence Area, Accessed on August 1, 2022, at: https://planning.lacounty.gov/aluc/airports.

designated flight path, and it would not result in a safety hazard to people working or residing within the Project area regarding aircraft operations in the vicinity. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

f. Less than Significant Impact. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?.

The Project Site is located near Western Avenue, Wilshire Boulevard, and Olympic Boulevard, all of which are shown as a Selected Disaster Routes in the Safety Element of the City General Plan.[41] Development of the Project Site may require temporary partial lane closures due to construction activities, but would not require interruption to traffic on those streets, and any lane closures would require a Construction Period Traffic Control Plan to be developed in consultation with the LADOT prior to obtaining a grading permit. While such closures may cause temporary inconvenience on adjacent streets, they would only occur during the construction phase, and for a temporary time period. No complete street closures would occur, and the Project would not substantially interfere with emergency response or evacuation plans. The proposed Project would not cause permanent alterations to vehicular circulation routes or impede public access or travel upon public rights-of-way. Therefore, the potential to interfere with any adopted emergency response plan or emergency evacuation plan would be less than significant.

Mitigation Measures: No mitigation measures are required.

g. No Impact. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The Project Site is located within a highly urbanized portion of the City and is not located in, or in close proximity to, a Very High Fire Hazard Severity Zone (VHFHSZ).[42] Therefore, no impact related to wildland fire would occur.

Mitigation Measures: No mitigation measures are required.

[41] City of Los Angeles, Department of City Planning, General Plan, Safety Element, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, Adopted by City Council November 26, 1996.
[42] City of Los Angeles, ZIMAS, Accessed on July 11, 2022 at: http://zimas.lacity.org/.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial on- or offsite erosion or siltation;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Impact Analysis

a. Less than Significant Impact. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The SWRCB (State Water Resources Control Board) and Los Angeles Regional Water Quality Control Board (Regional Water Board) have adopted Waste Discharge Requirements (Order No. R4-2012-0175) for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (MS4 Permit). The SWRCB subsequently amended the MS4 Permit on June 16, 2015, (Order WQ 2015-0075). The Los Angeles County MS4 Permit specifies requirements for discharges within the County's Coastal watersheds. This MS4 Permit was issued in accordance with National Pollutant Discharge Elimination System (NPDES) Permit (No. CAS004001). The LAMC also provides Stormwater and Urban Runoff Pollution Control requirements. As a regulatory requirement of these existing MS4

Permits and the LAMC (Chapter VI, Article 4.4, Stormwater and Urban Runoff Pollution Control), the Project would comply with measures designed to prevent the violation of water quality standards or the degradation of ground water quality.

During construction, temporarily exposed soils may be susceptible to erosion and sedimentation due to stormwater runoff. The Project is not steeply sloped and thus not expected to be subject to substantial erosion. However, preparation of a Stormwater Pollution Prevention Plan (SWPPP) is required prior to permitting which is used to demonstrate how Best Management Practices (BMPs) will be used to minimize sediment transport from the site. As the Project would be required to implement BMPs to minimize erosion and sedimentation impacts, and to obtain appropriate permits if conditions require dewatering, construction impacts regarding water quality and waste discharge requirements would be less than significant.

During operations, the Project would be subject to applicable requirements of the Low Impact Development (LID) Ordinance. Per the ordinance the Project would be required to capture and treat the first 3/4" of rain during a rain event or the amount precipitated during an 85th percentile rain event, whichever is greater. This means for the majority of rain events stormwater generated by the Project would remain on-site and would not produce runoff.[43] The Project would also be required to be designed such that stormwater flows do not exceed existing conditions. The LID design guidelines require stormwater to be collected and retained or reused on site, or infiltrated on site, as much as practicable. The Site is not suitable for infiltration, as such, the Project will direct stormwater to third, second, and ground floor planters for use and filtration. Stormwater flows which exceed the design capacity of the system will be directed to the City's storm drain system.

The proposed Project would provide improved stormwater performance over the existing conditions as the site was developed without stormwater control requirements. The Project will likely produce less stormwater runoff than the existing conditions, and whatever stormwater does leave the site will be cleaner than under existing conditions. Therefore, Project impacts related to the potential to violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. Would the project substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

According to the Phase II ESA, the groundwater depth of the Site ranges from approximately 14 to 34 feet bgs, and regional groundwater is expected to follow the topographic gradient in a southwesterly direction. During construction, excavations may encounter groundwater. Necessary dewatering activities would be performed in compliance with City regulations as well as NPDES discharge requirements. Dewatering during construction would be temporary and would therefore not significantly alter groundwater levels. As such, construction impacts to groundwater levels would be less than significant.

During operations, the Project would be served by the LADWP for potable water supply and does not propose groundwater extraction. The proposed Project will cover the entirety of the site with impermeable surfaces; however, the amount of existing exposed surfaces is minimal and the Site would not contribute significantly to groundwater recharge. Therefore, the Project would not substantially deplete groundwater

[43] City of Los Angeles, LA Sanitation, Planning and Land Development Handbook for Low Impact Development, Part B, 5th Edition, May 9, 2016.

supplies or substantially interfere with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Thus, groundwater quantity impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c.i. Less than Significant Impact. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial on- or offsite erosion or siltation?

The Project Site is located in an urbanized area of the City and is currently developed with structures and paved parking areas. No streams or rivers pass through the Site. Stormwater runoff leaving the Site is conveyed by existing gutters to the storm drain system. As discussed above, the Project would be required to comply with the City's LID Ordinance to manage the quantity and quality of stormwater runoff. The LID Ordinance sets standards and practices to maintain the hydrologic character of a development site, reduce off-site runoff, and improve water quality. During construction, the Project would be required to prepare and implement BMPs such as sandbag use, to minimize sediment transport to off-site drainage facilities to minimize erosion and sedimentation impacts. During operations, the Project would comply with the LID Ordinance requirements, and the Project would capture and treat stormwater runoff through stormwater planters. Therefore, the potential for the Project to substantially alter the existing drainage pattern of the area resulting in substantial on- or off-site erosion or siltation would be less than significant.

Mitigation Measures: No mitigation measures are required.

c.ii. Less than Significant Impact. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

No streams or river courses are located on the subject property. Per the City's LID design guidelines, the Project Site will be designed such that it will not exceed the existing stormwater flows, and the majority of rain events will not result in stormwater leaving the Site. As such, the Project will not increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c.iii. Less than Significant Impact. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or 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?

As discussed above, the proposed Project would not result in a significant increase in stormwater runoff as it would be required to incorporate BMPs to retain and treat runoff in accordance with the City's LID Ordinance. The Project will likely produce less stormwater runoff than the existing conditions, and whatever stormwater does leave the site will be cleaner than under existing conditions. Therefore, the Project would not substantially increase runoff volumes that could affect the existing capacity of the stormwater drainage system or provide substantial additional sources of polluted runoff to the existing drainage system, or otherwise substantially degrade water quality, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c.iv. No Impact. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

The Project Site is located within Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Zone X, meaning it is determined to be outside of the 0.2 percent annual chance floodplain and is considered an "area of minimal flood hazard."[44] As the Project Site is outside of a flood zone it would not substantially alter the existing drainage pattern of an area within a flood zone that would lead to impediment or redirection of flood flows, and there would be no impact.

Mitigation Measures: No mitigation measures are required.

d. No Impact. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

As stated above, the Project Site is located within FEMA FIRM Zone X, meaning it is determined to be outside of the 0.2 percent annual chance floodplain and is considered an "area of minimal flood hazard." The Project Site is not located in a or tsunami[45] zone, and it is not located in proximity to any large body of water subject to seiche conditions, such as a reservoir. As the Project is located within an urban environment and no surface water bodies are located on or near the Project Site, no impact pertaining to the risk of release of pollutants due to the Site's location in flood hazard, tsunami, or seiche zones would occur.

Mitigation Measures: No mitigation measures are required.

e. Less than Significant Impact. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The urban infill Project Site was previously disturbed by the placement of impervious surfaces and development, and it does not propose groundwater extraction. The Project would be required to comply with the existing Regional Water Board Waste Discharge Requirements that are specified in the MS4 Permit. In compliance with the City's LID requirements, the Project would capture and treat stormwater through stormwater planters. The proposed Project would provide improved stormwater performance over existing uses, as the existing conditions do not meet LID requirements and stormwater leaves the site untreated. Therefore, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[44] Federal Emergency Management Agency (FEMA), National Flood Hazard Layer FIRMette, Accessed on July 13, 2022 at: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd.
[45] City of Los Angeles, ZIMAS, Accessed on July 11, 2022 at: http://zimas.lacity.org/.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. 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?	☐	☐	☒	☐

Impact Analysis

a. No Impact. Would the project physically divide an established community?

The Project Site is a relatively small infill property of 1.45 acres, located within a highly urbanized area. The Site is currently developed with structures and parking and is surrounded by existing development, including multi-family residential and commercial uses. Regarding the surrounding land uses, the Project would provide a mix of residential and commercial uses that would be consistent with other land uses in the surrounding area and compatible with the surrounding community. As such, the Project would therefore not physically divide an established community and no impact would occur.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. Would the project 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?

Various local and regional plans and regulatory documents guide development of the Project Site. The following discussion addresses the Project's consistency with the requirements and policies of SCAG's RTP/SCS, the City's General Plan (including the Framework Element), the Wilshire Community Plan, and the LAMC, to the extent that various goals, objectives, and policies of these plans have been adopted for the purpose of avoiding or mitigating an environmental effect. The Project's consistency with certain other goals, objectives, and policies that do not directly relate to the avoidance or mitigation of environmental effects is also briefly discussed for informational purposes.

As discussed below, the 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. Therefore, Project impacts related to land use and planning would be less than significant, as expanded below.

Southern California Association of Governments 2020-2045 RTP/SCS (Connect SoCal)

Compliance with SCAG's 2020-2045 RTP/SCS (Connect SoCal) is discussed in Section III, which concludes that the Project would not conflict with the applicable goals and policies Connect SoCal. As such, impacts would be less than significant.

City of Los Angeles General Plan

The General Plan is a comprehensive, long-range declaration of purposes, policies, and programs for the development of the City. There are two components to the General Plan that constitute its land use element, the Framework Element, and the various Community Plans. The Framework Element contains general goals, policies, and objectives that address land use and serves as a guide for updating the community plans. The Framework Element establishes categories of land use -- Neighborhood District, Community Center, Regional Center, Downtown Center, and Mixed-Use Boulevard – that are broadly described by ranges of intensity/density, heights, and lists of typical uses. The Community Plans are essentially 35 land use elements each covering one of 35 community areas that make up the City. The Project is within the Wilshire Community Plan area. The Wilshire Community Plan further refines land use objectives through a number of stated goals and objectives.

The Project proposes a General Plan Amendment (GPA) to the Wilshire Community Plan to re-designate the Project Site from Neighborhood Office Commercial to Regional Commercial Center. This land use designation is applied to properties located within areas intended to provide a concentration of social and economic activity referred to as "regional centers." The Framework Element defines regional centers as such:

> Regional centers are intended to serve as the focal points of regional commerce, identity, and activity.
>
> They are typically high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. Generally, regional centers will range from FAR 1.5:1 to 6:1 and are characterized by six- to twenty-story (or higher) buildings as determined in the community plan. Their densities and functions support the development of a comprehensive and inter-connected network of public transit and services.

The Project site is located one block south of the Wilshire Center Regional Commercial Center, which runs along Wilshire Boulevard and is generally bounded by 3rd Street on the north, 8th Street on the south, Hoover Street on the east, and Wilton Place on the west. Wilshire Center Regional Commercial Center is a dense collection of high-rise office buildings, large hotels, regional shopping complexes, churches, entertainment centers, and high-rise and low-rise apartment buildings.

Changing the land use designation from Neighborhood Office Commercial to Regional Commercial Center would allow the Project to meet its target density and provide 251 residential units, including 29 income-restricted units, and 18,000 square-feet of retail commercial space and 22,500 of office space, which fulfills the purpose of the Regional Commercial Center land use designation and is consistent with the stated objectives of the Wilshire Community Plan, which include the following:

Residential

1) **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…
2) **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.
3) **Objective 1-3:** Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.
4) **Objective 1-4:** Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.

Commercial

1) **Objective 2-1**: Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.
2) **Objective 2-2**: Promote distinctive commercial districts and pedestrian-oriented areas.
3) **Objective 2-3:** Enhance the visual appearance and appeal of commercial districts.

The Project meets all of the above objectives by providing 251 residential units that include live/work, studio, and one and two-bedroom units, with 16 very-low income and 13 extremely low income restricted units in an attractive development that includes ground-floor retail and second-floor office space within a transit-rich environment.

As an infill development of an underutilized property along the commercial corridor of 8th Street, the Project would fulfill the objectives of the Wilshire Community Plan and would not conflict with the applicable goals and policies of the City's Community Plan, and impacts would be less than significant.

Mobility Plan 2035

The Mobility Plan 2035 provides a policy foundation for achieving a transportation system that balances the needs of all road users and includes goals to target GHG emissions reductions through a more sustainable transportation system. Conformance with Mobility Plan goals are discussed elsewhere in the document in Sections VIII.a. and XVCII.a.

Los Angeles Municipal Code (LAMC)

The Project Site is comprised of multiple parcels. The Project parcel containing the single-family house and the two parcels adjacent to it are zoned PB-1 (Parking Building Zone, Height District 1), the remaining majority of the Site is zoned C2-1 (Commercial Zone, Height District 1). The Project is requesting a Zone Change from PB to C2, and a Height District Change from C2-1 to C2-2 to allow for height of 88'6 and FAR of 4.64:1. These requested changes do not produce nor otherwise result in a significant impact. Potential impacts from a change that includes greater FAR and height would be related to aesthetics and density. As explained in Section I aesthetics may not be considered an impact, and the density of the project has been evaluated throughout the document and no significant impacts related to it have been discovered. In addition, it is not necessary to scrutinize the potential impacts of minor adjustments to zoning development requirements as such minor adjustments do not produce discernable environmental impacts. Such minor adjustments are allowed by the LAMC (and other means) to allow flexibility as the development requirements of any given zone cannot possibly capture all of the permutations of development that may be appropriate for any given site. As this document analyses the Project as a whole such minor changes are nonetheless accounted for in the analysis, but analysis on an individual level is not necessary.

A change of zone could also potentially create an impact by creating a new use incompatible with its surroundings. There is no such impact in this case as the Proposed Project is fully compatible and appropriate for its surroundings. Per the LAMC, the C2 General Commercial Zone is intended to permit a wide range of retail and commercial services, professional offices, and medical facilities. The Project proposes a mixed-use development with two levels of subterranean parking and residential and commercial uses, which fulfills the requested zoning's purpose of providing a wide range of retail and commercial services. In addition, the surrounding area is primarily developed with commercial and medium- to high-density residential uses. Commercial uses with C2 zoning near the Project include local and regional serving retail and restaurant establishments and offices, and residential development in the area is primarily multi-family. The surrounding commercial and residential uses are similar to the Project's proposed uses, and therefore the zone change would not create an impact. Thus, the Project would be consistent with the City

General Plan and the City Zoning Ordinance, and it has been evaluated elsewhere for compliance with the Noise Element, Mobility Plan, and other applicable land use documents, and therefore would not conflict with a plan, policy, or regulation with the purpose of mitigating an environmental effect, and therefore impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a. Would the project result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☐	☐	☐	☒
b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

a. No Impact. Would the project result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?

The Project proposes infill development within an urban setting currently occupied by commercial uses. According to the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, no oil wells are identified on-site.[46] The California Department of Conservation Mineral Land Classification Map, shows the Project Site is located within a Mineral Resource Zone (MRZ)-3, meaning areas containing mineral deposits the significance of which cannot be evaluated from available data.[47] According to the City Conservation Element, the property is not located in a mineral resource zone area.[48] The site therefore is not designated as a locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan. Since no mineral resources are known to exist within the Project Site the development would not result in the loss of availability of known mineral resources or a locally important mineral resource recovery site. As such, no impact associated with the loss of availability of a known mineral resource would occur.

b. No Impact. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The Project proposes infill development within an urban setting currently occupied by commercial uses. According to the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, no oil wells are identified on-site.[49] The California Department of Conservation Mineral Land Classification Map, shows the Project Site is located within an MRZ-3 zone, meaning areas containing mineral deposits the significance of which cannot be evaluated from available data.[50] According to the City Conservation Element, the property is not located in a mineral resource zone area.[51] The site therefore is not designated as a locally important mineral resource recovery site as delineated on a local general plan, specific plan, or

[46] City of Los Angeles, Zoning Information and Map Access System (ZIMAS), Accessed on July 11, 2022 at: http://zimas.lacity.org/.
[47] California Department of Conservation, Special Report 143, Plate 2.10, Mineral Land Classification Map, 1979.
[48] City of Los Angeles, Conservation Element of the City of Los Angeles General Plan, Exhibit A- Mineral Resources, Adopted by the City Council September 26, 2001.
[49] City of Los Angeles, Zoning Information and Map Access System (ZIMAS), Accessed on July 11, 2022 at: http://zimas.lacity.org/.
[50] California Department of Conservation, Special Report 143, Plate 2.10, Mineral Land Classification Map, 1979.
[51] City of Los Angeles, Conservation Element of the City of Los Angeles General Plan, Exhibit A- Mineral Resources, Adopted by the City Council September 26, 2001.

other land use plan. Since no mineral resources are known to exist within the Project Site the development would not result in the loss of availability of known mineral resources or a locally important mineral resource recovery site. As such, no impact associated with the loss of availability of a known mineral resource would occur.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Impact Analysis

The following discussion assesses the potential noise impacts of the Project and provides a brief description of the key terms and concepts used in the analysis of noise impacts. This analysis is primarily based on the Project's Noise Impact Analysis, prepared by Envicom Corporation, which is included as **Appendix J.**

Noise is unwanted sound. Sound is mechanical energy that is transmitted by pressure waves through a compressible medium such as air. The sound pressure level, expressed in decibels (dB), has become the most common descriptor used to characterize the loudness of an ambient sound level. A dB is a logarithmic unit of the ratio of sound pressure to a reference sound pressure level, standardized as 20 micropascals, the threshold of human hearing. Sound or noise can vary in intensity by over one million times within the range of human hearing, so a logarithmic loudness scale similar to the Richter Scale is used to keep sound intensity numbers manageable. The human ear is not equally sensitive to all sound frequencies within the entire spectrum, so noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called A-weighting written as dB(A) or dBA. Subsequent references to decibels written as dB should be understood as A weighted dB(A).

Time variations in noise exposure are typically expressed in Leq, a steady-state energy level equal to the energy content of the time varying period. Leq provides a statistical description of the sound level that is exceeded over some fraction of a given observation period. Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL), a weighted average of noise levels over time.

a. Potentially Significant Unless Mitigation Incorporated. Would the project result in 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?.

Based on the Noise Element of the City General Plan, a 55 dB CNEL exposure is considered the most desirable target for the exterior of noise sensitive land uses such as homes, hotels, and schools. It is also recognized that such a level may not always be possible in areas of substantial traffic noise intrusion. Exposures up to 70 dB CNEL for such uses are considered conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dB CNEL are considered normally unacceptable except in unusual circumstances.

The City's noise standards for non-transportation sources are articulated in Noise Ordinances that regulate noise from one land use crossing the property line of an adjacent property line. Noise ordinances contained in Chapter IX, Noise Regulation, of the LAMC restrict the level of noise that one type of land use or activity may broadcast across an adjacent land use. Noise Ordinance standards are stated with respect to ambient levels found without the contribution of an identified noise source. Section 111.03, Minimum Ambient Noise Level, of the LAMC establishes presumed ambient noise levels as a function of zoning and times of day to be used as an evaluation baseline. The Project Site is zoned PB-1 and C-2-1, which the LAMC indicates would have a presumed ambient noise level of 60 dBA in daytime hours and 55 dBA in nighttime hours. Where the actual ambient noise level is measured and is found to be higher than the presumed ambient levels, the LAMC states that the actual ambient level shall be used as a baseline. To obtain existing ambient noise levels at the Project Site, Envicom Corporation measured noise levels in 15-minute intervals at four locations on site discussed in Appendix J. Measured ambient noise levels ranged from 67.1 dB to 56.7 dB Leq. Therefore, the average of the measured noise levels, 62.7 dB Leq, was used as the existing daytime ambient noise level for the purpose of this study.

During the daytime, some deviation from these standards is allowed for short-term (less than 15 minute) noise generation. The Noise Ordinance numerical standards apply to "stationary" sources of noise generation (mechanical equipment such as air conditioning, refrigeration, heating, or pumping). If such activities are not specifically prohibited by the Noise Ordinance, the noise constraint for general stationary sources is that they may not increase the ambient level by more than 5 dB above[52] ambient (measured or presumed minimum) levels associated with the zoning.

The limit of perceptibility by humans in a laboratory environment is around 1 dB. Under ambient conditions, people generally do not perceive that a noise level has clearly changed until there is a 3 dB difference. Because of this, an increase of 3 dB is often used to define "substantial increase" for the purpose of determining noise impacts for projects when the existing noise environment already exceeds the City's standards for noise-sensitive land uses. Therefore, an increase of 3 dB CNEL in traffic noise would be considered a significant impact.

Construction Noise Impacts

Construction noise is governed by Noise Ordinance limitations on allowable times of equipment operations. Chapter XI of the LAMC limits construction activities to the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on any Saturday. Construction is not permitted on any national holiday or on any Sunday.

In addition, LAMC Section 112.05 prohibits the use of any powered equipment or powered hand tool for construction within a residential zone or within 500 ft thereof that produces a maximum noise level exceeding 75 dB(A) at a distance of 50 feet from the source. However, this noise limitation does not apply where compliance is technically infeasible despite the use of mufflers, shields, sound barriers or any other noise reduction device or techniques.

[52] City of Los Angeles Municipal Code Section 111.02.

The Construction Noise Handbook prepared by the Federal Highway Administration (FHA) includes a national database of construction equipment reference noise emissions levels. The FHA uses these reference noise emission levels in their Roadway Construction Noise Model. The FHA handbook also provides an acoustical usage factor to estimate the fraction of time each piece of equipment is operating at full power during construction. The acoustical usage factor, abbreviated (U.F.), is a key input used to calculate sound levels averaged over time expressed as Leq. The sound level prediction equation is expressed as follows for the hourly average sound level (Leq) at distance (D) between the source and receiver.

$$Leq = Lmax\ @\ 50' - 20 \bullet \log (D/50') + 10 \bullet \log (U.F./100) - I.L.$$

Where:

Lmax @ 50' is the published reference noise level at 50 feet
U.F. is the acoustical usage factor for full power operation per hour
I.L. is the insertion loss for intervening barriers

Table V-11, Estimated Unmitigated Construction Equipment Max Noise, lists construction equipment types and quantities anticipated to be used during Project construction. The table describes the maximum noise level for each individual piece of equipment at a 50-foot distance between the equipment and receptor as specified in LAMC Section 112.05, and then adjusts that noise level according to the U.F. equation to show the expected hourly Leq for each piece of equipment.

Table V-11
Estimated Unmitigated Construction Equipment Max Noise

Equipment (Quantity)	Lmax @ 50 ft. (dB) [2]	U.F. [1, 2]	U.F. Calculation	Reduction	Hourly Leq (dBA)
Concrete Saw	90	20%	10 • log (20/100)	-6.99	83
Tractor/Loader/Backhoe	84	40%	10 • log (40/100)	-3.98	80
Rubber Tired Dozer	82	40%	10 • log (40/100)	-3.98	78
Grader	85	40%	10 • log (40/100)	-3.98	81
Crane	81	16%	10 • log (16/100)	-7.96	73
Forklift (man lift)	75	20%	10 • log (20/100)	-6.99	64
Generator Set	81	50%	10 • log (50/100)	-3.01	78
Loader/Backhoe	79	40%	10 • log (40/100)	-3.98	75
Welder	74	40%	10 • log (20/100)	-6.99	67
Cement Mixer	79	40%	10 • log (40/100)	-3.98	75
Paver	77	50%	10 • log (50/100)	-3.01	74
Paving Equipment	77	50%	10 • log (50/100)	-3.01	74
Roller	80	20%	10 • log (20/100)	-6.99	73
Air Compressor	78	40%	10 • log (40/100)	-3.98	74

[1] Usage Factor (U.F.) is the portion of time equipment is operating at full power during construction.
[2] Data Source: Federal Highway Administration, Construction Noise Handbook, Chapter 9, Construction Equipment Noise Levels and Ranges, accessed August 28, 2018. Noise levels (Lmax @ 50 feet dB) are calculated based on the maximum number of each type of equipment to be used (shown in parenthesis in column one), assuming as a worst-case that they operate simultaneously in the same location.

As shown in Table V-10, based on the acoustical U.F. for the time each piece of equipment is operating at full power during construction, the loudest piece of equipment would be a concrete saw at 83 dBA at a distance of 50 feet from the source. Construction proceeds in phases such as demolition, site preparation, grading, building construction, paving, and architectural coating. Therefore, at any particular phase of construction, contractors would use only the types of equipment needed as shown in Table XIII-1, rather than using all the equipment throughout all phases. Furthermore, decibels are logarithmic units; therefore, sound levels cannot be added by ordinary arithmetic means. When the sound pressure level of two sources is equal, the resulting noise level is 3 dB greater than the noise level of one source. Nonetheless, the

predicted maximum noise levels would exceed the construction noise threshold of 75 dBA at a distance of 50 feet specified in LAMC Section 112.05.

Although compliance with LAMC Section 112.05 would require the use of barriers, mufflers, or other means to reduce noise levels to acceptable levels, **Mitigation Measures NOI-1 and NOI-2** are applied to ensure technically feasible noise reduction measures are taken to reduce maximum noise levels to acceptable levels.

MM-NOI-1: Construction Equipment:

1. All construction equipment shall be 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.
2. Pneumatic tools used at the site shall be equipped with an exhaust muffler on the compressed air exhaust to minimize noise levels.
3. Back-up beepers for all construction equipment and vehicles shall be broadband sound alarms or adjusted to the lowest noise levels possible, provided that Occupational Safety and Health Administration (OSHA) and California OSHA safety requirements are not violated. On vehicles where back-up beepers are not available, alternative safety measures such as escorts and spotters will be employed.

MM-NOI-2: Enclosures or barriers shall be placed around concrete saws and generators when they operate on site. Alternatively, a temporary noise control barrier shall be installed on the northern property line of the construction site's abutting residential uses. The enclosures or barrier(s) shall be designed to reduce noise levels from each individual piece of equipment to the performance standard of 75 dBA Leq at a distance of 50 feet from the equipment to the extent feasible. Such barriers could include a minimum 8-foot-high temporary barrier with a minimum sound transmission (STC) rating of 26, erected along the northern property line. This barrier could be constructed in one of the following ways:

1. From acoustical blankets hung over or from a supporting frame. The blankets shall be firmly secured to the framework. The blankets shall be overlapped by at least 4 inches at seams and taped and/or closed with hook-and-loop fasteners (i.e., Velcro®) so that no gaps exist. The largest blankets available shall be used in order to minimize the number of seams. The blankets shall be draped to the ground to eliminate any gaps at the base of the barrier.
2. From commercially available acoustical panels lined with sound-absorbing material (the sound-absorptive faces of the panels should face the construction equipment).
3. From common construction materials such as plywood provided that the barrier is designed with overlapping material at the seams to assure that no gaps exist between the panels.

MM-NOI-3: Noticing:

1. 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.
2. A designated point of contact shall be identified to address noise-related complaints during construction. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint

(e.g., starting too early, bad muffler) and will be required to implement reasonable measures such that the complaint is resolved.

Table V-12, Construction Noise Reductions, identifies the hourly average (Leq) noise levels generated when an appropriate noise attenuation device is implemented.

Table V-12
Construction Noise Reductions

Equipment	Leq at 50 ft (dB)[a]	Reduction Feature[b] and Attenuation (dB)	Reduced Leq at 50 ft (dB)	Exceeds 75 dB at 50 ft (Yes/No)
Concrete Saw	83	Enclosure (10 dB)	73	No
Tractor/Loader/Backhoe	80	Industrial Muffler or Barrier (15 dB)	65	No
Rubber Tired Dozer	78	Industrial Muffler or Barrier (15 dB)	63	No
Grader	81	Industrial Muffler or Barrier (15 dB)	66	No
Crane	73	N/A	73	No
Forklift (man lift)	64	N/A	75	No
Generator Set	78	Enclosure (10 dB)	68	No
Loader/Backhoe	75	N/A	75	No
Welder	67	N/A	67	No
Cement Mixer	75	N/A	75	No
Paver	74	N/A	74	No
Paving Equipment	74	N/A	74	No
Roller	73	N/A	73	No
Air Compressor	74	N/A	74	No

[a] Source: Federal Highway Administration, Construction Noise Handbook, 2006, Chapter 9, Construction Equipment Noise Levels and Ranges.
[b] Pursuant to LAMC Section 112.05, the Project would incorporate use of mufflers, acoustical blankets, enclosures, barriers, screens and/or other noise reduction device or techniques during the operation of the equipment.

The reduced noise levels shown in Table V-11 demonstrate that incorporation of **NOI-1**, **NOI-2, and NOI-3** construction equipment noise would not exceed 75 dB at 50 feet, which would comply with the LAMC Section 112.05 restrictions on construction equipment noise levels and reduce impacts to less than significant levels.

Operational Impacts

Pursuant to LAMC Section 112.02, the Project would be considered to exceed operational Noise Ordinance standards if it would increase the ambient noise level on another property by more than 5 dB. As discussed previously, the average of the measured noise levels, 62.7 dB Leq, was used as the existing daytime ambient noise level for the purpose of this study.

Heating, Ventilation, and Air Conditioning Noise

During operations, the Project's rooftop Heating, Ventilation, and Air Conditioning (HVAC) units could potentially be a source of noise affecting existing ambient noise levels in the immediate vicinity This analysis assumes all roof-mounted HVAC units, shown on the Project architectural plans, are in simultaneous use as a "worst-case" scenario, although actual HVAC use will depend on weather conditions and tenant occupancy. Based on the sound pressure levels specified in the manufacturer's specification sheet, each HVAC unit would produce a noise level of 57 dB at 3.3 feet. Based on this level, 255 HVAC units would produce a combined reference noise level of 76.4 dB at 3.3 feet. This noise level would be

reduced by distance attenuation and insertion loss from the roofline and parapet. In addition, the HVAC would not operate at full power all the time, further reducing average noise levels. **Table V-13, HVAC Noise Levels** shows noise levels from Project HVAC at the nearest property line and associated increases in ambient noise levels. As shown on Table XIII-2, ambient daytime noise levels would increase by 0.6 dB and ambient nighttime noise levels would increase by 2.9 dB above existing levels. Therefore, operational HVAC noise would not exceed the ambient noise level at the property nearest property line more than 5 dB, in compliance with LAMC Section 112.02. In addition, the noise level increases due to Project HVAC would be less than perceptible. Therefore, HVAC noise effects would be less than significant.

Table V-13
HVAC Noise Levels

Time	Noise Level at 3.3 feet (dB)	Distance to Property Line (ft)	Distance Attenuation (dB)	Insertion Loss (dB) [1]	U.F. Reduction (dB) [2]	HVAC Leq at Property Line (dB)	Ambient Noise Level (dB)	Noise Increase (dB)
Day 7:00 a.m. – 10:00 p.m.	76.4	16	13.7	5	3	54.7	62.7 [a]	0.6
Night 10:00 p.m. – 7:00 a.m.	76.4	16	13.7	5	3	54.7	55 [b]	2.9

Source: Envicom Corporation, Noise Study: The Parks in LA Project, July 18, 2019.
[1] Noise reduction from Project roofline and parapet.
[2] Usage Factor (U.F.) is the assumed portion of time HVAC equipment is operating at full power. A U.F. of 50% results in a 3 dB noise reduction.
[a] Average of measured ambient noise levels.
[b] LAMC Section 111.03 establishes a presumed ambient noise levels of 55 dBA for the PB and C2 zones during the night.

Traffic Noise

Long-term operational noise impacts from mixed uses result from vehicular noise on area roadways. Upon completion, Project-generated vehicle trips would cause an incremental increase in noise levels on local streets throughout the Project area. When considering the combined effects of operational noise sources, noise levels cannot be added by arithmetic means because decibels are expressed in logarithmic units. As doubling the noise source would produce only a 3 dBA increase in the noise level, a doubling of traffic volume is required to result in a 3 dBA increase in noise.[53] Increases of 3 dB are the point at which changes are barely perceptible to the human ear. Based on the Project Transportation Impact Report, the Project would generate a net increase of 1,247 daily vehicle trips.[54] Based on Los Angeles Department of Transportation traffic counts for the intersection nearest to the Project site, Harvard Blvd and W. 8th Street, there were of a total of 10,134 trips at this intersection.[55] The addition of 1,247 trips resulting from the Project to the 10,134 trips at the Harvard Blvd and W. 8th Street intersection would less than double the existing traffic volume; therefore, the proposed Project would not result in a 3 dB noise increase from

[53] California Department of Transportation, Division of Environmental Analysis, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013, page 2.15.
[54] Transportation Impact Report for Proposed The Parks at LA (3433 8th Street) Mixed Use Project, Crain and Associates, September 2019.
[55] 2,969 north and southbound vehicles and 7,165 east and westbound vehicles measured between the hours of 7:00 a.m. through 10:00 a.m. and 3:00 p.m. through 6:00 p.m. = 10,134 vehicles. City of Los Angeles, Department of Public Works, Bureau of Engineering, Navigate LA, LADOT Traffic Data, Harvard Blvd and W. 8th Street, March, 12, 2012. Accessed on NavigateLA (July 8, 2019).

operational traffic. The Project's operational traffic noise increase would be less than perceptible, and the impact would be less than significant.

Landscape Maintenance Noise

Project operations would include the use of lawn mowers, backpack blowers, edgers, and landscape maintenance equipment for site upkeep and operations. Contractors would reasonably be expected to conduct routine landscape maintenance during daytime hours, therefore avoiding the period when such equipment noise is restricted between 10:00 p.m. and 7:00 a.m. required by LAMC Section 112.04.

Conclusion

As discussed in the above evaluations, with implementation of the mitigation measures the Project's potential noise impacts from construction and operations would be less than significant.

Mitigation Measures:

MM NOI-1 (Construction Equipment)

1. All construction equipment shall be 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.
2. Pneumatic tools used at the site shall be equipped with an exhaust muffler on the compressed air exhaust to minimize noise levels.
3. Back-up beepers for all construction equipment and vehicles shall be broadband sound alarms or adjusted to the lowest noise levels possible, provided that Occupational Safety and Health Administration (OSHA) and California OSHA safety requirements are not violated. On vehicles where back-up beepers are not available, alternative safety measures such as escorts and spotters will be employed.

MM NOI-2 (Enclosures or Barriers)

Enclosures or barriers shall be placed around concrete saws and generators when they operate on site. Alternatively, a temporary noise control barrier shall be installed on the northern property line of the construction site's abutting residential uses. The enclosures or barrier(s) shall be designed to reduce noise levels from each individual piece of equipment to the performance standard of 75 dBA Leq at a distance of 50 feet from the equipment to the extent feasible. Such barriers could include a minimum 8-foot-high temporary barrier with a minimum sound transmission (STC) rating of 26, erected along the northern property line. This barrier could be constructed in one of the following ways:

1. From acoustical blankets hung over or from a supporting frame. The blankets shall be firmly secured to the framework. The blankets shall be overlapped by at least 4 inches at seams and taped and/or closed with hook-and-loop fasteners (i.e., Velcro®) so that no gaps exist. The largest blankets available shall be used in order to minimize the number of seams. The blankets shall be draped to the ground to eliminate any gaps at the base of the barrier.
2. From commercially available acoustical panels lined with sound-absorbing material (the sound-absorptive faces of the panels should face the construction equipment).
3. From common construction materials such as plywood provided that the barrier is designed with overlapping material at the seams to assure that no gaps exist between the panels.

MM NOI-3 (Noticing)

1. 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.
2. A designated point of contact shall be identified to address noise-related complaints during construction. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler) and will be required to implement reasonable measures such that the complaint is resolved.

b. Less Than Significant Impact. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or is engaged in soil movement. The effects of ground-borne vibration may include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Ground vibration is quickly damped out within the softer sedimentary surfaces of much of Southern California. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance.

A vibration descriptor commonly used to determine structural damage is the peak particle velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in inches per second (in/sec). The Caltrans damage criterion of 0.3 PPV in/sec is appropriate for intermittent vibration in older residential structures.

The on-site construction equipment used in construction of the Project that would create the maximum potential vibration is a small bulldozer. The reference vibration level for such equipment is 0.003 PPV in/sec at 25 feet from the source, according to the FTA's Transit Noise and Vibration Impact Assessment Manual.[56] The nearest building to the Project site is a multi-family residence at 743 S. Harvard Boulevard at the northern property line of the Project site, built in 1954. When a small bulldozer would operate at a distance 2.5 feet between source and receptor, the predicted vibration level would be 0.09 PPV in/sec, below a level that could create structural damage in older residential buildings (i.e., 0.3 PPV in/sec). Groundborne vibration of 0.09 PPV in/sec would not exceed the guideline for causing a strongly perceptible human response (i.e., 0.1 PPV in/sec) and would have a temporary nuisance effect on residents within the adjacent multi-family residential building within the hours for construction allowed under the LAMC. As the Project's construction vibration would not result in potential structural damage or human annoyance, impacts would be considered less than significant.

Mitigation Measures: No mitigation measures are required.

c. No impact. Would the project result in, for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The Project is neither located within an airport land use plan nor within two miles of a public use airport that would expose people residing or working in the Project area to excessive noise levels. The airports

[56] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

closest to the Project Site are the Santa Monica airport located approximately 8.4 miles to the southwest and Los Angeles International Airport, located approximately 9.0 miles to the southwest. The Project Site is located far outside the 65 dB CNEL noise contours for the airports, which are the lowest noise contours mapped.[57,58] Therefore, the Project would have no impact with regard to this issue.

Mitigation Measures: No mitigation measures are required.

[57] Los Angeles County Airport Land Use Commission, Santa Monica Airport: Airport Influence Area, May 13, 2003, Accessed on July 8, 2022 at: https://planning.lacounty.gov/assets/upl/project/aluc_airport-santa-monica.pdf.

[58] Los Angeles World Airports, Los Angeles International Airport, Noise Contour Map: First Quarter 2022, May 4, 2022, Accessed on July 8, 2002 at: https://www.lawa.org/lawa-environment/noise-management/lawa-noise-management-lax/california-state-airport-noise-standards-quarterly-reports-and-contour-maps.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Impact Analysis

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

The Project Site is currently occupied with commercial buildings, one residential dwelling, and surface parking, and is served by existing infrastructure, including roads, utilities, and public services. The SCAG 2020-2045 Regional RTP/SCS[59] forecasts for population and employment growth from 2016 through 2045 for the City are shown in **Table V-14, Population and Employment Growth Forecast for City of Los Angeles**.

Table V-14
Population and Employment Growth Forecast for City of Los Angeles

Year	City Population	City Employment
2016[(a)]	3,933,800	1,848,300
2045	4,771,300	2,135,900
Net Growth	837,500	287,600

Source: SCAG 2020-2045 RTP/SCS, Demographics & Growth Forecast Technical Report, Table 14, Jurisdictional-Level Growth Forecast.
[(a)] 2016 is the base year data used in the 2020-2045 RTP/SCS.

As shown in Table XIV-1, SCAG forecasts City population and employment to increase from 2016 to 2045 by 837,500 people and 287,600 jobs, respectively. Based on a conservative rate of 2.88 people per household in the SCAG population and household numbers for 2016 (which shows larger households than 2045), the 251 Project dwelling units would have a population of 722, which would represent less than one percent (0.09 percent) of the projected 2016 to 2045 City population increase. The Project would also help address the City's housing shortage. The sixth cycle Regional Housing Needs Assessment (RHNA) has determined the City must plan for 456,643 new dwelling units, including 184,721 low income or very low income units, between 2021 and 2029.[60] The Project provides 251 dwelling units, including 29-income restricted units, which is beneficial to the City's housing efforts. **Table V-15, Project Employment By**

[59] Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Adopted September 3, 2020.
[60] City of Los Angeles, 2021-2029 Housing Element, Chapter 1: Housing Needs Assessment, November 24, 2021.

Land Use, estimates the number of employment opportunities the Project would provide based upon square-footage per employee.

Table V-15
Project Employment By Land Use

Land Use	Size (Square Feet)	Building Area per Employee (Square Feet)	Project Potential Employment
Commercial retail	18,000	511	35
Office	22,500	305	74
		Total Employees	**109**
Source: Part V., Table 4B, Los Angeles County of the Employment Density Study Summary Report, Prepared for SCAG, The Natelson Company Inc., with Terry A. Hayes Associates, October 31, 2001.			

As calculated the Project would accommodate approximately 109 employees, which would represent less than one percent (0.04 percent) of the projected 2016 to 2045 City employment increase. As such, the Project-related population and employment figures would be within local and regional projections and would not cause substantial growth that would exceed projected levels for the year of occupancy. As the proposed Project would not cause a substantial increase in residential population or employment or extend existing or new infrastructure that would indirectly induce population growth, the Project would result in less than significant impacts associated with population growth. Further, the project would have a positive impact with regard to contributing 251 dwelling units (including 29-income restricted units) to the City's RHNA goals.

Mitigation Measures: No mitigation measures are required.

b. Less than Significant Impact. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The Project Site is currently developed with commercial structures and a separate single-family residence. The project would remove one dwelling unit, but construct 251 new dwelling units, resulting in a net increase of 251 dwelling units, with 29 income-restricted units. Therefore, the Project would have a less than significant impact regarding displacement of existing housing units or people.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. PUBLIC SERVICES.				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☒	☐

Impact Analysis

a. Less than Significant Impact. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection?

The Project is urban infill development and would construct a mixed-use structure consisting of residential, retail commercial, and office uses. Existing land uses surrounding the Project Site include commercial buildings and multi-story, multi-family residential structures. The Project Site is currently served by existing LAFD fire stations in the vicinity, which would serve the proposed Project. The nearest fire station to the Project Site is LAFD Fire Station 29, located at 4029 West Wilshire Boulevard, 0.9 driving miles northwest from the Project Site.[61] Other LAFD fire stations in the Project Site vicinity and approximate distances include Station 13 (1.5 mile), Station 11 (1.9 miles), and Station 26 (2.2 miles).

The Project would be required to submit plans to the LAFD for review and approval of all fire prevention and safety features. These requirements include on-site fire suppression features such as building sprinklers and fire-safe emergency egress routes, plus the provision of adequate access to the building, fire flow pressure and fire hydrant placement per the City code. The existing structures to be removed were not built to modern fire codes and do not feature contemporary fire prevention, safety, and suppression features such as sprinklers. Therefore, construction of the Project will result in an improvement in fire safety over the previous uses. Based on the close proximity of multiple LAFD stations and required compliance with City code and LAFD site plan review requirements, the Project would not require new construction or expansion of existing fire stations, and potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[61] Los Angeles Fire Department, Find Your Station, Accessed on July 8, 2022 at: https://www.lafd.org/fire-stations/station-results.

b. Less Than Significant Impact. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection?

The Project Site is located in the Olympic division of the Los Angeles Police Department's (LAPD's) West Bureau. The Olympic Community Police Station, located approximately 1.3 driving miles southeast of the Project Site, serves the neighborhoods of Koreatown and Arlington Heights.[62] Within the Olympic Area, the Project Site is located within Reporting District (RD) 2033. RD 2033 is defined by the following boundaries: Wilshire Boulevard to the north, Harvard Boulevard to the east, San Marino Street to the south, and S. Western Avenue to the west.[63]

Emergency calls for police assistance are prioritized based on the nature of the call. Unlike fire protection services, police units are most often in a mobile state; hence, the distance between a headquarters facility and the location of a particular emergency does generally not determine response time. Instead, the number of police officers on the street is more directly related to the realized response time.

Construction

During construction, the Project Site could potentially attract trespassers and/or vandals that could result in unsafe conditions for the public. Due to the temporary nature of Project construction, such potential impacts would not require the construction or expansion of police facilities to serve the Project Site or maintain service response times. The Project would be required to limit access to the Project Site during construction to address potential trespass. The LAMC requires the placement of temporary walls surrounding vacant lots and requires that project applicants maintain the temporary construction wall free from graffiti (Chapter 1, Section. 14.4.17). Compliance with LAMC requirements would ensure that construction impacts to police services are less than significant.

Operation

The Project is an infill development that would construct a mixed-use structure providing residential, retail commercial, and office uses, replacing existing commercial uses and a single-family residence. The Project would introduce minimal population growth to the City, representing less than one percent (0.09 percent) of the projected 2016 to 2045 population increase, as discussed in Section XIV, Population and Housing, and would positively contribute to the City's housing shortage. Only a nominal change in the ratio of police personnel to community population in the Wilshire area would occur, and because the Project is within an already densely populated area that is routinely patrolled, it is not creating a new locus of density that requires new police attention or personnel. Therefore, the proposed Project would not result in a substantial increase in the service area's population such that new or physically altered police facilities would be needed to maintain current response times. The Project would provide lighting along the perimeter, driveway entrances, and within the parking structure for safety, security, and wayfinding purposes. Additional safety features proposed would include gated entrances to parking areas within the Project. Therefore, potential operational impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[62] Los Angeles Police Department, Olympic Community Police Station, Accessed on July 8, 2022 at: https://www.lapdonline.org/lapd-contact/west-bureau/olympic-community-police-station/.

[63] Los Angeles Police Department, Olympic Division Map, Accessed on July 8, 2022 at: https://lapdonlinestrgeacc.blob.core.usgovcloudapi.net/lapdonlinemedia/2021/03/OLYM11x17.pdf

c. Less Than Significant Impact. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools?

The Project Site is located within the service areas of the following LAUSD public schools: Hobart Boulevard Elementary School (K-5), Berendo Middle School (6-8), and multiple high schools within the RFK High Schools Zone of Choice (9-12).[64] The Project would replace existing commercial uses and a single-family residence with 251 new residential dwelling units and retail commercial and office uses. The 250 net dwelling unit increase would introduce minimal population growth, as discussed in Section XIV, Population and Housing, and therefore would not generate a substantial increase in the number of students attending LAUSD schools. It is anticipated that employees of the commercial and office components of the Project would generally not relocate to the vicinity as a result of the Project, and therefore the Project would not generate additional demand of school facilities in the area. Further, the project will be required to pay school fees, which are deemed to fully avoid direct impacts under CEQA (California Government Code 65996(a)). Based on the above, the Project would not result in a need for new or expanded school facilities, the construction of which could result in a physical impact on the environment. The Project would have a less than significant impact to schools.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?

The City Department of Recreation and Parks provides park and recreation facilities at 27 locations within two miles of the Project Site that include a variety of recreation opportunities. These locations include the Seoul International Park (Ardmore Recreation Center), Country Club Park Heritage Plaza, Normandie Recreation Center, Shatto Recreation Center, Harold A. Henry Park, Lafayette Multipurpose Community Center, Lafayette Skate Park, West Adams Heights Park, Burns (Robert L.) Park, MacArthur Park Lake, LA High Memorial Park, Occidental Parkway, MacArthur Park, and MacArthur Park Community Center.[65]

The Project would provide on-site recreation amenities for use by residents, including a wading pool, jacuzzi, grill, fire pits, fitness room, game room, and party room, which would reduce the Project's demand for off-site recreation services within the local area. Further, the project would not result in a substantial increase in population (see Section XIV) and thus would not be expected to generate a substantial new increase in demand for park services. Therefore, the Project would not substantially increase the demand for existing recreation and park services that would require new or expanded park facilities. Impacts would be less than significant. Potential impacts to park and recreation facilities are discussed in Section XV, Recreation.

Mitigation Measures: No mitigation measures are required.

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[64] Los Angeles Unified School District, Resident School Identifier, Accessed on July 8, 2022 at: https://rsi.lausd.net/ResidentSchoolIdentifier/.

[65] City of Los Angeles, Department of Recreation and Parks, Facility Map Locator, Accessed on July 8, 2020 at: https://www.laparks.org/maplocator?cat_id=45&geo[radius]=2&geo[latitude]=34.0578105&geo[longitude]=-118.3044414&address=3433%20W%208th%20St,%20Los%20Angeles,%20CA%2090005,%20USA.

e. Less Than Significant Impact. A project could have a significant environmental impact if it would require new or expanded other public services in the vicinity, the construction of which could result in significant environmental impacts for other public facilities?

The Los Angeles Public Library (LAPL) maintains a branch library facility, the Pio Pico – Koreatown Branch Library, 0.4 driving miles northwest of the Project Site at 694 S. Oxford Avenue. The Filipe de Neve Branch Library is also located 1.6 driving miles northeast of the Project Site, and the Pico Union Branch Library is located 1.9 driving miles southeast of the Project Site.[66] The proposed 251 residential dwelling units, commercial uses and office uses would not result in a substantial increase in population (see Section XIV) and thus would not be expected to generate new demand on existing library services that would necessitate the construction of new or expanded library facilities to continue to serve the public. As such, potential impacts on library services would be less than significant.

Mitigation Measures: No mitigation measures are required.

[66] Los Angeles Public Library, Branches, Accessed on July 11, 2022 at: https://www.lapl.org/branches.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Impact Analysis

a. Less Than Significant Impact. 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?

The City Department of Recreation and Parks provides park and recreation facilities for public use throughout the City, including the Project vicinity. Public park facilities located within two miles of the Project Site include the Seoul International Park (Ardmore Recreation Center), Country Club Park Heritage Plaza, Normandie Recreation Center, Shatto Recreation Center, Harold A. Henry Park, Lafayette Multipurpose Community Center, Lafayette Skate Park, West Adams Heights Park, Burns (Robert L.) Park, MacArthur Park Lake, LA High Memorial Park, Occidental Parkway, MacArthur Park, and MacArthur Park Community Center.[67]

The Project would consist of 251 new residential dwelling units and commercial and office uses, which would not result in substantial employment or population growth, as discussed in Section XIV, Population and Housing. The Project would provide on-site recreation amenities for use by residents, including a wading pool, jacuzzi, grill, fire pits, fitness room, game room, party room, screen room, and business center, which would reduce the potential need for residents to use off-site recreation facilities within the Project area. In addition, LAMC Section 12.33 requires all new non-exempt (market rate) residential dwelling units to dedicate land and/or pay a fee (Quimby fees) for the purpose of acquire, expand, and improve park and recreational facilities.[68] The project would therefore contribute funds that would help prevent the deterioration of recreational facilities. As such, the Project is not anticipated to substantially increase park usage and would not result in the substantial deterioration of physical facilities of local park and recreation facilities, and impacts would be less than significant.

[67] City of Los Angeles, Department of Recreation and Parks, Facility Map Locator, Accessed on July 8, 2020 at: https://www.laparks.org/maplocator?cat_id=45&geo[radius]=2&geo[latitude]=34.0578105&geo[longitude]=-118.3044414&address=3433%20W%208th%20St,%20Los%20Angeles,%20CA%2090005,%20USA.

[68] City of Los Angeles, Department of Recreation and Parks, Park Fees, Accessed on July 26, 2022 at: https://www.laparks.org/planning/park-fees.

Mitigation Measures: No mitigation measures are required.

b. No Impact. 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?

As discussed in section XVI. a., above, the Project's residential amenities would include on-site recreation facilities within the proposed structure for use by residents. The Project does not propose to construct or expand park facilities. Therefore, the Project would have no impact on the environment related to the construction or expansion of recreational facilities.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. 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. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

Impact Analysis

The following section incorporates information provided by the Transportation Impact Report ("TIR") dated September 2019, prepared by Crain & Associates, included as **Appendix K.1;** the Supplemental Vehicle Miles Traveled Analysis ("Supplemental Analysis") dated May 29, 2020 by Crain & Associates, included as **Appendix K.2**, and the Inter-Departmental Correspondence letter from the City ("DOT letter") dated June 29, 2020, included as **Appendix L**. The TIR analyzed traffic impacts according to the standards in place at the time, which were primarily concerned with Level of Service (LOS). Shortly after completion of the TIR the requirements of SB 743 were implemented statewide, which required CEQA analysis to be based on potential VMT impacts rather than LOS. Subsequently, the Supplemental Analysis was produced which analyses the potential for project VMT impacts. The DOT letter is an assessment by the LADOT of the completeness and adequacy of the two Crain & Associates reports. It concludes the combination of the two reports adequately assesses VMT impacts and the project's effects on nearby traffic infrastructure.

The DOT letter concludes that the two reports are adequate for assessment purposes, and that the Project will have no VMT impacts. The DOT letter also recommends two corrective measures to be included in a list of Project requirements, which include off-site improvements and creation of an on-site Transportation Demand Management program. Neither measure relates to a CEQA impact and do not have bearing on this analysis except as it relates to the design of physical infrastructure improvements.

a. Less Than Significant Impact. Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The primary transportation planning document for the City is the Mobility Plan 2035, which is the transportation element of the General Plan. The Plan is structured around five goals: Safety First; Access for All Angelenos; World Class Infrastructure; Collaboration, Communication, and Informed Choices; Clean Environments & Healthy Communities. The Plan identifies policies for each of these goals which are primarily concerned with the design and use of public rights of way, with an emphasis on pedestrian experience and the provision of more multi-modal transportation opportunities throughout the City.

The Project would not conflict with the objectives of the Mobility Plan 2035. It constrains vehicle access to one ingress and one egress point, and emphasizes pedestrian access as much as practicable with multiple points of entry on each street frontage. The sidewalks on Harvard Boulevard and 8th Street will be widened three feet by dedication, and all sidewalks repaired per City requirements. The vehicle access points are minimal in size and the curb aprons designed so that accessible paths along the sidewalk are minimally interrupted. Short term commercial bike parking is provided in two locations, and secured long term bike storage is provided for residents and employees. As the Project is within a TPA, the 251 units combined with robust pedestrian connectivity and bicycle facilities ensures the Project is not in conflict with and in fact helps further the goals of the Mobility Plan 2035.

A Transportation Improvement and Mitigation Program was prepared for the Wilshire Community Plan Area (TIMP) that analyzes land use impacts on transportation, which was originally adopted in 2001. Apart from community-level concerns regarding physical infrastructure within the area, most of the applicable goals of the TIMP are reflected in the Mobility Plan 2035. Further, the TIMP is primarily concerned with actions to be taken by the City and most policies are not directly applicable at the project level. However, the Project does positively further these goals from the TIMP in the same manner as the Mobility Plan 2035:

> Goal 10: Develop Additional Public Transit Services Which Improve Mobility with Efficient, Reliable, Safe, Convenient Alternatives to Automobile Travel
>
> Goal 11: Encourage a System of Safe, Efficient and Attractive Bicycle and Pedestrian Facilities
>
> Goal 12: Encourage Alternative Modes of Transportation to Reduce Single-Occupancy Vehicular Trips.

The relationship between the TIMP and Mobility Plan 2035 is demonstrated in Goal 16, which was added by amendment after adoption of the Mobility Plan:

> Goal 16: To the Extent Feasible and Consistent with The Mobility Plan 2035's and Community Plans' Policies Promoting Multi-Modal Transportation And Safety, Provide a Community-Wide Circulation System of Freeways and Streets Which Supports Existing and Planned Land Uses and Anticipated Traffic Flow Volumes, While Maintaining Acceptable Levels of Service at Intersections.

Conformance with local traffic concerns within the TIMP is primarily effectuated through compliance with the LADOT's Transportation Assessment Guidelines (TAG), which establishes criteria for project review objectives and requirements, provides instructions and sets standards for preparation of a transportation assessment in the City of Los Angeles. The TAG was updated in 2019 to conform to the requirements of SB 743 and to be consistent with and implement the City of Los Angeles CEQA Thresholds Guide. The Project's TIS was developed in agreement with the LADOT prior to adoption of the TAG, however, as mentioned above the DOT letter determined the TIS and Supplemental Analysis adequately analyzed transportation issues according to current standards. The corrective measures to be applied to the Project are related to local traffic, and conformance with them will ensure the Project is not in conflict with any aspect of the TIMP.

Other applicable transportation-related plans would include the City's Vision Zero Los Angeles Initiative and the Citywide Design Guidelines. Vision Zero seeks to implement traffic safety treatments at intersections and along roadway segments to improve safety for pedestrians, bicyclists, and other vulnerable road users. The Project would not preclude or conflict with the implementation of future Vision Zero

projects in the public right-of-way. The Citywide Design Guidelines has three guidelines related to transportation policy:

> Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.
>
> Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.
>
> Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.

The Project's emphasis on pedestrian access from all street frontages, limiting auto access points, and semi-open pedestrian plaza-like atmosphere in the ground floor commercial areas, including the public parklet, all conform to the three guidelines. In conclusion, the Project does not conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

SB 743 was enacted in September 2013, changing the way transportation impact analysis is conducted under CEQA. These changes include the elimination of auto delay, Level of Service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant traffic impacts under CEQA.

LADOT's TAG requires a project VMT analysis when a project would generate a net increase of 250 or more daily vehicle trips and generate a net increase in daily VMT. A project will then have a potential impact if it will generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which it is located. There are seven Area Planning Commission (APC) sub-areas within the City, the Project is within the Central APC sub-area. The VMT impact thresholds for this APC, taking into account the 15% reduction goal, are a daily household VMT per capita of 6.0, and a daily work VMT per employee of 7.6.

Based on the VMT calculator, the residential portion of the Project would generate a household VMT per capita of 5.6. As this is under the household VMT threshold of 6.0, VMT impacts would be less than significant pertaining to the Project's residential component. The VMT calculator determined the commercial portion of the Project would generate a work VMT per employee of 5.8. As this is under the work VMT threshold of 7.6, VMT impacts would be less than significant pertaining to the Project's work component. Therefore, the Project's potential to conflict with CEQA Section 15064.3 subdivision (b) would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. Less Than Significant Impact. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Project does not include any design features that are unusual or introduce any incompatible uses. The Project design, including driveway access, and any off site repairs or improvements, will be subject to City review during plan check prior to permitting to ensure all City design standards are met. The Project will not change the physical placement of adjoining curbs and will not affect the design of adjacent roadways. The uses being introduced, retail commercial, offices, and multifamily residential, are appropriate for the location and typical for the surroundings. Therefore, the Project would not increase hazards due to a geometric design feature or incompatible uses, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact. Would the project result in inadequate emergency access?

The Project Site is located near Western Avenue, Wilshire Boulevard, and Olympic Boulevard, all of which are shown as Selected Disaster Routes in the Safety Element of the City General Plan.[69] Development of the Project Site may require temporary partial lane closures due to construction activities, in which case the Project would be required to produce a Construction Period Traffic Control Plan in consultation with the LADOT prior to obtaining any associated permit. No complete street closures would occur, and any partial closures would only cause temporary inconvenience during the construction phase on the streets adjacent to the Project site; no designated disaster routes would be affected.

The Project's driveways and internal circulation would be designed to meet all applicable City Building Code and Fire Code requirements regarding site access, including providing adequate emergency vehicle access both during construction and during operations. Compliance with applicable City Building Code and Fire Code requirements, including emergency vehicle access, would be confirmed as part of LAFD plan review, which is required prior to the issuance of a building permit. Therefore, the Project's potential impact regarding emergency access would be less than significant.

Mitigation Measures: No mitigation measures are required.

[69] City of Los Angeles, Department of City Planning, General Plan, Safety Element, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, Adopted by City Council November 26, 1996.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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)?	☐	☐	☒	☐
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Impact Analysis

a. Less Than Significant Impact. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

As discussed above in Section V, Cultural Resources, the Phase I Cultural Resource Assessment of the project site found no record of cultural resources within the site or surrounding buffer area. The assessment also requested NAHC review of the Sacred Lands File which returned a negative result. This does not preclude the possibility that unknown resources may exist on the Project Site and be uncovered during ground-disturbing activities, however that potential is addressed below in XVIII.b, below. Therefore, based upon the lack of evidence project impacts on a landscape, sacred place, or object with cultural value to a California Native American tribe 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), would be less than significant.

b. Potentially Significant Unless Mitigation Incorporated. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section

21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

As discussed above, there are no known tribal resources on the site, and little evidence the site should be considered likely to contain a tribal resource. However, as mentioned above, there is the potential that previously undiscovered cultural resources could be uncovered during ground-disturbing activities. The condition of the parcel, and specifically the presence of tribal resources prior to the initial development and subsequent redevelopment on the property, is unknown, and therefore ground disturbance could result in impacts to tribal resources found significant under PRC § 5024.1 if such a resource was disturbed, destroyed, or otherwise improperly treated. As such, archaeological monitoring of initial ground disturbance related to the Project, up to approximately five feet in depth or when a qualified archaeologist has recommended that the possibility of encountering archaeological material has been exhausted, is included as a mitigation measure.

Mitigation Measure TCR-1 requires archaeological monitoring of initial ground disturbance, and has set forth procedures to ensure that any finds that are exposed during construction activities for the proposed project are properly handled and treated. Upon incorporation of Mitigation Measure TCR-1, impacts to tribal cultural resources would be less than significant.

Mitigation Measures:

MM TCR-1: Tribal Cultural Resource Archaeological Monitoring

The applicant shall retain an archaeological monitor that meets the Secretary of Interior qualifications will be on site during removal of the property pavement and grading of the first five feet of soil. The frequency of monitoring shall be determined by the archaeological monitor based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus fill soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered.

1. In the event that archaeological resources are unearthed during ground-disturbing activities the Project Permittee shall immediately stop all ground disturbance activities and contact the following:
    a. All California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; and,
    b. The Department of City Planning at 213.978.1454.
2. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 30 days, to conduct a site visit and make recommendations to the Project permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
3. The Project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the Project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
4. The Project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The Project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.

5. If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
6. The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
7. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
8. Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact Analysis

a. Less than Significant Impact. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

As urban infill development that would replace existing buildings on a Project Site currently served with existing public utilities infrastructure, the Project would not result in the relocation or substantial expansion of that infrastructure. See Section XIX.b for an analysis of water supply and XIX.c for an analysis of wastewater capacity. As urban infill, the Project would generate a marginal net increase in population, and thus would not result in a substantial new demand for electric power, natural gas, and telecommunications facilities relative to existing demand for such services in the City. The Project's potential stormwater effects and required compliance with stormwater management and treatment regulations are discussed in Section X, Hydrology and Water Quality. As discussed in these evaluations, the Project's potential to result in significant environmental effects related to relocation or construction of new or expanded utility infrastructure would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less than Significant Impact. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Potable water is supplied to the existing uses on the Project Site and surrounding vicinity by the LADWP via an extensive distribution system, comprised of 7,336 miles of distribution pipes, 115 storage tanks and reservoirs, and a total storage capacity of 323,820 acre-feet.[70] According to the 2020 Urban Water Management Plan (UWMP), the LADWP has sufficient water supplies available for average weather years through the Year 2045 with existing passive conservation, as well as for single dry years and multiple dry years. Water supplies for 2045 for an average weather year are projected by the UWMP to be 710,500 acre-feet per year (AFY).[71] The following water demand calculations are based on the proposed residential, office space (associated with live-work units), and commercial uses.

The Project's future water demand is shown in **Table V-16, Project Water Demand**. For a conservative evaluation, the projected demand shown in Table XIX-1 does not consider the proposed removal of existing uses, in determining a net water demand for the Project.

Table V-16
Project Water Demand

Type of Use	Size	Demand Rate [a]	Water Demand (gpd)
Residential: Apt. - Bachelor/Single	95 units	96/unit	9,120
Residential: Apt. 1 Bedroom	131 units[b]	144/unit	18,864
Residential: Apt. 2 Bedroom	25 units	192/unit	4,800
Office Building	15,500 sf	180/1,000 sf	2,790
Commercial	25,000 sf	96/1,000 sf	2,400
		Total Project Demand	**37,974**

[a] L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12. Water demand assumed to be 120 percent of wastewater generation.
[b] Includes 113 one-bedroom units and the 18 live-work units. Office space associated with the live-work units is included in "Office Building" category.
gpd = gallons per day
sf = square feet

As shown in Table XIX-1, the Project's water demand would be approximately 37,974 gallons per day (gpd), or 42.6 AFY, which is a small fraction of one percent (i.e., 0.006 percent) of the LADWP's projected water demand for the Year 2045. As such, the LADWP would have sufficient water supplies available to serve the Project.

The LADWP is tasked with long-range planning to evaluate future water supply availability and demand to meet the City's needs, including projections for reasonably foreseeable development. The City has adopted several plans, including the Sustainable City pLAn 2019 (LA's Green New Deal), which among other sustainability strategies, include water conservation strategies and targets, including a goal of reducing potable water use per capita by 22.5 percent by 2025; and 25 percent by 2035. All new development projects in the City, including the proposed Project, would be required to be constructed with water conservation fixtures as mandated by the LAGBC. The LAMC Section 99.04.303.4 requires that new development projects demonstrate that a 20 percent reduction in potable water use will be achieved within the building based on maximum allowable water use plumbing fixtures required by the LAGBC.

[70] LADWP, "Facts and Figures," https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=152d50xss1_4 (accessed October July 11, 2022).
[71] LADWP Urban Water Management Plan: 2020, approved May 25, 2021.

As evaluated above, the LADWP would have sufficient water supplies to serve the Project and reasonably foreseeable future development accounted for in the UWMP, and the Project and reasonably foreseeable future development would be required to incorporate water conservation features to meet codified reduction targets. Therefore, the Project's potential to result in a substantial environmental impact due to insufficient water supplies would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

The Los Angeles Bureau of Sanitation (LA Sanitation) provides wastewater conveyance infrastructure and treatment service for the City, including the existing land uses on the Project Site.[72] Wastewater generated from the Project Site is conveyed to the Hyperion Treatment Plant. Currently, an average wastewater flow rate of nearly 275 million gallons per day (mgd) is generated in the system. The Hyperion Treatment Plant has the capacity to treat 450 mgd and therefore has excess capacity of approximately 175 mgd.[73]

The Project's estimated wastewater generation is provided in **Table V-17, Project Wastewater Generation**. For a conservative evaluation, the Project's wastewater generation shown in Table XIX-2 does not consider the proposed removal of existing uses in determining future wastewater generation for the Project.

Table V-17
Project Wastewater Generation

Type of Use	Size	Demand Rate [(a)]	Wastewater Generation (gpd)
Residential: Apt. – Bachelor/Single	95 units	80/unit	7,600
Residential: Apt. 1 Bedroom	131 units	120/unit	15,720
Residential: Apt. 2 Bedroom	25 units	160/unit	4,000
Office Building	15,500 sf	150/1,000 sf	2,325
Commercial	25,000 sf	80/1,000 sf	2,000
		Total Project Demand	**31,645**

[(a)] L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12.
[(b)] Includes 113 one-bedroom units and the 18 live-work units. Office space associated with the live-work units is included in "Office Building" category.
Gpd = gallons per day
sf = square feet

As shown in Table XIX-2, the Project would generate approximately 31,645 gpd, which is a small fraction of one percent (i.e., 0.018 percent) of the excess treatment capacity at Hyperion Treatment Plant. Pursuant to the City Sewer Allocation Ordinance (No. 166060), in order to avoid prematurely committing treatment capacity to projects still in the environmental review or entitlement process, LA Sanitation does not determine sewer capacity availability for a proposed project until the LADBS has established that a project's plans and specifications are acceptable for plan check. This process ensures that the system can accept the anticipated wastewater flows from a project at the time of connection. However, based on current

[72] LA Sanitation, Sewers, Accessed on July 11, 2022 at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-s?_adf.ctrl-state=101rkaq8yo_5&_afrLoop=1945382053351572#!.
[73] A Sanitation, Hyperion Water Reclamation Plant, Accessed on July 11, 2022 at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp/s-lsh-wwd-cw-p-hwrp-tp?_adf.ctrl-state=uacs7refx_10&_afrLoop=9235779714429943#!.

capacity and flow rates at Hyperion Water Reclamation Plant, the LA Sanitation wastewater treatment system would have sufficient capacity for the Project's wastewater in addition to the existing treatment commitments. The Project's potential to result in a significant environmental impact regarding sufficient wastewater treatment capacity would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less than Significant Impact. Would the project 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?

Solid waste generated by the Project is subject to certain State requirements for waste diversion and separation. The California Integrated Waste Management Act (AB 939) has been followed by a series of assembly bills including AB 341, AB 1826, and AB 876, which results in the Project being required to separate recyclables and organic waste, such as food waste, compostable paper, and landscape waste, for diversion from landfills to meet the State's 50 percent solid waste diversion mandate. Solid waste generated within the City is collected by LA Sanitation and recycled, reused, or transformed at waste-to-energy facilities, or disposed of at landfills. Solid waste generated at larger multi-family residential buildings and commercial uses within the City, such as the proposed Project, are collected and transported by private waste collection services. The Puente Hills Materials Recovery Facility and Sunshine Canyon City & County Landfill are the nearest municipal waste landfills within the Los Angeles County that could serve the Project and are permitted to accept residential and commercial waste. The Puente Hills Materials Recovery Facility is currently permitted to receive up to 4,400 tons per day (tpd). Sunshine Canyon City & County Landfill is currently permitted to receive up to 11,000 tpd and actual daily disposal rates for the year 2020 averaged 8,039 tpd, leaving a surplus daily capacity of 2,961 tpd.[74] According to the Countywide Integrated Waste Management Plan 2020 Annual Report, the County would have adequate capacity through 2035 provided the County meets CalRecycle's Statewide Disposal Target of 2.7 pounds per person per day or meet the requirements of SB 1383 to reduce disposal of organic waste by 50 percent from 2014 levels by 2020 and by 75 percent by 2025.

Construction

Construction and demolition (C&D) activities would generate solid waste consisting of materials from existing structures to be demolished and excess/waste construction materials and packaging associated with the proposed structure. Pursuant to LAMC, Section 99.04.408.1, the Project would be required to divert at least 50 percent of C&D waste as a condition of permitting. Section 66.32 of the LAMC requires that C&D waste from the City be taken to a City certified C&D waste processor to ensure diversion of recyclables. All haulers and contractors who collect, haul, or transport C&D waste must have a Private Waste Hauler Permit from the Los Angeles Sanitation and Environment. Accordingly, the Project will be required to hire a C&D private waste hauler certified to properly divert recyclable waste. **Table V-18, Construction Solid Waste Generation,** shows the Project's estimated C&D to be disposed of at a landfill following diversion of recyclable materials.

[74] County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan 2020 Annual Report (October 2021), Appendix E-2, Table 4.

Table V-18
Construction Solid Waste Generation

Type of Use	Size	Generation Rate [a]	Total Waste (pounds)	Total Waste (tons)
Demolition				
Commercial	22,000 sf	--	2,146,300	1,073 [d]
Construction				
Residential	231,320 sf	4.39 pounds/sf	1,015,495	508
Office	15,500 sf	4.34 pounds/sf	67,270	34
Commercial	25,000 sf	4.34 pounds/sf	108,500	54
Total Construction and Demolition Waste Generation			**3,337,265**	**1,669**
Diversion of 50 Percent for Recycling [b]			1,668,632	834
Total Construction and Demolition Waste for Landfill Disposal			**1,668,632**	**834**

[a] United States Environmental Protection Agency (US EPA), Office of Resource Conservation and Recovery, Report No. EPA530-R-09-002, Estimating 2003 Building-Related Construction and Demolition Materials Amount.
[b] Required by LAMC, Section 99.04.408.1
[c] sf = square feet
[d] Envicom Corporation, Air Quality and Greenhouse Gas Impact Analysis: The Parks in LA Project, August 2022.

As shown in Table XIX-3, after the required diversion of 50 percent of recyclable materials, the estimated C&D waste to be disposed of at landfills would be reduced to 834 tons. Additionally, the Project would require excavation and disposal of approximately 58,800 cy of soil for construction of subterranean parking which would be hauled to Azusa Land Reclamation Company Landfill. Exported soil is used as ground cover when deposited at landfills, and thus may be beneficial to landfill operations and are not considered further in this evaluation. Disposal of construction waste would occur over the duration of construction activities. However, if disposed of all in one day, the Project's total C&D waste disposal of 834 tons would represent approximately 12 percent of the excess daily disposal capacity at Azusa Land Reclamation Company Landfill, the closest landfill that accepts C&D waste, based on average daily disposal rates in 2020. As such, the Project's waste disposal during construction activities would not exceed the daily permitted capacity of the Azusa Land Reclamation Company Landfill. As such, solid waste disposal from construction activities would be less than significant.

Operations

During operations, the Project would generate solid waste from the residences, restaurants, and retail space. The Project's operational solid waste generation has been estimated as shown in **Table V-19, Operations Solid Waste Generation**, based on solid waste generation rates provided by California Department of Resources Recycling and Recovery (CalRecycle).[75]

Table V-19
Operations Solid Waste Generation

Type of Use	Size	Generation Rate [a]	Total Waste (pounds/day)	Total Waste (tons/day)
Residential	251 Units	4 pounds/unit	1,004	0.502
Office	15,550 sf [b]	0.006 pounds/sf	93	0.047
Commercial	1,500 sf	5 pounds/1000 sf	125	0.063
Total Solid Waste Generated			1,222	0.611
Diversion of 50 Percent for Recycling			611	0.306
Total Solid Waste Disposed at Landfills			611	0.306

[a] California Department of Resources Recycling and Recovery (CalRecycle).
[b] sf = square feet

[75] California Department of Resources Recycling and Recovery (CalRecycle), Commercial Sector Generation Rates, webpage accessed at https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates#Commercial on June 19, 2020.

As shown in Table XIX-4, the estimated solid waste generation from the proposed residential, restaurant, and commercial retail uses during operations would be approximately 1,222 pounds per day or approximately 0.6 tons per day. Diversion of 50 percent of the solid waste stream for recycling would result in a total of 611 pounds per day (0.3 tons per day) to be disposed in landfills. As such, the Project's operational solid waste disposal would represent approximately 0.007 percent of the permitted daily capacity of the Puente Hills Materials Recovery Facility or approximately 0.01 percent of the surplus permitted daily capacity of Sunshine Canyon Landfill reported in 2020. Therefore, the Project's potential to have a substantial environmental effect regarding inadequate landfill capacity or attainment of solid waste reduction goals would be less than significant.

The Project would be required to comply with City requirements regarding the diversion of recyclables from the solid waste stream, as described in **Regulatory Compliance Measure RC-UTIL-1** below.

Regulatory Compliance Measure RC-UTIL-1: Utilities (Solid Waste Recycling)

1) (Operational) Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.
2) (Construction/Demolition) Prior to the issuance of any demolition or construction permit, the Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the Project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety.

Mitigation Measures: No mitigation measures would be required.

e. Would the project Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The proposed Project would generate solid waste that is typical of residential, office, and commercial uses and would comply with all federal, state, and local laws, statutes, and ordinances regarding the proper disposal of solid waste. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibility areas or land classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factor, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Analysis

a. If located in or near state responsibility areas or land classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. A project could have a substantial impact if the Project Site is located near state responsibility areas or land classified as a VHFHSZ and would substantially impact an adopted emergency response plan or emergency evacuation plan.

The Project is urban infill redevelopment located in a highly urbanized area that has been developed for several decades. The purpose of Section XX is to analyze "the wildfire risks of development projects in the wildland-urban interface and other fire prone areas."[76] Wildfire prone areas are those areas classified by the California Department of Forestry and Fire Protection (CAL FIRE) as high or very high fire hazard severity zones (VHFHSZ). State Responsibility Areas (SRA) are high fire hazard zones where the State has responsibility for firefighting operations.[77] Section XX is present in order to require lead agencies to consider the wildfire impacts of projects within SRAs, FHSZs and VHFHSZs, and in areas of wildland-urban interface (WUI). Projects outside of these zones in an urban setting are not at risk of wildfire and the questions of Section XX are not applicable.

[76] California Office of the Attorney General, Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects Under the California Environmental Quality Act, October 10, 2022.
[77] Ibid.

Wildfires are defined in Chapter 7A of the CBC, Section 702A as "any uncontrolled fire spreading through vegetative fuels that threatens to destroy life, property, or resources as defined in Public Resources Code Sections 4103 and 4104." PRC Sections 4103 subsequently define "Forest Fire" and use of the term "uncontrolled fire" within Division 4 of the PRC. A fire in an urban setting, typically called a "structure fire," is not a wildfire. An urban building surrounded by an urban landscape may be subject to the risk of a structure fire, but by definition cannot be subject to the risk of wildfire, unless located within an SRA, FHSZ, VHFHSZ, or WUI area.

The Project Site is not located within or near an existing or proposed SRA[78] or land classified as FHSZ or VHFHSZ,[79] and is not within a WUI area.[80] The nearest such area is approximately three miles to the northeast, a VHFHSZ that extends from Griffith Park southeast between Sunset Boulevard and Interstate 5, encompassing a hilly urban area and Dodger Stadium. There are no wilderness areas or otherwise heavily vegetated areas that may be subject to wildfire between the Project Site and this VHFHSZ area, but rather unbroken, fully developed urban spaces, all of which are within the service area of various LAFD stations. Furthermore, the Project Site is not within the ember zone (area in which embers from a vegetation fire may travel) of a VHFHSZ, which is generally considered a distance of one mile.[81] As it is not within any of these areas at risk of wildfire it is not made subject to Chapter 7A of the California Building Code, which applies to all new buildings located in or near a FHSZ and requires particular building features meant to resist the intrusion of flames or burning embers projected by a vegetation fire. The Project is not subject to Chapter 7A because it is not subject to the threats of wildfire.

Therefore, the Project Site cannot reasonably be considered to be "located in or near state responsibility areas or land classified as very high fire hazard severity zones" nor within or near a WUI area, nor within the ember zone of a wildfire prone area, and thus Section XX is not applicable to the Project, and there would be no Project impacts in relation to wildfire.

Mitigation Measures: No mitigation measures are required.

b. If located in or near state responsibility areas or land classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factor, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. As explained in XX.a above the project is not in or near an SRA, FHSZ, or VHFHSZ, nor any heavily vegetated area or WUI area, and the question is not applicable to the Project.

Mitigation Measures: No mitigation measures are required.

c. If located in or near state responsibility areas or land classified as very high fire hazard severity zones, would the project require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

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[78] Board of Forestry and Fire Protection, State Responsibility Area Viewer, Accessed on Jul 11, 2022 at: https://bof.fire.ca.gov/projects-and-programs/state-responsibility-area-viewer/.

[79] CalFire, FRAP, FHSZ Viewer, Accessed on July 11, 2022 at: https://egis.fire.ca.gov/FHSZ/.

[80] CalFire, FRAP, Wildland Urban Interface (WUI) map, December 2019, available at: https://frap.fire.ca.gov/media/10300/wui_19_ada.pdf

[81] Office of the State Fire Marshal, Fire Hazard Severity Zone informational page Accessed on August 1, 2022 at: https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/

No Impact. As explained in XX.a above the project is not in or near an SRA, FHSZ, or VHFHSZ, nor any heavily vegetated area or WUI area, and the question is not applicable to the Project.

Mitigation Measures: No mitigation measures are required.

d. If located in or near state responsibility areas or land classified as very high fire hazard severity zones, would the project 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 explained in XX.a above the project is not in or near an SRA, FHSZ, or VHFHSZ, nor any heavily vegetated area or WUI area, and the question is not applicable to the Project.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XXI. 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?	☐	☐	☒	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively 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).	☐	☐	☒	☐
○ Does the project have environmental effects that cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Impact Analysis

a. Less Than Significant Impact. For the purpose of this analysis, a significant impact could occur if a project would significantly 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, 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.

As discussed above in Section IV. Biological Resources, the Project Site is located within an urbanized area of the City, surrounded by urban uses, including a major arterial street and adjacent residential and commercial uses, and it would have unlikely potential to degrade the quality of the environment, based on the analyses above. The Project would be completely constructed within previously developed lots, which do not represent substantial habitat for fish or wildlife. The Project would not eliminate a plant or animal community or restrict the range of any plant or animal. As discussed in Section V. Cultural Resources, the Project development would not eliminate any known important examples of the major periods of California history or prehistory, and it would not eliminate any unknown important examples of California prehistory through required compliance with regulatory requirements. Impacts would be less than significant and no additional mitigation measures are required.

b. Less Than Significant Impact. For the purpose of this analysis, a significant impact could occur if a project, in conjunction with other projects in the vicinity, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. The Project would

be constructed within an urbanized area of the City, on the previously developed Site, and it would be consistent with General Plan land use designations and zoning for the Project Site with approval of the requested General Plan Amendment, Zone Change, and Height District Change. Additionally, as discussed in Section XIV, the Project would represent less than one percent (0.04 percent) of the projected 2016 to 2045 City employment increase. As such, the scale of the Project would be far below projected growth levels, and will be a positive contribution to the City's severe housing shortage, and it would not be anticipated to result in a cumulatively considerable contribution to regional impacts that could cause an adverse physical change in the environment. As concluded in this analysis, the Project's incremental contribution to each evaluated issue would be less than significant, mitigated to less than significant, or would have no impact. As such, the Project's contribution to cumulative impacts would be less than significant and no additional mitigation measures are required.

c. Less Than Significant Impact. A significant impact could occur if a project would have environmental effects that cause substantial adverse effects on human beings, either directly or indirectly.

As discussed in the preceding environmental analysis, the Project would not have significant environmental effects with implementation of the mitigation measures identified within this document. As such, the Project would not have substantial adverse effects on human beings. Therefore, this potential impact would be less than significant and no additional mitigation measures are required.

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APPENDIX A
Air Quality and Greenhouse Gas Impact Analysis

AIR QUALITY AND GREENHOUSE GAS IMPACT ANALYSIS

The Parks in LA Project
City of Los Angeles

Project # 2022-034-01

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APPENDIX

Appendix A	CalEEMod Version 2020.4.0 Computer Model Output

1.0 INTRODUCTION

The purpose of this Air Quality and Greenhouse Gas Impact Analysis is to identify, describe, and evaluate the significance of potential air quality impacts resulting from the construction and operation of a proposed mixed-use project as an infill development in the City of Los Angeles.

2.0 PROPOSED DEVELOPMENT

The proposed project would be located at 3433 West 8th Street, as shown in **Figure 1, Vicinity Map**, in the Wilshire Community Plan Area of the City of Los Angeles. The proposed project would redevelop an approximately 1.45-acre infill site by constructing an 8-story mixed-use structure providing a total of 251 residential apartment units, including 18 live/work units, with 18,000 square-feet of commercial space, and a total of 22,500 square feet of office space. The proposed project would incorporate two subterranean parking levels, which together with ground level parking spaces would provide a total of 283 spaces for vehicle parking onsite. A total of 165 long-term bicycle parking spaces and 39 short-term bicycle parking spaces would be provided on the ground floor of the project. The project site is located within a Transit Oriented Community (Tier 3)[1] pursuant to Los Angeles Municipal Code 12.22 A.31, TOC) Affordable Housing Incentive Program. Public transit facilities in the project site vicinity include two subway stations within approximately 0.4 miles walking distance, and several bus stops serviced by a variety of local and regional carriers. The nearest bus stop is located within approximately 65 feet of the project site.

Construction of the project would require demolition of approximately 22,000 square feet of existing buildings, as well as removal of surface parking lots. Approximately 1,073 tons of debris would be removed for site preparation. Grading and excavation for the subterranean parking levels would require export of approximately 58,300 cubic yards of soil, which would be hauled to Azusa Land Reclamation, located at 1211 West Gladstone in Azusa, CA, approximately 27 miles east of the project site.

3.0 AIR QUALITY SETTING

The City of Los Angeles is located within the South Coast Air Basin (air basin). The air basin is bounded by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and San Diego County to the south.

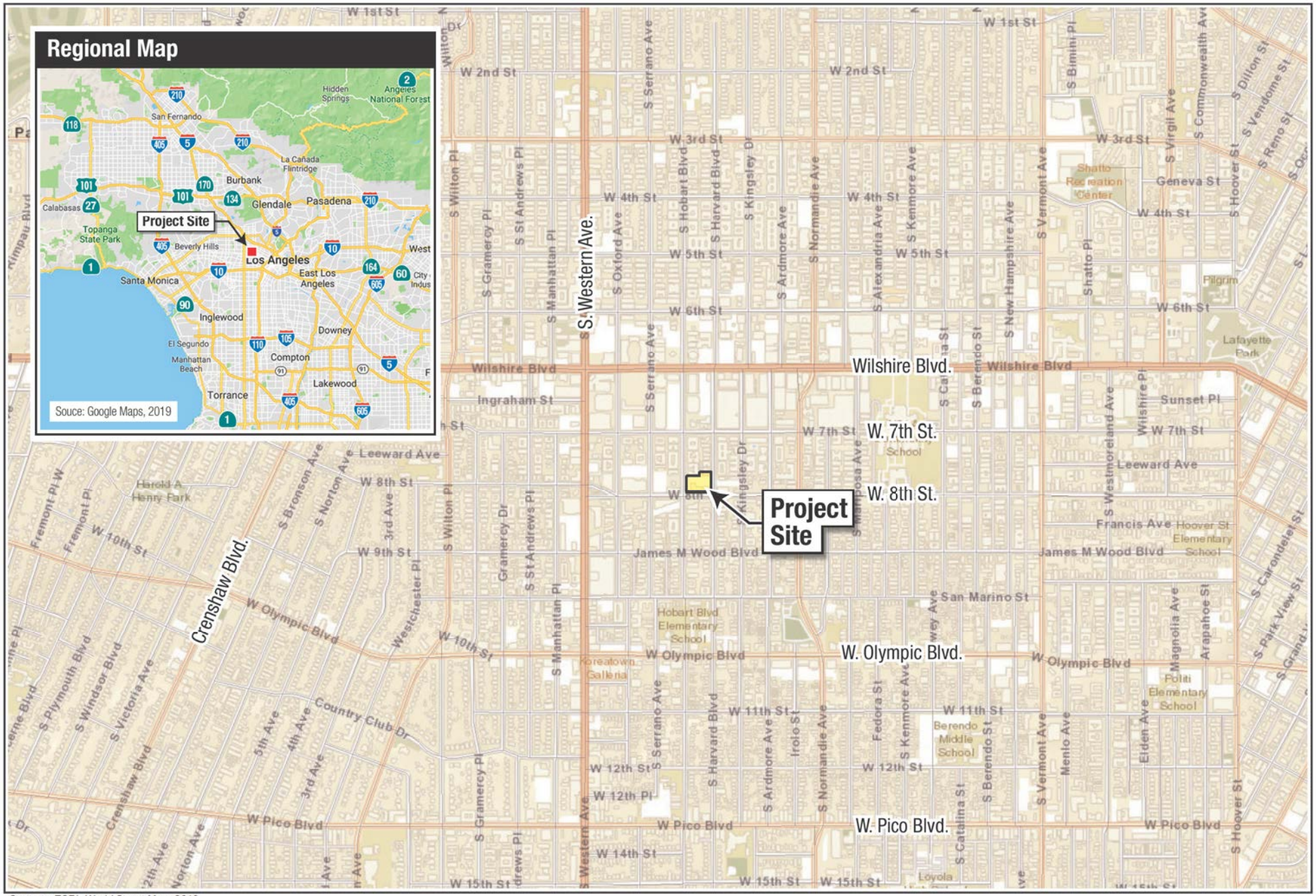
In addition to being a metropolitan area with a high level of human activity, the topography and climate of Southern California combine to produce unhealthful air quality in the air basin. Low temperature inversions, light winds, shallow vertical mixing, and extensive sunlight, in combination with topographical features such as adjacent mountain ranges that hinder dispersion of air pollutants, can result in degraded air quality within the air basin.

Ambient Air Quality Standards

National and State ambient air quality standards (AAQS),[2] shown in **Table 1**, **Ambient Air Quality Standards,** are the air quality levels that are considered safe, with an adequate margin of safety, to protect

[1] City of Los Angeles, Department of City Planning, Zoning Information and Map Access System (ZIMAS), Available at http://zimas.lacity.org/ , Accessed on July 16, 2022.

[2] California Air Resources Board. California and National Ambient Air Quality Standards. Available at: https://www.arb.ca.gov/research/aaqs/aaqs2.pdf?_ga=2.111850244.1417595818.1550763932-1724706578.1550763932. Accessed on February 21, 2019.



Sources: ESRI, World Street Map, 2016.

envicom

Vicinity Map

0 750 1,500 Feet

FIGURE 1

Table 1
Ambient Air Quality Standards

Ambient Air Quality Standards						
Pollutant	**Averaging Time**	**California Standards** [1]		**National Standards** [2]		
		Concentration [3]	**Method** [4]	**Primary** [3,5]	**Secondary** [3,6]	**Method** [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	**No National Standards**		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page

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1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

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

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

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

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

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

8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

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

13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

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the public health and welfare of "sensitive receptors," which include the elderly, young children, the acutely and chronically ill (e.g., those with cardio-respiratory disease, including asthma), and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Recent research has shown, however, that chronic exposure to ozone (O3), the primary ingredient in photochemical smog, may lead to adverse respiratory health, even at concentrations close to the ambient standard. Sources and health effects of various pollutants are shown in **Table 2, Health Effects of Major Criteria Pollutants**.

Table 2
Health Effects of Major Criteria Pollutants

Pollutants	Health Effects
Particulate Matter - PM-2.5 (less than 2.5 microns in diameter)	• Premature death • Hospitalization for worsening of cardiovascular disease • Hospitalization for respiratory disease • Asthma-related emergency room visits • Increased symptoms, increased inhaler usage
Particulate Matter - PM-10 (less than 10 microns in diameter)	• Premature death & hospitalization, primarily for worsening of respiratory disease • Reduced visibility and material soiling
Ozone (O_3)	• Respiratory symptoms • Worsening of lung disease leading to premature death • Damage to lung tissue • Crop, forest, and ecosystem damage • Damage to a variety of materials, including rubber, plastics, fabrics, paint, and metals
Carbon Monoxide (CO)	• Chest pain in patients with heart disease • Headache • Light-headedness • Reduced mental alertness
Nitrogen Dioxide (NO_2)	• Lung irritation • Enhanced allergic responses
Source: California Air Resources Board, Common Air Pollutants, accessed March 3, 2022, at https://www.arb.ca.gov/research/health/fs/fs1/fs1.htm.	

Baseline Air Quality

Existing levels of ambient air quality and historical trends and projections in the project area are documented from measurements made by the South Coast Air Quality Management District (SCAQMD), which is the agency that is responsible for regulating stationary sources of emissions in the air basin. SCAQMD's central Los Angeles (downtown) air monitoring station (Station 087) is the nearest air monitoring station to the project site; therefore, monitoring data recorded at that station for regional air pollutants, such as O_3, carbon monoxide (CO), nitrogen oxides (NOx), and 10-micron diameter or less particulate matter (PM-10 and PM-2.5) are most representative of the air quality in the project area. **Table 3, Project Area Air Quality Monitoring Summary 2016-2020,** provides data from this monitoring station for the previous five years (2016-2020) for which this data is available from the SCAQMD website.[3] The air quality data and trends in the project vicinity, as documented in Table 3, are summarized below:

[3] South Coast Air Quality Management District, Historical Data By Year, Available at http://yourstory.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year. Accessed February 21, 2022.

1. From 2016-2020, O_3 levels exceeded the 1-hour State standard 24 days, the 8-hour State standard 46 days, and the Federal 8-hour standard 27 days.
2. PM-10 levels exceeded the State 24-hour standard 9.0 percent of all days monitored from 2016-2020. The National 24-hour PM-10 standard was not exceeded in the same period.
3. PM-2.5 levels exceeded the current National 24-hour standard approximately 1.0 percent of all days monitored from 2016-2020.
4. CO and NOx levels have not exceeded National or State standards in the previous five years of monitoring data (2016-2020).

Table 3
Project Area Air Quality Monitoring Summary 2016-2020

Pollutant/Standard	2016	2017	2018	2019	2020
Ozone					
Number of Days Standards Exceeded					
1-Hour > 0.09 ppm (S)	2	6	2	0	14
8-Hour > 0.07 ppm (S)	4	14	4	2	22
8- Hour > 0.075 ppm (F)	1	9	0	1	16
Maximum Observed Concentration					
Max. 1-Hour Conc. (ppm)	0.103	0.116	0.098	0.085	0.185
Max. 8-Hour Conc. (ppm)	0.078	0.086	0.073	0.080	0.118
Carbon Monoxide					
Number of Days Standards Exceeded					
8-Hour > 9.0 ppm (S, F)	0	0	0	0	0
Maximum Observed Concentration					
Max 8-Hour Conc. (ppm)	1.4	1.9	1.7	1.6	1.5
Nitrogen Dioxide					
Number of Days Standards Exceeded					
1-Hour > 0.18 ppm (S)	0	0	0	0	0
Maximum Observed Concentration					
Max. 1-Hour Conc. (ppm)	0.065	0.081	0.070	0.070	0.062
Inhalable Particulates (PM-10)					
Number of Days Standards Exceeded/Days Monitored					
24-Hour > 50 µg/m^3 (S)	18/277	41/340	31/363	3/9	24/337
24-Hour > 150 µg/m^3 (F)	0/277	0/340	0/363	0/9	0/337
Maximum Observed Concentration					
Max. 24-Hr. Conc. (µg/m^3)	67	96	81	62	77
Ultra-Fine Particulates (PM-2.5)					
Number of Days Standards Exceeded/Days Monitored					
24-Hour > 35 µg/m^3 (F)	2/357	3/358	3/344	1/360	2/353
Maximum Observed Concentration					
Max. 24-Hr. Conc. (µg/m^3)	44.4	49.2	43.8	43.5	47.3
Source: SCAQMD, Historical Data by Year, Air Quality Data Tables downloaded from: https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year.					

Air Quality Planning

In the air basin, the agencies designated to develop the regional Air Quality Management Plan (AQMP) are the SCAQMD and the Southern California Association of Governments (SCAG). The 2016 Air Quality Management Plan (AQMP) is a regional blueprint for achieving air quality standards and healthful air, and

it represents a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures. According to the AQMP, the principal contributor to air quality challenges in the air basin is mobile source emissions.

Primary Pollutants

Primary pollutants are those that are emitted in their already unhealthful form. CO is an example of such a pollutant, which can have effects at a very localized level, near an individual source of emissions or a collection of sources, such as a crowded intersection or parking lot. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the SCAB for PM-10, SCAQMD Rule 403 requires construction projects to implement an aggressive dust control program.

Secondary Pollutants

Secondary pollutants are those that transform over time from more benign components directly emitted from a source(s) to a more unhealthful contaminant. O_3 is an example of a secondary pollutant, which is created through chemical reactions involving primary precursors (reactive organic gases, or ROG, and NO_x) and sunlight.

Emissions Forecasts

The most current regional emissions forecast for O_3 precursors (ROG and NO_x) and for CO and PM are shown in **Table 4, South Coast Air Basin Emissions Forecasts**. Substantial reductions in emissions of ROG, NO_x and CO are forecast to continue throughout the next several decades. Emissions of PM-10 and PM-2.5 are forecast to slightly increase unless new particulate control programs are implemented.

Table 4
South Coast Air Basin Emissions Forecasts (Emissions in tons/day)

Pollutant	2025	2030	2035
Nitrogen Oxide (NOx)	289	266	257
Volatile Organic Compounds (VOCs)*	393	393	391
PM-10	165	170	172
PM-2.5	68	70	71

Source: California Air Resources Board, Almanac 2013, Chapter 4: Regional Trends and Forecasts, Table 4-1
* For purposes of this analysis, VOC and ROG (Reactive Organic Gas) are used interchangeably since ROG represents approximately 99.9 percent of VOC.

4.0 AIR QUALITY IMPACTS

Significance Criteria

State CEQA Guidelines

Air quality impacts of a project are considered significant if they cause clean air standards to be violated where they are currently met, or if they substantially contribute to an existing violation of standards. Substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors, that are generated by a project, would also be considered significant impacts.

As set forth in Appendix G, Environmental Checklist, of the State CEQA Guidelines, a project could have a potentially significant impact if it would:

a. Conflict with or obstruct implementation of the applicable air quality plan.
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
c. Expose sensitive receptors to substantial pollutant concentrations.
d. Result in other emissions such as those leading to odors adversely affecting a substantial number of people.

SCAQMD Emissions Thresholds

While conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use designations could indicate conformance with the current AQMP, the air quality impact significance for the proposed project has been analyzed on a project-specific basis to determine consistency with SCAQMD project impact evaluation thresholds. As the amount of a secondary pollutant that may result from a project cannot be quantified by direct measurement of its emissions from a source, the SCAQMD has designated significant emissions levels of precursor components as surrogates for evaluating whether a project's emissions could result in significant regional air quality impacts associated with secondary pollutants. Projects with daily emissions that exceed any of the following emission thresholds shown in **Table 5, SCAQMD CEQA Daily Emissions Thresholds**, are recommended by the SCAQMD to be considered significant under CEQA.

Table 5
SCAQMD CEQA Daily Emissions Thresholds

Pollutant	Construction	Operations
ROG	75	55
NO_X	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SO_X	150	150
Source: SCAQMD CEQA Air Quality Significance Thresholds, Revision April 2019.		

Existing Land Use Emissions

The project site is currently occupied by commercial uses, parking lots, and a single-family structure that would be removed by the project. These existing commercial and residential uses have been considered in determining the project's net increase in regional emissions as evaluated below.

Sensitive Receptors

Air quality impacts are analyzed relative to those persons with the greatest sensitivity to air pollution exposure. Such persons are called "sensitive receptors." Sensitive receptors include the elderly, young children, the acutely and chronically ill (e.g., those with cardio-respiratory disease, including asthma), and persons engaged in strenuous work or exercise. For this project, nearby residences are considered to be sensitive uses, because they may be occupied for extended periods, and residents may be outdoors when exposure is highest.

Construction Emissions Impacts

Criteria Pollutants

Dust is typically the primary concern during the construction of projects that would involve land clearing and grading. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emission rates vary as a function of many parameters (including soil silt, soil moisture, wind speed, area disturbed, number of vehicles, and depth of disturbance or excavation).

The California Emissions Estimator Model (CalEEMod) is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The model was developed for the California Air Pollution Officers Association (CAPCOA) in collaboration with the California Air Districts.

The proposed project's estimated construction emissions were modeled using CalEEMod Version 2020.4.0 to identify maximum daily emissions for each pollutant during project construction. The output reports from CalEEMod are included as **Appendix A** to this report. Construction emissions were modeled based on the size of the project site, the volume of demolition material and soil to be disposed of offsite, as well as the proposed building's square footage, number of units, and parking spaces. A conceptual construction equipment fleet list and approximate duration of each construction phase is shown in **Table 6, Conceptual Construction Equipment Fleet**. The project's maximum daily construction emissions as calculated by CalEEMod are listed in **Table 7, Maximum Daily Construction Emissions**.

All grading for construction projects in the City of Los Angeles must comply with the requirements of SCAQMD Rule 403, Fugitive Dust, which requires the implementation of Best Available Control Measures (BACM) for all fugitive dust sources. SCAQMD Rule 403, Control Measure 08-2 states that during earth moving activities, projects are required to "Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction." Therefore, pursuant to SCAQMD Rule 403, the project would be required to implement adequate watering of exposed surfaces during grading.

As seen in Table 7, peak daily construction activity emissions of criteria air pollutants are estimated to be below the SCAQMD thresholds of significance. Therefore, construction period air quality impacts of the project would be less than significant.

Table 6
Conceptual Construction Equipment Fleet

Phase Name and Duration	Equipment
Demolition (20 days)	1 Concrete/Industrial Saw
	1 Rubber-tired Dozer
	1 Excavator
	3 Loader/Backhoes
Site Preparation (7 days)	1 Grader
	1 Loader/Backhoe
	1 Rubber-tired Dozer

Phase Name and Duration	Equipment
Grading (36 days)	1 Grader
	1 Excavator
	1 Rubber tired dozer
	2 Loader/Backhoe
Construction (400 days)	1 Crane
	1 Generator Set
	1 Forklift
	3 Welders
	1 Loader/Backhoe
Paving (10 days)	1 Cement/mortar Mixer
	1 Paver
	1 Roller
	1 Loader/Backhoe
Architectural Coating (30 days)	1 Air Compressor
Source: CORBeL Architects	

Table 7
Maximum Daily Construction Emissions (pounds/day)

	ROG	NO_X	CO	SO_2	PM-10	PM-2.5
Maximum Daily Construction Emissions	63.4	48.8	22.6	0.2	11.7	5.4
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact? Yes/No	No	No	No	No	No	No
Source: CalEEMod Version 2020.4.0 output, August 3, 2022. PM-10 and PM-2.5 emission estimates include watering exposed surfaces twice daily for dust suppression to comply with SCAQMD Rule 403 requirements.						

Localized Significance Thresholds Analysis

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to the SCAQMD Governing Board's Environmental Justice Enhancement Initiative 1-4, and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005. LSTs are only applicable to the following criteria pollutants: NO_X, CO, PM-10, and PM-2.5. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable Federal or State ambient air quality standard, and they are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

Use of an LST analysis for a project is optional. For the proposed project, the primary source of possible LST impact would be construction activity, based on the maximum onsite daily emissions estimated by CalEEMod. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours, such as a residence, hospital, or convalescent facility.

SCAQMD's LST screening tables provide thresholds for 25, 50, 100, 200 and 500-meter source-receptor distances. Due to existing residences located within 25 meters of the project boundary, the 25-meter thresholds were considered for this project. LST pollutant screening level concentration data is currently published for 1, 2 and 5-acre sites. For this project, thresholds for a 1-acre site were used. This evaluation

is based on estimated onsite daily construction emissions for the phase and year representing the highest daily emissions. Daily averages would be lower than the reported maximum amounts.

Table 8, Local Significance Thresholds (LST) and Peak Daily Onsite Construction Emissions (pounds/day) shows the relevant thresholds and the estimated peak daily onsite emissions during the construction phases that would generate the highest level of onsite emissions for each pollutant evaluated for LST impacts.[4] As previously described, the project would be required to implement adequate watering of exposed surfaces during grading to reduce dust emissions to comply with SCAQMD Rule 403, Fugitive Dust. As seen in Table 8, the peak onsite emissions during construction would not exceed the applicable SCAQMD LSTs, and as such, potential LST impacts would be less than significant.

Table 8
Local Significance Thresholds
and Peak Daily Onsite Construction Emissions (pounds/day)

LST 1.0 acre/25 meters Central LA	**NO_X**	**CO**	**PM-10**	**PM-2.5**
Peak Onsite Daily Emissions	16.0	16.7	3.5	2.1
LST Threshold	74	680	5	3
Significant Impact? Yes/No	**No**	**No**	**No**	**No**
Source: CalEEMod Version 2020.4.0 output, August 3, 2022. PM-10 and PM-2.5 emission estimates include watering exposed surfaces twice daily for dust suppression to comply with SCAQMD Rule 403 requirements.				

Asbestos and Lead Based Paint

Due to the date of construction of the existing building, it is possible that demolition workers may encounter asbestos containing materials (ACM) and/or lead based paint (LBP). Regulatory requirements for the appropriate testing and appropriate abatement and disposal of ACM or LBP material if present are provided in SCAQMD Rule 1403 and the California Occupational Safety and Health Administration's (Cal/OSHA's) regulations (including, but not limited to, the California Occupational Safety and Health Act and Title 8 of the California Code of Regulations, respectively.

Operational Emissions Impacts

Criteria Pollutants

During operations, the proposed land uses would result in air quality emissions of criteria pollutants from area sources, energy sources, and mobile sources. The SCAQMD thresholds for air quality impacts from operations are shown above in Table 5. As an infill development, the proposed project's operational emissions would be at least somewhat offset by the removal of the existing land use on the project site. Therefore, CalEEMod was used to estimate emissions from the existing uses as well as the proposed uses, to determine the project's net change in regional emissions. The CalEEMod output sheets for the proposed project, as well as the existing conditions are provided in Appendix A. The project's net increase in emissions due to operations of the proposed development would not exceed SCAQMD significance thresholds for criteria pollutants as shown in **Table 9, Maximum Daily Operations Emissions (pounds/day)**. As seen in Table 9, the project's total operational emissions would also be far below SCAQMD thresholds even without credit removal of existing uses on the project site. Therefore, operational impacts of the project would be less than significant.

[4] Offsite construction emissions, such as export hauling, are not evaluated for local significance at receptors adjacent to the site.

Table 9
Maximum Daily Operations Emissions (pounds/day)

Emissions Sources	ROG	NO_X	CO	SO_2	PM-10	PM-2.5
Proposed Uses						
Area	6.57	0.24	20.72	<0.01	0.11	0.11
Energy	0.07	0.64	0.30	<0.01	0.05	0.05
Mobile	4.44	4.67	43.77	0.10	10.61	2.90
Total	**11.08**	**5.55**	**64.80**	**0.10**	**10.78**	**3.04**
Existing Uses						
Area	0.53	<0.01	0.08	0.00	<0.01	<0.01
Energy	<0.01	0.02	0.01	<0.01	<0.01	<0.01
Mobile	0.98	1.07	8.83	0.02	1.76	0.48
Total	**1.52**	**1.09**	**8.92**	**0.02**	**1.77**	**0.48**
Net Increase	**9.56**	**4.46**	**55.88**	**0.08**	**9.01**	**2.56**
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	**No**	**No**	**No**	**No**	**No**	**No**

Source: Proposed- CalEEMod Version 2020.4.0 output, August 3, 2022; Existing- CalEEMod Version 2020.4.0 output, March 2, 2022.
Totals may not add due to rounding.

Toxic Air Contaminants

Exhaust particulates emitted from diesel powered equipment contains carcinogenic compounds, or toxic air contaminants (TACs). As residential projects do not generate a substantial quantity of diesel truck trips during operations, any measurable diesel TAC emissions from the project would occur for only a brief period during construction activities that would require onsite use of heavy-duty equipment. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe rather than a relatively brief construction period, due to the lack of health risk associated with such a brief exposure. As such, potential impacts of the project due to emissions of TACs would be less than significant.

Odor Impacts

As stated above, a significant impact may occur if a project would create objectionable odors affecting a substantial number of people. However, objectionable odors are typically associated with manufacturing, industrial, or sewage treatment processes, while the project involves a residential development. Nevertheless, the SCAQMD's rules for odor compliance are mandated under the California Health and Safety Code, Section 41700, and they are also addressed in SCAQMD Rule 402. This rule on Public Nuisance states: "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. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals." During construction and operations, the project would be subject to this regulation. Therefore, odor impacts of the project during construction and operation would be less than significant.

5.0 GREENHOUSE GAS EMISSIONS

Greenhouse Gas Emissions and Global Climate Change

Greenhouse Gases (GHGs) emitted by human activity are implicated in global climate change. These GHGs contribute to an increase in the temperature of the earth's atmosphere by preventing long wavelength heat radiation in some parts of the infrared spectrum from leaving the atmosphere. According to California's 2017 Climate Change Scoping Plan,[5] in California, as in the rest of the world, climate change is contributing to an escalation of serious problems, including raging wildfires, coastal erosion, disruption of water supply, threats to agriculture, spread of insect-borne diseases, and continuing health threats from air pollution. For purposes of planning and regulation, Section 15364.5 of the California Code of Regulations defines GHGs as including CO_2, CO, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. CO_2 is the primary GHG emitted in California, accounting for 84 percent of total GHG emissions in 2015.[6] Because the warming potential of the identified GHGs differ, GHG emissions are typically expressed in terms of CO_2 equivalents (CO_2e), providing a common expression for the combined volume and warming potential of the GHGs generated by a particular emitter. The total GHG emissions from individual sources are generally reported in metric tons (MT) and are expressed as MT of CO_2 ($MTCO_2e$).

Fossil fuel combustion in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. The transportation sector, primarily on-road travel, is the single largest source of CO_2 emissions in California. Additionally, about 50 percent of the industrial source emissions of CO_2 are from the refinery and oil and gas sectors. When the industrial source emissions from the oil and gas sectors are attributed to the transportation sector, the emissions associated with transportation amount to approximately half of Statewide GHG emissions.[7]

The Global Warming Solutions Act of 2006 (Assembly Bill, or AB, 32) required that the California Air Resources Board (ARB) determine the Statewide 1990 GHG emission level and approve a Statewide GHG emissions limit, equal to the 1990 level, to be achieved by 2020. As reported in the 2017 Climate Change Scoping Plan, California is on track to exceed its 2020 GHG reduction target. Executive Order B-30-15 and Senate Bill (SB) 32 extended the goals of AB 32 and set a 2030 goal of reducing emissions by 40 percent from 2020 levels.

Significance Criteria

Based on the CEQA Guidelines, Appendix G, a project would have a potentially significant GHG impact if it would:

- Generate GHG emissions, directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy or regulation adopted to reduce GHG emissions.

According to Section 15064.4 of the CEQA Guidelines, in determining the significance of GHG emissions the "lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project." However, CEQA Guidelines Section 15064.4 does not establish a threshold of significance, but states that a lead agency shall

[5] California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017.
[6] Ibid.
[7] Ibid.

have discretion to determine, in the context of a particular project, whether to (1) quantify GHG emissions resulting from a project and/or (2) rely on a qualitative analysis or performance-based standards. The CEQA Guidelines also clarify that a project's incremental contribution of GHG emissions may be cumulatively considerable even if it appears relatively small compared to statewide, national, or global emissions (see CEQA Guidelines Section 15064.4(b)).

According to CEQA Guidelines Section 15064.4(b), Lead agencies should consider the following factors when determining the significance of impacts from GHG emissions on the environment:

(1) The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Pursuant to Section 15064.4 of the CEQA Guidelines, the project's GHG emissions were estimated using CalEEMod.2016.3.2 emissions estimation model, which was developed for CAPCOA in collaboration with the California Air Districts. The CalEEMod output is provided in Appendix A. However, no numeric threshold of significance for the analysis of GHG impacts that would apply to the project has been adopted by the City, the SCAQMD, or the State for determining significance pursuant to CEQA Guidelines Section 15064.4(b)(2).

On December 5, 2008, the SCAQMD Governing Board adopted a staff proposal for an interim quantitative GHG significance threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 $MTCO_2e$/year. The SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, dated October 2008 also included a recommendation for establishing an interim GHG significance threshold of 3,000 $MTCO_2e$/year for residential and commercial projects in addition to the 10,000 $MTCO_2e$/year threshold for industrial facilities. The policy objective of SCAQMD's staff recommended interim GHG significance threshold proposal was to achieve an emission capture rate of 90 percent of all new or modified stationary source projects to address the long-term adverse impacts associated with global climate change. A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to some type of CEQA analysis.

In September 2010, regarding numerical GHG significance thresholds for residential and commercial uses, the SCAQMD staff presented the GHG CEQA Significance Threshold Stakeholder Working Group #15 with recommendations for numerical screening levels for lead agencies to determine the significance of GHG emissions of non-industrial projects, which included a screening threshold of 3,000 $MTCO_2e$/year for residential, commercial, and mixed-use projects. As stated above, no quantitative screening level for GHG emissions was adopted by SCAQMD that would apply to the project.

However, given the lack of a formally adopted numerical significance threshold applicable to this project, SCAQMD's proposed screening level of 3,000 $MTCO_2e$ is provided and discussed for informational purposes in conjunction with the project's quantified GHG emissions. The determination of significance is thus to be made based on CEQA Guidelines Section 15064.4(b)(3) guidance regarding compliance with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Construction Activity Greenhouse Gas Emissions

As shown in the CalEEMod Version 2020.4.0 output for the proposed project in Appendix A, during project construction, the CalEEMod computer model estimates that the construction activities would generate a total of 1,379 $MTCO_2e$ emissions, which would not exceed the recommended threshold of 3,000 $MTCO_2e$. The SCAQMD's GHG emissions evaluation guidance is to amortize construction emissions over a 30-year lifetime, which results in a project amortized annual emissions of approximately 46 $MTCO_2e$ emissions. The amortized construction emissions have been added to the project's annual operational emissions, evaluated below.

Operational Greenhouse Gas Emissions

Based on the CalEEMod Version 2020.4.0 output files provided in Appendix A of this report, the project's annual operational GHG emissions from a combination of area sources, energy use, mobile, water use, and waste disposal would be 2,650.1 $MTCO_2e$, as shown in **Table 10, Annual Greenhouse Gas Emissions**. With the addition of the amortized construction GHG emissions discussed above, the project would result in annual emissions of approximately 2,696.1 $MTCO_2e$.

The contribution to GHG emissions by the existing commercial and residential uses on the property to be removed by the project was calculated using CalEEMod to determine the proposed project's net increase in total GHG emissions. The CalEEMod output for the existing use is included in Appendix A as the 8th and Hobart Existing Use. The estimated annual GHG emissions from the existing uses are approximately 418.9 $MTCO_2e$, which would be eliminated by development of the proposed project. Therefore, the proposed project's net increase in annual GHG emissions over the previous use would be 2,277.2 $MTCO_2e$, which would be below the the 3,000 $MTCO_2e$ threshold recommended by SCAQMD in 2010.

Table 10
Annual Greenhouse Gas Emissions

Generation Source	$MTCO_2e$/year
Project Emissions	
Area Sources	4.3
Energy Utilization	828.8
Mobile Source	1,573.0
Solid Waste Generation	78.1
Water Consumption	165.9
Construction (Amortized)	46.0
Total Project Operational Emissions [a]	**2,696.1**
Existing Use	
All Sources	418.9
Net Increase	**2,277.2**
Guideline Threshold	3,000.0
Exceeds Threshold?	**No**

Source: Proposed- CalEEMod Version 2020.4.0 output, August 3, 2022; Existing- CalEEMod Version 2020.4.0 output, March 2, 2022

Plan Consistency

The following section describes the extent the project complies with or exceeds the performance-based standards included in the regulations outlined in the City's Green Building Code, the Mobility Plan of the City's General Plan, the Green LA Climate Action Plan (the City's adopted Climate Action Plan, or CAP), the ClimateLA implementation program associated with the Green LA framework, and the Sustainable City

pLAn 2019 (also referred to as the City's Green New Deal). As demonstrated in the following analysis, the project would be consistent with the applicable GHG reduction plans and policies.

City of Los Angeles Green Building Code

The Los Angeles Green Building Code (LAGBC), found in Section IX, Article 9 of the Los Angeles Municipal Code (LAMC), is based on the California Green Building Standards Code that was developed and mandated by the State to attain consistency among the various jurisdictions within the State, reduce the building's energy and water use, reduce waste, and reduce the carbon footprint. The LAGBC was adopted pursuant to the Los Angeles Green Building Ordinance No. 181,480, to assist in regulating and reducing GHG emissions. The project would comply with the LAGBC by incorporating water and electricity use efficiency features, and it would meet construction waste diversion requirements. Through regulatory compliance, the project would be consistent with the provisions of the LAGBC.

City of Los Angeles General Plan Air Quality Element

The Air Quality Element of the City General Plan, adopted in 1992, contains broad policy goals that reflect an acknowledgement of the interrelationship between transportation and land use planning as they relate to air quality. The more specific policies that follow each goal are primarily actions for the City to take and are not applicable at the project level. Those policies that can be applicable at the project level, and the project's consistency with them, are presented below in **Table 11, Project Consistency with the General Plan Air Quality Element.**

Table 11
Project Consistency with the General Plan Air Quality Element

Goals and Policies	Consistency Analysis
Goal 1: Good air quality in an environment of continued population growth and healthy economic structure.	
Policy 1.3.1 – Minimize particulate emissions from construction sites.	**Consistent:** The project would minimize particulate emissions during construction through implementation SCAQMD Rule 403 which requires construction projects to implement an aggressive dust control program.
Policy 1.3.2 – Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Not Applicable:** The project does not include the construction of unpaved roads or parking lots. During construction activities dust from unpaved surfaces will be controlled per SCAQMD Rule 403.
Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.	
Policy 2.2.2 – Encourage multi-occupant vehicle travel and discourage single occupant vehicle travel by instituting parking management practices.	**Consistent:** The project incorporates 39 short-term and 165 long-term bicycle parking spaces to encourage alternative transportation, and has a reduction of residential parking spaces from the code requirement. Pursuant to the LAMC a total of 333 parking spaces would be required for the residential units. The Density Bonus Law allows housing projects with 11 percent very low income units within 1/2 mile of accessible major transit stop to provide .5 parking spaces per unit. The project is therefore providing 1 space for each two-bedroom unit and .5 spaces for each other unit, for a total of 139 residential parking spaces, which will help discourage single-occupant vehicle travel.
Goal 3: Efficient management of transportation facilities	

Goals and Policies	Consistency Analysis
and system infrastructure using cost-effective system management and innovative demand management techniques.	
There are no project-applicable policies associated with Goal 3.	
Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.	
Policy 4.2.3 – Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent:** The project incorporates 39 short-term and 165 long-term bicycle parking spaces, and per the California Building Code provides a total of 124 EV capable parking spaces. Adjacent sidewalks will be repaired or reconfigured per City standards, and the project provides 139 residential parking spaces rather than the code requirement of 333, which will help encourage a reduction in car dependency and use of nearby transit.
Policy 4.2.4 – Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent:** The project's potential air quality and GHG impacts are assessed in this document.
Policy 4.2.5 – Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent:** The project incorporates 39 short-term and 165 long-term bicycle parking spaces to encourage alternative transportation, and has a reduction of residential parking spaces from the code requirement. Pursuant to the LAMC a total of 333 parking spaces would be required for the residential units. The Density Bonus Law allows housing projects with 11 percent very low income units within 1/2 mile of accessible major transit stop to provide .5 parking spaces per unit. The project is therefore providing 1 space for each two-bedroom unit and .5 spaces for each other unit, for a total of 139 residential parking spaces, which will help reduce vehicle trips and encourage transit use.
Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.	
Policy 5.1.4 – Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Consistent:** Pursuant to LAMC Section 99.04.408.1, the Project would be required to divert at least 50 percent of construction and demolition waste from landfills as a condition of permitting. The project is also required to have a recycling program in place during operations pursuant to AB 341 and LA's Green New Deal which aims to achieve zero waste by 2050.
Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.	
There are no project-applicable policies associated with Goal 6.	
Source: The City of Los Angeles, Air Quality Element, Adopted November 24, 1992.	

Mobility Plan 2035

The Mobility Plan 2035, a subsection of the City General Plan, provides a policy foundation for achieving a transportation system that balances the needs of all road users and includes goals to target GHG emissions reductions through a more sustainable transportation system. Strategies to achieve this goal include utilizing land use policies aimed at shortening the distance between housing, jobs and services; offering more attractive non-vehicular alternatives; and creating Transit Demand Management (TDM) programs to support Citywide reductions in Vehicle Miles Traveled (VMT) per capita. The project is consistent with these goals of the Mobility Plan 2035, as it represents urban infill development that would increase land use density within an area that is comprised of high density urban development, and would be a mixed-use development providing a combination of residential, office, and retail uses within the same project site. Additionally, the project would provide long-term and short-term bicycle parking for residents and visitors, would provide solar-ready roof areas, and a total of 124 electric vehicle (EV) capable parking spaces.

The project site is located within a TOC (Tier 3),[8] within approximately 0.4 mile walking distance from two subway stations, and several bus stops serviced by a variety of local and regional carriers are within the project vicinity. The nearest bus stop is located on 8th Street within approximately 65 feet of the project site. The project area is also served by bus transit along 9th Street, Wilshire Boulevard, and Western Avenue, among many other routes in the vicinity. Bus service in the near vicinity include Los Angeles Department of Transportation's (LADOT) Downtown Area Short Hop (DASH) Wilshire Center/Koreatown routes, as well as multiple lines provided by Metro. These existing area transit features encourage the use of alternative transportation modes that would reduce VMT per capita. Further, the project site and vicinity are served by an existing sidewalk network providing pedestrian access for future residents and users of the project site to the surrounding community, which also encourages use of transportation alternatives that reduce VMT, and would be consistent with the goal of the Mobility Plan 2035 to increase the use of alternative transportation modes.

Green LA Plan and ClimateLA

The Green LA Plan (adopted April 2007) is the City's CAP and aims to reduce GHG emissions to 35 percent below 1990 levels by 2030 by increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles. To facilitate the implementation of these overarching goals, in 2008 the City adopted ClimateLA, an implementation program that provides detailed information about each action item discussed in the Green LA Plan framework. Action items range from harnessing wind power for electricity production and energy efficiency retrofits in City buildings, to converting the City's fleet vehicles to cleaner and more efficient models and reducing water consumption. Information about proposed and/or ongoing programs, opportunities for achieving the City's goals, specific challenges, and a list of milestones is provided for each action item. The scope of these actions range from those impacting only municipal facilities, such as retrofitting City Hall with high efficiency lighting systems, to those facilitating changes in the private sector, such as rebates for the purchase of energy-efficient appliances.[9]

Table 12, Project Consistency with the Green LA Plan and ClimateLA Actions, includes the evaluation of project consistency with the various strategies presented in the Green LA Plan and Climate LA. As demonstrated below, the project would not be in conflict with the goals of the Green LA Plan or actions and strategies of ClimateLA to reduce GHG emissions to 35 percent below 1990 levels by 2030 by

[8] City of Los Angeles, Department of City Planning, Zoning Information and Map Access System (ZIMAS), Available at http://zimas.lacity.org/ , Accessed on July 16, 2022.
[9] City of Los Angeles, December 2008, ClimateLA Program Document.

increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles.

Table 12
Project Consistency with the Green LA Plan and ClimateLA Actions

Action	Actions and Strategies	Consistency Analysis
Focus Area: Energy		
Action E1	Meet the goal to increase renewable energy from solar, wind, biomass, and geothermal sources to 20 percent by 2010.	**Not Applicable.** This action does not apply directly to the project, as the Los Angeles Department of Water and Power (LADWP) and other utility providers are responsible for meeting these goals. The LADWP met the goal of increasing renewable energy to 20 percent by 2010.
Action E2	Increase use of renewable energy to 35 percent by 2020.	**Not Applicable.** This action does not apply directly to the project, as the LADWP and other utility providers are responsible for achieving this goal. The LADWP is working aggressively to expand Los Angeles' supply of renewable resources, including wind, solar, geothermal, biomass, and small hydroelectric power. In 2016, LADWP achieved a 29 percent renewable portfolio (based on preliminary estimates), surpassing the State-legislated requirement of 25 percent renewable energy. The LADWP is on track to exceed the next State-legislated milestone by 2020 and aims to achieve 50 percent renewable energy by 2025.[10] The project would not inhibit the City's ability to meet this goal.
Action E3	Reduce the use of coal-fired power plants.	**Not Applicable.** This action does not directly apply to the project, as the LADWP and other utility providers are responsible for meeting this goal. The LADWP aims to transition from coal-fired power plants to lower emitting CO_2 sources. The project would not conflict with the City's ability to implement this action.
Action E4	Increase the efficiency of natural gas-fired power plants.	**Not Applicable.** This action does not directly apply to the project. The local utility providers serving the project site aim to utilize gas turbines, which are 15 percent more fuel efficient at generating electricity than steam boilers. The project would not conflict with the City's ability to implement this action.
Action E5	Increase biogas co-firing of natural gas-fired power plants.	**Not Applicable.** This action does not directly apply to the project, as the LADWP, Los Angeles Sanitation and Environment (LASAN), and other utility providers are responsible for implementation. These entities plan to increase the combustion of biogas and will displace a portion of natural gas usage at power plants, thus reducing GHG emissions.

[10] Los Angeles Department of Water and Power. Renewable Energy Program, Available at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-renewableenergy/a-p-re-renewableenergypolicy?_adf.ctrl-state=ip46nby85_4&_afrLoop=1164600650684685. Accessed on July 12, 2022.

Action	Actions and Strategies	Consistency Analysis
Action E6	Present a comprehensive set of green building policies to guide and support private sector development.	**Consistent.** The project is designed to comply with green building standards, including the CALGreen and the LAGBC to reduce energy consumption. As the project is designed to meet comprehensive building policies, it would be consistent with this goal.
Action E7	Reduce energy use by all City departments to the maximum extent feasible.	**Consistent.** Although City facilities are responsible for meeting these standards, the project would comply with CALGreen and the LAGBC. Therefore, the project would be consistent with City actions to reduce energy use.
Action E8	Complete energy efficiency retrofits of all City-owned buildings to maximize energy efficiency and reduce energy consumption.	**Not Applicable.** This action does not apply to the project as it is not a City-owned building. However, the proposed new structure would be constructed to comply with CALGreen and the LAGBC. Therefore, the project would be consistent with City actions to maximize energy efficiency of buildings and reduce energy consumption.
Action E9	Install the equivalent of 50 "cool roofs" on new or remodeled City buildings.	**Consistent.** Although City facilities are responsible for meeting this standard, the project would provide a vegetated green roof on a portion of the structure's roof, consistent with this action.
Action E10	Install solar heating for all City-owned swimming pools.	**Not Applicable.** This action does not apply to the project, as it does not include a City-owned swimming pool (nor does the project contain a private swimming pool).
Action E11	Improve energy efficiency at drinking water treatment and distribution facilities.	**Not Applicable.** This action does not directly apply to the project, as the LADWP and other utility providers are responsible for meeting this goal. The LADWP aims to develop a design specification for water treatment and distribution facilities that includes high efficiency motors, lighting, and other efficient measures.
Action E12	Maximize energy efficiency of wastewater treatment equipment.	**Not Applicable.** This action does not directly apply to the project, as the LADWP and LASAN are responsible for meeting this goal. Agencies would employ energy saving usage tactics, such as investigating and testing modifications to treatment processes, and researching the availability of more energy-efficient treatment equipment.
Action E13	Distribute two compact fluorescent light (CFL) bulbs to each of the 1.4 million households in the City.	**Not Applicable.** This action does not directly apply to the project, as the LADWP and other City agencies are responsible for implementation.
Action E14	Increase the level and types of customer rebates for energy efficient appliances, windows, lighting, and heating and cooling systems.	**Not Applicable.** This goal would not directly apply to the project, as the LADWP and other agencies are responsible for implementation. However, the project would be constructed to current code standards regarding energy efficient building methods, lighting, and appliances. The project would therefore not interfere with the City's ability to implement this action.
Action E15	Increase the distribution of energy efficient refrigerators to qualified customers.	**Not Applicable.** This action does not directly apply to the project, as the LADWP and other agencies are responsible for implementation.

Action	Actions and Strategies	Consistency Analysis
Action E16	Create a fund to "acquire" energy savings as a resource from LADWP customers.	**Not Applicable.** This goal does not directly apply to the project, as it would be the responsibility of the LADWP and/or other City agencies to establish a fund that would reward customers for conservation efforts.
Focus Area: Water		
Action W1	Meet all additional demand for water resulting from growth through water conservation and recycling.	**Consistent.** Although City facilities are responsible for implementing these actions, the project would incorporate water saving fixtures as required by current codes, and would therefore be consistent with Citywide water conservation efforts.
Action W2	Reduce per capita water consumption by 20 percent.	
Action W3	Implement the City's innovative water and wastewater integrated resources plan that will increase conservation, and maximize use of recycled water, including capture and reuse of stormwater.	
Focus Area: Transportation		
Action T1	Require 85 percent of the City fleet to be powered by alternative fuels.	**Not Applicable.** This does not directly apply to the project, as City agencies are responsible for implementation. The project would not interfere with the City's ability to do so.
Action T2	Convert 100 percent of City refuse collection trucks and street sweepers to alternative fuels.	**Not Applicable**. This does not directly apply to the project, as City agencies are responsible for implementation. The project would not interfere with the City's ability to do so.
Action T3 (Metro)	Convert 100 percent of Metro buses to alternative fuels.	**Not Applicable.** This does not directly apply to the project, as City agencies are responsible for carrying out this action. In 2011, Metro retired its last diesel bus and became the first major transit agency to operate only clean fuel buses.[11]
Action T3 (DOT)	Convert 100 percent of DOT commuter express diesel buses to alternative fuel.	**Not Applicable.** This does not directly apply to the project, as the LADOT and other City agencies are responsible for implementation. The project would not conflict with this action.
Action T4	Complete the Automated Traffic Surveillance and Control System (ATSAC).	**Not Applicable.** The LADOT and other agencies are responsible for implementing this action. These computer-based systems adjust and optimize traffic signal timing in response to current traffic demands. The project would not conflict with this action.
Action T5	Expand FlyAway shuttles serving LAX and other regional airports, and convert existing FlyAway buses to alternative fuels.	**Not Applicable.** Other agencies are responsible for implementing this action. FlyAway shuttles that provide transit service to the Los Angeles International Airport (LAX) from several Los Angeles locations reduce the number of private vehicles traveling to the airport and provide convenient passenger pick-up and drop-off

[11] Los Angeles County Metropolitan Transportation Authority, Metro Retires Las Diesel Bus, Becomes World's First Major Transit Agency to Operate Only Clean Fuel Buses, available at: https://www.metro.net/news/simple_pr/metro-retires-last-diesel-bus/, accessed on July 12, 2019.

Action	Actions and Strategies	Consistency Analysis
		locations and parking. The project would not conflict with the City's ability to achieve this action.
Action T6	Make transit information easily available, understandable, and translated into multiple languages.	**Not Applicable.** The LADOT, Metro, and other City agencies are primarily responsible for implementing this action. The project would not conflict with the City's ability to achieve this action.
Action T7	Increase the City employee participation in the rideshare program and increase the subsidy for use of mass transit.	**Not Applicable.** This action applies to City employees and is not directly relevant to private development such as the project. The project would not inhibit the City's ability to take this action.
Action T8	Promote walking and biking to work, within neighborhoods, and to large events and venues.	**Consistent.** The project would promote walking and biking to work and within neighborhoods, as it is infill development located in a Transit Priority Area (TPA) and Transit Oriented Community (TOC). The project includes live/work units, reducing anticipated project-related commuting. Also, the project provides a mix of residential, commercial, and office land uses in a highly urbanized area. Nearby features such as transit options, offices, restaurants, and entertainment facilities would further promote walking and alternative modes of transportation to and from the project site.
Action T9	Expand the regional rail network.	**Not Applicable.** Metro is primarily responsible for implementing this action. The project site is in close proximity to an existing Metro rail station, from which connections can be made to additional lines, including the regional Metrolink system. The project would not interfere with the City's ability to implement this action.
Focus Area: Land Use		
Action LU1	Promote high-density housing close to major transportation stops (same as Action Items LU3 and LU6).	**Consistent.** The project would provide high-density housing near major transit corridors including a Metro station and bus stops, bicycle lanes, and pedestrian sidewalks.
Action LU2	Promote and implement TOD.	**Consistent.** The project is a mixed-use development, with high-density residential units, live/work units, and commercial space near major transit corridors including a Metro rail station and bus lines.
Action LU3	Make available underutilized City land for housing and mixed-use development.	**Consistent.** Although this action applies to lands owned by the City rather than private land such as the project site, the project would redevelop a privately held property with mixed-use development including higher density housing, which would be consistent with the aim of this action.
Action LU4	Make available underutilized City land for parks and open space.	**Not Applicable.** This action does not apply to the project, as the project site is comprised of privately-owned land not held by the City.

Action	Actions and Strategies	Consistency Analysis
Action LU5	Clean up brownfields sites for community economic revitalization projects and open space.	**Not Applicable.** The action does not apply to the project, as the project site is not a designated brownfield site.
Action LU6	Make available underutilized City land within 1,500 feet of transit for housing and mixed-use development.	**Consistent.** Although this action applies to lands owned by the City rather than private land such as the project site, the project would redevelop a privately held property within 1,500 feet of transit with mixed-use development including higher density housing, which would be consistent with the aim of this action.
Focus Area: Waste		
Action WsT1	Reduce or recycle 70 percent of trash by 2015.	**Consistent.** According to the 2013 Zero Waste Progress Report, the City's solid waste collection and handling providers as well as recycling facilities, have achieved a landfill diversion rate of 76.4 percent. This diversion rate exceeds the AB 939-required diversion rate of 50 percent.[12] The project would provide onsite bins for separating recycling waste consistent with the City's goals for waste reduction/recycling.
Focus Area: Open Space and Greening		
OS/G1	Create 35 new parks.	**Not Applicable.** It is primarily the responsibility of the City Department of Recreation and Parks (RAP) to identify suitable sites and create new parks and joint-use sites. The project would provide additional "greening" with onsite landscaping, including a green roof, and would not interfere with the City's ability to implement this action.
OS/G6	Collaborate and partner with schools to create more parks in neighborhoods.	**Not Applicable.** The project would not interfere with the City's ability to implement this action.
OS/G2	Revitalize the Los Angeles River to create open space opportunities along the 32-mile corridor within the City of Los Angeles.	**Not Applicable.** The project site not located along the Los Angeles River, and therefore, would not interfere with the City's ability to implement this action.
OS/G3	Plant 1 million trees throughout Los Angeles.	**Consistent.** The project would be required to meet current codes regarding retention or replacement of street trees, thereby assisting the City in meeting this goal.
OS/G4	Identify opportunities to "daylight" streams.	**Not Applicable.** This action does not apply directly to the proposed urban infill project, which does not include a stream onsite.

[12] City of Los Angeles, Environment: LA Sanitation, Adopted April 2015, City of Los Angeles Solid Waste Integrated Resources Plan – A Zero Waste Master Plan.

Action	Actions and Strategies	Consistency Analysis
OS/G5	Identify and develop promising locations for stormwater infiltration to recharge groundwater aquifers.	**Consistent.** The project site is currently fully built out, with predominantly impervious surfaces. The project would not substantially alter the percentage of impervious surfaces within the surrounding urban area, and would be required to provide stormwater management features consistent with applicable codes.
Sources: The City of Los Angeles, Green LA: An Action Plan to Lead the Nation in Fighting Global Warming, May 2007. City of Los Angeles, ClimateLA Program Document, December 2008.		

Sustainable City pLAn 2019 (LA's Green New Deal)

The Sustainable City pLAn 2019 provides targets, milestones, and initiatives for reaching short-term and long-term sustainability goals. The specified targets of the Sustainable City pLAn 2019 consist of the following items:

Environmental Justice Targets

- Improve the raw scores of CalEnviroScreen indicators of City communities in the top 10 percent by an average of 25 percent by 2025; and 50 percent by 2035.
- Reduce the number of annual childhood asthma-related emergency room visits in the City's most contaminated neighborhoods to less than 14 per 1,000 children by 2025; and eight per 1,000 children by 2035.

Renewable Energy Targets

- LADWP will supply 55 percent renewable energy by 2025; 80 percent by 2036; and 100 percent by 2045.
- Increase cumulative MW by 2025; 2035; and 2050 of: Local solar to 900-1,500 MW, 1,500-1,800 MW, and 1,950 MW; energy storage capacity to 1,654-1,750 MW, 3,000 MW, and 4,000 MW, and demand response programs to 234 MW (2025) and 600 MW (2035).

Local Water Targets

- Source 70 percent of the City's water locally and capture 150,000 acre-feet/year of stormwater by 2035.
- Recycle 100 percent of all wastewater for beneficial reuse by 2035.
- Build at least 10 new multi-benefit stormwater capture projects by 2025; 100 by 2035; and 200 by 2050.
- Reduce potable water use per capita by 22.5 percent by 2025; and 25 percent by 2035; and maintain or reduce 2035 per capita water use through 2050.
- Install or refurbish hydration stations at 200 sites, prioritizing municipally-owned buildings and public properties such as parks, by 2035.

Clean and Healthy Buildings Targets

- All new buildings will be net zero carbon by 2030; and 100 percent of buildings will be net zero carbon by 2050.

- Reduce building energy use per sf for all building types: 22 percent by 2025; 34 percent by 2035; and 44 percent by 2050.

Housing and Development Targets

- End street homelessness by 2028.
- Increase cumulative new housing unit construction to 150,000 by 2025; and 275,000 units by 2035.
- Ensure 57 percent of new housing units are built within 1500 ft of transit by 2025; and 75 percent by 2035.
- Create or preserve 50,000 income-restricted affordable housing units by 2035 and increase stability for renters.

Mobility and Public Transit Targets

- Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 35 percent by 2025; 50 percent by 2035; and maintain at least 50 percent by 2050.
- Reduce VMT per capita by at least 13 percent by 2025; 39 percent by 2035; and 45 percent by 2050.
- Ensure Los Angeles is prepared for Autonomous Vehicles by the 2028 Olympic and Paralympic Games.

Zero Emission Vehicles Targets

- Increase the percentage of electric and zero emission vehicles in the City to 25 percent by 2025; 80 percent by 2035; and 100 percent by 2050.
- Electrify 100 percent of Metro and LADOT buses by 2030.
- Reduce port-related GHG emissions by 80 percent by 2050.

Industrial Emissions and Air Quality Monitoring Targets

- The City will reach the U.S. EPA parts per billion ozone attainment standard by 2025 and meet all future compliance dates.
- Reduce industrial emissions by 38 percent by 2035; and 82 percent by 2050.
- Reduce methane leak emissions by 54 percent by 2035; and 80 percent by 2050.

Waste and Resource Recovery Targets

- Increase landfill diversion rate to 90 percent by 2025; 95 percent by 2035; and 100 percent by 2050.
- Reduce municipal solid waste generation per capita by at least 15 percent by 2030, including phasing out single-use plastics by 2028.
- Eliminate organic waste going to landfill by 2028.
- Increase proportion of waste products and recyclables productively reused and/or repurposed within Los Angeles County to at least 25 percent by 2025; and 50 percent by 2035.

Food Systems Targets

- Ensure all low-income Angelenos live within 0.5 mile of fresh food by 2035.

- Increase the number of urban agriculture sites in the City by at least 25 percent by 2025; and 50 percent by 2035.
- Prepare for natural disasters by increasing the resiliency of our food systems infrastructure.

Urban Ecosystems and Resilience Targets

- Increase tree canopy in areas of greatest need by at least 50 percent by 2028.
- Complete or initiate restoration identified in the 'ARBOR' Plan by 2035.
- Create a fully connected LARiverWay public access system that includes 32 miles of bike paths and trails by 2028.
- Reduce urban/rural temperature differential by at least 1.7 degrees by 2025; and three degrees by 2035.
- Ensure proportion of Angelenos living within 0.5 mile of a park or open space is at least 65 percent by 2025; 75 percent by 2035; and 100 percent by 2050.
- Achieve and maintain 'no-net loss' of native biodiversity by 2035.

Prosperity and Green Jobs Targets

- Create 300,000 green jobs by 2035, and 400,000 green jobs by 2050.
- Increase private sector green investment in the City by $750 million by 2025; and $2 billion by 2035.
- Eliminate unemployment rate gap between the City and Los Angeles County.

Lead by Example Targets

- Reduce municipal GHG 55 percent by 2025; 65 percent by 2035; and reach carbon neutral by 2045.
- Reduce municipal energy use by 18 percent by 2025; 35 percent by 2035; and 44 percent by 2050.
- Reduce municipal water use by at least 25 percent by 2025; and 30 percent by 2035.
- Lead on zero waste and achieve a zero waste City Hall by 2025.
- Convert all City fleet vehicles to zero emission where technically feasible by 2028.
- Ensure all new municipally owned buildings and major renovations will be all-electric, effective immediately.
- Reach 2 million Angelenos through outreach, education, and training programs by 2025.

The project would be consistent with the emissions reduction and energy and water efficiency targets of the Sustainable City pLAn associated with individual project development, as it would comply with the performance requirements specified in the City's Building Code, including water and electricity use efficiency requirements. The project site would redevelop an underutilized infill property (including a surface parking lot) within an urbanized area, where multiple modes of transportation alternatives are available, including adjacent or nearby bus stops serviced by various routes, a Metro rail station, and pedestrian sidewalks. The project site is located within walking distance of multiple office, restaurant, retail, and entertainment opportunities that can be accessed by the project's residents without the use of personal vehicles. Additionally, the propose mixed-use development would incorporate high-density residential units, live/work units, and commercial space, providing opportunities for future residents to live, work, and shop onsite. Therefore, the project would promote sustainability and would be consistent with the Sustainable City pLAn.

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) presents a long-term transportation vision through the year 2045 for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG policies are directed towards the development of regional land use patterns that contribute to reductions in vehicle miles traveled (VMT) and improvements to the transportation system. As the majority of the GHG emissions are related to the transportation sector, reducing VMT would reduce overall GHG emissions. The RTP/SCS "Core Vision" centers on maintaining and better managing the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. Key to the RTP/SCS is to direct growth of housing and jobs to High Quality Transit Areas (HQTA), which are defined as within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The project site is located within a designated HQTA,[13] with existing multimodal transportation options that include two subway stations within approximately 0.4 miles walking distance. An analysis of the project's consistency with the RTP/SCS strategies is provided in **Table 13, Consistency with the 2020-2045 RTP/SCS**.

Table 13
Consistency with the 2020-2045 RTP/SCS

Strategies	Consistency Analysis
Focus Growth Near Destinations & Mobility Options	
Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations. 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. Plan for growth near transit investments and support implementation of first/last mile strategies. Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses. Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods. 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). Identify ways to "right size" parking requirements and	**Consistent.** The project would be consistent with a land use patter that facilitates multimodal access to work, educational and other destinations. The RTP/SCS designates the project site vicinity as a high quality transit area (HQTA), with existing multimodal transportation options that include two subway stations within approximately 0.4 miles walking distance, and several bus stops serviced by a variety of local and regional carriers. The nearest bus stop is located within approximately 65 feet of the project site. The mixed-use project would provide employment opportunities, and housing including live/work units, and onsite office workspace within the same property. As such, the project would provide opportunities to reduce commutes, and provide job opportunities near transit. The project would replace an existing commercial development and associated parking lot, and a single-family residence on an infill property to accommodate new growth. The project design is a mixed-use development that is located along a commercial use corridor close to existing destinations (retail, office, restaurants, etc.)

[13] Southern California Association of Governments, High Quality Transit Areas (HQTA) 2045 – SCAG Region, Accessed June 11, 2021 at https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2045-scag-region/explore?location=34.152729%2C-117.742800%2C9.41

Strategies	Consistency Analysis
promote alternative parking strategies (e.g. shared parking or smart parking).	
Promote Diverse Housing Choices	
Preserve and rehabilitate affordable housing and prevent displacement. Identify funding opportunities for new workforce and affordable housing development. Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply. Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.	**Consistent.** The project would be consistent with the promotion of diverse housing as it would replace one single-family residence and provide 251 multi-family residential units, 11 percent of which would be designated for affordable housing (very low income).
Leverage Technology Innovations	
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 aimed at public entities. However, the project would provide electric vehicle (EV) ready parking spaces to comply with applicable standards, and the circulation driveway would incorporate a ride sharing pick up and drop off area. As a mixed-use development located within an HQTA with various existing transit options, the project would not conflict with this action/strategy.
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.	**Consistent.** This strategy is aimed at public entities. However, the project has been designed to include residential units, including live/work units, creative office space, and commercial space, providing options for residents to potentially avoid or limit daily work commutes. The project would not conflict with this action/strategy.
Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation.	**Not Applicable.** Implementation of this strategy would be beyond the scope of the project. However, the project would not interfere with governments or communities pursuing micro-power grids and would not conflict with this action/strategy.
Support Implementation of Sustainability Policies	
Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions.	**Not Applicable.** This strategy is aimed at public entities. However, the project proposes to provide a mixed-use development within a HQTA that supports the reduction of GHG emissions by reducing the need for individual automobile use and would not interfere with this action/strategy.
Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations.	**Not Applicable.** It would not be within the purview of the project to affect SCAG support of statewide legislation. However, the project proposes to provide a mixed-use development within a HQTA that supports the reduction of GHG emissions by reducing the need for individual automobile use and would not interfere with this action/strategy.

Strategies	Consistency Analysis
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.** Implementation of this strategy would be an agency responsibility and would not be within the purview of the project. However, the project would not interfere with this action/strategy.
Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.	**Not Applicable.** Implementation of this strategy is an agency responsibility and would not be within the purview of the project. However, the project would not interfere with local agencies pursuing such opportunities and would not conflict with this strategy.
Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.	**Not Applicable.** Implementation of this strategy is an agency responsibility and would not be within the purview of the project. However, the project would not interfere with local agencies pursuing such partnerships and would not conflict with this action/strategy.
Continue to support long range planning efforts by local jurisdictions.	**Not Applicable.** Supporting long range planning efforts would be a responsibility of SCAG. However, the project would not interfere with SCAG supporting such planning efforts and would not conflict with this action/strategy.
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.** Educating local decision makers on implementation of the Sustainable Communities Strategy (SCS) is a role for SCAG and/or other SCAG-area public agencies and would not be within the purview of the project. However, the project would not interfere with provision of such opportunities and would not conflict with this action/strategy.
Promote a Green Region	
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. Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration. Integrate local food production into the regional landscape. Promote more resource efficient development focused on conservation, recycling and reclamation. Preserve, enhance and restore regional wildlife connectivity. Reduce consumption of resource areas, including agricultural land. Identify ways to improve access to public park space.	**Not Applicable.** These strategies are the responsibility of SCAG to implement. However, the project would be required to incorporate sustainable design features to conserve energy and water and reduce waste generation. The project would result in no impacts to agricultural land, food production, or wildlife connectivity, as it would redevelop an urban infill site. As such, the project would not interfere with SCAG supporting such planning efforts.
Source: Southern California Association of Governments. 2020-2045 RTP/SCS. September 3, 2020.	

As shown in Table 12, the project would be located within a HQTA, and would not conflict with implementation of the RTP/SCS strategies.

2017 Climate Change Scoping Plan

The CARB 2017 Climate Change Scoping Plan (2017 Scoping Plan) updated the 2008 Climate Change Scoping Plan in response to SB 32, to identify how the State can reach its 2030 target to reduce GHG emissions by 40 percent from 1990 levels and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels. As shown by the policy consistency analysis below in **Table 14, Project Consistency with the 2017 Scoping Plan**, the Project would reduce GHG emissions in a manner that would not conflict with, nor impede the implementation of, the 2017 Scoping Plan policies.

Table 14
Project Consistency with the 2017 Scoping Plan

Policy	Primary Objective	Consistency
SB 350	Reduce GHG emissions in the electricity sector through the implementation of the 50 percent Renewable Portfolio Standard (RPS), doubling of energy savings, and other actions as appropriate to achieve GHG emissions reductions planning targets in the Integrated Resource Plan (IRP) process.	**Consistent.** The LADWP would be the electricity provider for the project and would be responsible for meeting the applicable RPS standards. However, as the project would be designed to meet or exceed current Title 24 Part 6 Building Efficiency Standards and would meet or exceed the mandatory standards of Title 24 Part 11 (CALGreen), the project would achieve energy savings that would support LADWP efforts to reach future RPS goals.
Low Carbon Fuel Standard (LCFS)	Transition to cleaner/less-polluting fuels that have a lower carbon footprint.	**Consistent**. Although it is not the responsibility of the Project to develop, adopt, or update the LCFS program, the LCFS would reduce the carbon intensity of transportation fuels that are consumed in California, including fuels used by residents, customers, or employees of the proposed mixed-use project.
Mobile Source Strategy (Cleaner Technology and Fuels [CTF] Scenario)	Reduce GHGs and other pollutants from the transportation sector through transition to zero emission and LEVs, cleaner transit systems and reduction of vehicle miles traveled.	**Consistent.** It is not the responsibility of the Project to introduce ZEVs or LEVs. However, the Project would provide EV ready parking spaces for future installation of charging facilities, which would promote the use of EVs in general to facilitate transition to zero emissions vehicles (ZEVs) and low emissions vehicles (LEVs). Additionally, the Project Site represents an urban/compact mixed-use infill location within a Transit Priority Area (TPA), with nearby transit facilities as well as retail, restaurant, and employment destinations, and would provide onsite bicycle parking facilities.
SB 1383	Approve and Implement Short-Lived Climate Pollutant strategy to reduce highly potent GHGs	**Not Applicable**. The Project would not be responsible for implementing a Short-Lived Climate Pollutant strategy to reduce

Policy	Primary Objective	Consistency
		highly potent GHGs. The project would not interfere with implementation of this policy.
California Sustainable Freight Action Plan	Improve freight efficiency, transition to zero emission technologies, and increase competitiveness of California's freight system.	**Not Applicable**. The Project would not be responsible for improving freight efficiency. The Project would consist of residential, office, and commercial uses which would not include substantial freight transportation or logistics centers. The project would not interfere with implementation of this policy.
Post-2020 Cap-and-Trade Program	Reduce GHGs across largest GHG emissions sources	**Not Applicable**. The Project would not be responsible for implementing a cap-and-trade program for large GHG emissions sources. The project would not interfere with implementation of this policy.
Source: California Air Resources Board. California's 2017 Climate Change Scoping Plan. November 2017.		

Plan Consistency Conclusion

In summary, the project's net increase in GHG emissions would be below the adopted significance threshold of 3,000 $MTCO_2e$ suggested by the SCAQMD, and the project would not conflict with applicable policies of the City's Building Code, Green Building Code, Mobility Plan, Green LA, Sustainable City pLAn, SCAG RTP/SCS, or CARB 2017 Scoping Plan that have been adopted to reduce GHG emissions. Therefore, the project would not conflict with an applicable plan, policy or regulation adopted to reduce GHG emissions and potential impacts regarding GHG emissions during construction and operations would be less than significant. No mitigation measures would be required.

Appendix A

CalEEMod Version 2020.4.0
Computer Model Output

The Parks in LA Mixed Use

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	15.50	1000sqft	0.00	15,500.00	0
Enclosed Parking with Elevator	340.00	Space	0.00	136,000.00	0
Apartments High Rise	251.00	Dwelling Unit	1.45	232,320.00	718
Regional Shopping Center	25.00	1000sqft	0.00	25,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
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

The Parks in LA Mixed Use - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use - 1.45 acre site. 251 apt. units 232,320 sf. 25,000 sf retail, 15,500 sf office. 340 parking space garage

Construction Phase - 7 day prep. 36 day grading. 400 day constr. 30 day coating.

Off-road Equipment - Excavator

Off-road Equipment - Excavator

Off-road Equipment -

Trips and VMT - 27 mile haul route

Demolition - 1,073 tons debris disposal

Grading - 58,300 cy export. 1.45 ac. prep

Vehicle Trips - Adjusted per traffic study

Woodstoves - No hearths

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - Urban infill development. 173 units/acre, 11% affordable. mixed use residential, commercial, and Live/work units. 0.25 mi. from subway stations. 34 intersections within 0.25 mi.

Area Mitigation -

Waste Mitigation -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	200.00	400.00
tblConstructionPhase	NumDays	4.00	36.00
tblConstructionPhase	NumDays	2.00	7.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00

tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	213.35	0.00
tblFireplaces	NumberNoFireplace	25.10	0.00
tblFireplaces	NumberWood	12.55	0.00
tblGrading	AcresOfGrading	13.50	1.50
tblGrading	AcresOfGrading	3.50	1.45
tblGrading	MaterialExported	0.00	58,300.00
tblLandUse	LandUseSquareFeet	251,000.00	232,320.00
tblLandUse	LotAcreage	0.36	0.00
tblLandUse	LotAcreage	3.06	0.00
tblLandUse	LotAcreage	4.05	1.45
tblLandUse	LotAcreage	0.57	0.00
tblTripsAndVMT	HaulingTripLength	20.00	27.00
tblTripsAndVMT	HaulingTripLength	20.00	27.00
tblVehicleTrips	ST_TR	4.98	4.45
tblVehicleTrips	ST_TR	49.97	15.28
tblVehicleTrips	SU_TR	3.65	4.45
tblVehicleTrips	SU_TR	25.24	15.28
tblVehicleTrips	WD_TR	4.20	4.45
tblVehicleTrips	WD_TR	11.03	8.19
tblVehicleTrips	WD_TR	42.70	15.28
tblWoodstoves	NumberCatalytic	12.55	0.00
tblWoodstoves	NumberNoncatalytic	12.55	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	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	3.7723	84.3748	27.0911	0.2233	9.6329	1.1526	10.6012	3.8542	1.0744	4.7533	0.0000	23,999.0174	23,999.0174	2.1069	0.0000	24,051.6898
2022	2.9405	18.3988	22.7281	0.0620	3.1641	0.6209	3.7850	0.8473	0.5987	1.4460	0.0000	6,082.1458	6,082.1458	0.5134	0.0000	6,094.9799
2023	62.6340	16.2844	21.7589	0.0606	3.1641	0.5406	3.7047	0.8473	0.5210	1.3683	0.0000	5,941.3077	5,941.3077	0.4864	0.0000	5,953.4677
Maximum	**62.6340**	**84.3748**	**27.0911**	**0.2233**	**9.6329**	**1.1526**	**10.6012**	**3.8542**	**1.0744**	**4.7533**	**0.0000**	**23,999.0174**	**23,999.0174**	**2.1069**	**0.0000**	**24,051.6898**

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	3.7723	84.3748	27.0911	0.2233	7.0238	1.1526	7.9920	2.4709	1.0744	3.3699	0.0000	23,999.0174	23,999.0174	2.1069	0.0000	24,051.6898
2022	2.9405	18.3988	22.7281	0.0620	3.1641	0.6209	3.7850	0.8473	0.5987	1.4460	0.0000	6,082.1458	6,082.1458	0.5134	0.0000	6,094.9799
2023	62.6340	16.2844	21.7589	0.0606	3.1641	0.5406	3.7047	0.8473	0.5210	1.3683	0.0000	5,941.3077	5,941.3077	0.4864	0.0000	5,953.4677
Maximum	**62.6340**	**84.3748**	**27.0911**	**0.2233**	**7.0238**	**1.1526**	**7.9920**	**2.4709**	**1.0744**	**3.3699**	**0.0000**	**23,999.0174**	**23,999.0174**	**2.1069**	**0.0000**	**24,051.6898**

The Parks in LA Mixed Use - Los Angeles-South Coast County, Winter

	ROG	NOx	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	16.35	0.00	14.42	24.93	0.00	18.28	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.5891	0.2391	20.7513	1.1000e-003		0.1148	0.1148		0.1148	0.1148	0.0000	37.3699	37.3699	0.0361	0.0000	38.2718
Energy	0.0743	0.6385	0.2942	4.0500e-003		0.0514	0.0514		0.0514	0.0514		810.8967	810.8967	0.0155	0.0149	815.7154
Mobile	2.4901	10.8185	32.3988	0.1221	10.7426	0.0944	10.8370	2.8748	0.0878	2.9626		12,446.1999	12,446.1999	0.6243		12,461.8064
Total	**9.1535**	**11.6961**	**53.4443**	**0.1273**	**10.7426**	**0.2606**	**11.0031**	**2.8748**	**0.2540**	**3.1287**	**0.0000**	**13,294.4665**	**13,294.4665**	**0.6759**	**0.0149**	**13,315.7935**

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	6.5891	0.2391	20.7513	1.1000e-003		0.1148	0.1148		0.1148	0.1148	0.0000	37.3699	37.3699	0.0361	0.0000	38.2718
Energy	0.0743	0.6385	0.2942	4.0500e-003		0.0514	0.0514		0.0514	0.0514		810.8967	810.8967	0.0155	0.0149	815.7154
Mobile	2.1686	9.0874	24.4960	0.0875	7.5198	0.0689	7.5887	2.0123	0.0641	2.0764		8,922.5550	8,922.5550	0.4668		8,934.2252
Total	**8.8320**	**9.9650**	**45.5415**	**0.0927**	**7.5198**	**0.2351**	**7.7549**	**2.0123**	**0.2302**	**2.2426**	**0.0000**	**9,770.8216**	**9,770.8216**	**0.5184**	**0.0149**	**9,788.2124**

	ROG	NOx	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	3.51	14.80	14.79	27.20	30.00	9.79	29.52	30.00	9.35	28.32	0.00	26.50	26.50	23.30	0.00	26.49

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	10/4/2021	10/29/2021	5	20	
2	Site Preparation	Site Preparation	10/30/2021	11/9/2021	5	7	
3	Grading	Grading	11/10/2021	12/29/2021	5	36	
4	Building Construction	Building Construction	12/30/2021	7/12/2023	5	400	
5	Paving	Paving	7/13/2023	7/26/2023	5	10	
6	Architectural Coating	Architectural Coating	7/27/2023	9/6/2023	5	30	

Acres of Grading (Site Preparation Phase): 1.45

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 470,448; Residential Outdoor: 156,816; Non-Residential Indoor: 60,750; Non-Residential Outdoor: 20,250; Striped Parking Area: 8,160 (Architectural Coating – sqft)

OffRoad Equipment

The Parks in LA Mixed Use - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	1	8.00	158	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	106.00	14.70	6.90	27.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	7,288.00	14.70	6.90	27.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	251.00	56.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	50.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 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					1.1481	0.0000	1.1481	0.1738	0.0000	0.1738			0.0000			0.0000
Off-Road	2.2222	21.8500	17.7643	0.0293		1.1453	1.1453		1.0676	1.0676		2,822.9090	2,822.9090	0.7557		2,841.8021
Total	**2.2222**	**21.8500**	**17.7643**	**0.0293**	**1.1481**	**1.1453**	**2.2934**	**0.1738**	**1.0676**	**1.2414**		**2,822.9090**	**2,822.9090**	**0.7557**		**2,841.8021**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0578	1.7765	0.4482	5.3100e-003	0.1251	5.8900e-003	0.1310	0.0343	5.6400e-003	0.0399		576.6552	576.6552	0.0393		577.6373
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	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.1293**	**1.8254**	**1.0006**	**6.9200e-003**	**0.2927**	**7.2400e-003**	**0.3000**	**0.0788**	**6.8900e-003**	**0.0856**		**737.4928**	**737.4928**	**0.0440**		**738.5932**

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					0.5166	0.0000	0.5166	0.0782	0.0000	0.0782			0.0000			0.0000
Off-Road	2.2222	21.8500	17.7643	0.0293		1.1453	1.1453		1.0676	1.0676	0.0000	2,822.9090	2,822.9090	0.7557		2,841.8021
Total	**2.2222**	**21.8500**	**17.7643**	**0.0293**	**0.5166**	**1.1453**	**1.6620**	**0.0782**	**1.0676**	**1.1458**	**0.0000**	**2,822.9090**	**2,822.9090**	**0.7557**		**2,841.8021**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0578	1.7765	0.4482	5.3100e-003	0.1251	5.8900e-003	0.1310	0.0343	5.6400e-003	0.0399		576.6552	576.6552	0.0393		577.6373
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	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.1293**	**1.8254**	**1.0006**	**6.9200e-003**	**0.2927**	**7.2400e-003**	**0.3000**	**0.0788**	**6.8900e-003**	**0.0856**		**737.4928**	**737.4928**	**0.0440**		**738.5932**

3.3 Site Preparation - 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					5.4890	0.0000	5.4890	2.9202	0.0000	2.9202			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041		1,666.5174	1,666.5174	0.5390		1,679.9920
Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**5.4890**	**0.7654**	**6.2544**	**2.9202**	**0.7041**	**3.6243**		**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0382	0.0261	0.2946	8.6000e-004	0.0894	7.2000e-004	0.0901	0.0237	6.7000e-004	0.0244		85.7801	85.7801	2.5200e-003		85.8432
Total	**0.0382**	**0.0261**	**0.2946**	**8.6000e-004**	**0.0894**	**7.2000e-004**	**0.0901**	**0.0237**	**6.7000e-004**	**0.0244**		**85.7801**	**85.7801**	**2.5200e-003**		**85.8432**

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					2.4701	0.0000	2.4701	1.3141	0.0000	1.3141			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041	0.0000	1,666.5174	1,666.5174	0.5390		1,679.9920
Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**2.4701**	**0.7654**	**3.2354**	**1.3141**	**0.7041**	**2.0182**	**0.0000**	**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0382	0.0261	0.2946	8.6000e-004	0.0894	7.2000e-004	0.0901	0.0237	6.7000e-004	0.0244		85.7801	85.7801	2.5200e-003		85.8432
Total	**0.0382**	**0.0261**	**0.2946**	**8.6000e-004**	**0.0894**	**7.2000e-004**	**0.0901**	**0.0237**	**6.7000e-004**	**0.0244**		**85.7801**	**85.7801**	**2.5200e-003**		**85.8432**

3.4 Grading - 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					4.7439	0.0000	4.7439	2.5152	0.0000	2.5152			0.0000			0.0000
Off-Road	1.5176	16.4841	9.6032	0.0193		0.7424	0.7424		0.6830	0.6830		1,865.2568	1,865.2568	0.6033		1,880.3383
Total	**1.5176**	**16.4841**	**9.6032**	**0.0193**	**4.7439**	**0.7424**	**5.4862**	**2.5152**	**0.6830**	**3.1981**		**1,865.2568**	**1,865.2568**	**0.6033**		**1,880.3383**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.2070	67.8580	17.1196	0.2030	4.7773	0.2250	5.0023	1.3094	0.2153	1.5247		22,026.5355	22,026.5355	1.5005		22,064.0475
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	0.0477	0.0326	0.3683	1.0800e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2251	107.2251	3.1600e-003		107.3040
Total	**2.2547**	**67.8906**	**17.4878**	**0.2041**	**4.8890**	**0.2259**	**5.1149**	**1.3390**	**0.2161**	**1.5551**		**22,133.7607**	**22,133.7607**	**1.5036**		**22,171.3514**

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					2.1348	0.0000	2.1348	1.1318	0.0000	1.1318			0.0000			0.0000
Off-Road	1.5176	16.4841	9.6032	0.0193		0.7424	0.7424		0.6830	0.6830	0.0000	1,865.2568	1,865.2568	0.6033		1,880.3383
Total	**1.5176**	**16.4841**	**9.6032**	**0.0193**	**2.1348**	**0.7424**	**2.8771**	**1.1318**	**0.6830**	**1.8148**	**0.0000**	**1,865.2568**	**1,865.2568**	**0.6033**		**1,880.3383**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.2070	67.8580	17.1196	0.2030	4.7773	0.2250	5.0023	1.3094	0.2153	1.5247		22,026.5355	22,026.5355	1.5005		22,064.0475
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	0.0477	0.0326	0.3683	1.0800e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2251	107.2251	3.1600e-003		107.3040
Total	**2.2547**	**67.8906**	**17.4878**	**0.2041**	**4.8890**	**0.2259**	**5.1149**	**1.3390**	**0.2161**	**1.5551**		**22,133.7607**	**22,133.7607**	**1.5036**		**22,171.3514**

3.5 Building Construction - 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					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.1787	5.4258	1.5723	0.0140	0.3585	0.0115	0.3700	0.1032	0.0110	0.1142		1,497.1349	1,497.1349	0.0967		1,499.5512
Worker	1.1968	0.8186	9.2432	0.0270	2.8056	0.0227	2.8283	0.7441	0.0209	0.7649		2,691.3502	2,691.3502	0.0792		2,693.3301
Total	**1.3755**	**6.2444**	**10.8155**	**0.0410**	**3.1641**	**0.0341**	**3.1983**	**0.8473**	**0.0319**	**0.8791**		**4,188.4852**	**4,188.4852**	**0.1759**		**4,192.8813**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.1787	5.4258	1.5723	0.0140	0.3585	0.0115	0.3700	0.1032	0.0110	0.1142		1,497.1349	1,497.1349	0.0967		1,499.5512
Worker	1.1968	0.8186	9.2432	0.0270	2.8056	0.0227	2.8283	0.7441	0.0209	0.7649		2,691.3502	2,691.3502	0.0792		2,693.3301
Total	**1.3755**	**6.2444**	**10.8155**	**0.0410**	**3.1641**	**0.0341**	**3.1983**	**0.8473**	**0.0319**	**0.8791**		**4,188.4852**	**4,188.4852**	**0.1759**		**4,192.8813**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1678	5.1564	1.4883	0.0139	0.3585	0.0100	0.3686	0.1032	9.6000e-003	0.1128		1,483.8336	1,483.8336	0.0933		1,486.1649
Worker	1.1241	0.7393	8.5133	0.0261	2.8056	0.0220	2.8276	0.7441	0.0202	0.7643		2,596.7693	2,596.7693	0.0715		2,598.5569
Total	**1.2918**	**5.8957**	**10.0016**	**0.0399**	**3.1641**	**0.0320**	**3.1961**	**0.8473**	**0.0298**	**0.8771**		**4,080.6029**	**4,080.6029**	**0.1648**		**4,084.7218**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1678	5.1564	1.4883	0.0139	0.3585	0.0100	0.3686	0.1032	9.6000e-003	0.1128		1,483.8336	1,483.8336	0.0933		1,486.1649
Worker	1.1241	0.7393	8.5133	0.0261	2.8056	0.0220	2.8276	0.7441	0.0202	0.7643		2,596.7693	2,596.7693	0.0715		2,598.5569
Total	**1.2918**	**5.8957**	**10.0016**	**0.0399**	**3.1641**	**0.0320**	**3.1961**	**0.8473**	**0.0298**	**0.8771**		**4,080.6029**	**4,080.6029**	**0.1648**		**4,084.7218**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1246	3.9054	1.3225	0.0134	0.3585	4.7700e-003	0.3633	0.1032	4.5600e-003	0.1078		1,437.7513	1,437.7513	0.0821		1,439.8037
Worker	1.0590	0.6687	7.8254	0.0251	2.8056	0.0213	2.8269	0.7441	0.0197	0.7637		2,501.7686	2,501.7686	0.0644		2,503.3782
Total	**1.1836**	**4.5740**	**9.1479**	**0.0385**	**3.1641**	**0.0261**	**3.1902**	**0.8473**	**0.0242**	**0.8715**		**3,939.5200**	**3,939.5200**	**0.1465**		**3,943.1819**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1246	3.9054	1.3225	0.0134	0.3585	4.7700e-003	0.3633	0.1032	4.5600e-003	0.1078		1,437.7513	1,437.7513	0.0821		1,439.8037
Worker	1.0590	0.6687	7.8254	0.0251	2.8056	0.0213	2.8269	0.7441	0.0197	0.7637		2,501.7686	2,501.7686	0.0644		2,503.3782
Total	**1.1836**	**4.5740**	**9.1479**	**0.0385**	**3.1641**	**0.0261**	**3.1902**	**0.8473**	**0.0242**	**0.8715**		**3,939.5200**	**3,939.5200**	**0.1465**		**3,943.1819**

3.6 Paving - 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	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**		**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0549	0.0346	0.4053	1.3000e-003	0.1453	1.1100e-003	0.1464	0.0385	1.0200e-003	0.0396		129.5737	129.5737	3.3300e-003		129.6570
Total	**0.0549**	**0.0346**	**0.4053**	**1.3000e-003**	**0.1453**	**1.1100e-003**	**0.1464**	**0.0385**	**1.0200e-003**	**0.0396**		**129.5737**	**129.5737**	**3.3300e-003**		**129.6570**

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	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6446**	**6.2357**	**8.8024**	**0.0136**		**0.3084**	**0.3084**		**0.2846**	**0.2846**	**0.0000**	**1,297.6880**	**1,297.6880**	**0.4114**		**1,307.9725**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0549	0.0346	0.4053	1.3000e-003	0.1453	1.1100e-003	0.1464	0.0385	1.0200e-003	0.0396		129.5737	129.5737	3.3300e-003		129.6570
Total	**0.0549**	**0.0346**	**0.4053**	**1.3000e-003**	**0.1453**	**1.1100e-003**	**0.1464**	**0.0385**	**1.0200e-003**	**0.0396**		**129.5737**	**129.5737**	**3.3300e-003**		**129.6570**

3.7 Architectural Coating - 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	62.2314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**62.4230**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.2110	0.1332	1.5588	5.0000e-003	0.5589	4.2500e-003	0.5631	0.1482	3.9100e-003	0.1521		498.3603	498.3603	0.0128		498.6809
Total	**0.2110**	**0.1332**	**1.5588**	**5.0000e-003**	**0.5589**	**4.2500e-003**	**0.5631**	**0.1482**	**3.9100e-003**	**0.1521**		**498.3603**	**498.3603**	**0.0128**		**498.6809**

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	62.2314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**62.4230**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.2110	0.1332	1.5588	5.0000e-003	0.5589	4.2500e-003	0.5631	0.1482	3.9100e-003	0.1521		498.3603	498.3603	0.0128		498.6809
Total	**0.2110**	**0.1332**	**1.5588**	**5.0000e-003**	**0.5589**	**4.2500e-003**	**0.5631**	**0.1482**	**3.9100e-003**	**0.1521**		**498.3603**	**498.3603**	**0.0128**		**498.6809**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.1686	9.0874	24.4960	0.0875	7.5198	0.0689	7.5887	2.0123	0.0641	2.0764		8,922.5550	8,922.5550	0.4668		8,934.2252
Unmitigated	2.4901	10.8185	32.3988	0.1221	10.7426	0.0944	10.8370	2.8748	0.0878	2.9626		12,446.1999	12,446.1999	0.6243		12,461.8064

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	1,116.95	1,116.95	1116.95	3,816,788	2,671,751
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	126.95	38.13	16.28	317,144	222,001
Regional Shopping Center	382.00	382.00	382.00	826,206	578,344
Total	1,625.90	1,537.08	1,515.23	4,960,138	3,472,096

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	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Enclosed Parking with Elevator	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
General Office Building	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Regional Shopping Center	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862

5.0 Energy Detail

Historical Energy Use: N

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	0.0743	0.6385	0.2942	4.0500e-003		0.0514	0.0514		0.0514	0.0514		810.8967	810.8967	0.0155	0.0149	815.7154
NaturalGas Unmitigated	0.0743	0.6385	0.2942	4.0500e-003		0.0514	0.0514		0.0514	0.0514		810.8967	810.8967	0.0155	0.0149	815.7154

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	6338.22	0.0684	0.5841	0.2486	3.7300e-003		0.0472	0.0472		0.0472	0.0472		745.6735	745.6735	0.0143	0.0137	750.1046
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	442.068	4.7700e-003	0.0433	0.0364	2.6000e-004		3.2900e-003	3.2900e-003		3.2900e-003	3.2900e-003		52.0081	52.0081	1.0000e-003	9.5000e-004	52.3171
Regional Shopping Center	112.329	1.2100e-003	0.0110	9.2500e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004		13.2152	13.2152	2.5000e-004	2.4000e-004	13.2937
Total		**0.0743**	**0.6385**	**0.2942**	**4.0600e-003**		**0.0514**	**0.0514**		**0.0514**	**0.0514**		**810.8967**	**810.8967**	**0.0155**	**0.0149**	**815.7154**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	6.33822	0.0684	0.5841	0.2486	3.7300e-003		0.0472	0.0472		0.0472	0.0472		745.6735	745.6735	0.0143	0.0137	750.1046
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	0.442068	4.7700e-003	0.0433	0.0364	2.6000e-004		3.2900e-003	3.2900e-003		3.2900e-003	3.2900e-003		52.0081	52.0081	1.0000e-003	9.5000e-004	52.3171
Regional Shopping Center	0.112329	1.2100e-003	0.0110	9.2500e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004		13.2152	13.2152	2.5000e-004	2.4000e-004	13.2937
Total		**0.0743**	**0.6385**	**0.2942**	**4.0600e-003**		**0.0514**	**0.0514**		**0.0514**	**0.0514**		**810.8967**	**810.8967**	**0.0155**	**0.0149**	**815.7154**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.5891	0.2391	20.7513	1.1000e-003		0.1148	0.1148		0.1148	0.1148	0.0000	37.3699	37.3699	0.0361	0.0000	38.2718
Unmitigated	6.5891	0.2391	20.7513	1.1000e-003		0.1148	0.1148		0.1148	0.1148	0.0000	37.3699	37.3699	0.0361	0.0000	38.2718

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	0.5115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.4500					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	0.6276	0.2391	20.7513	1.1000e-003		0.1148	0.1148		0.1148	0.1148		37.3699	37.3699	0.0361		38.2718
Total	**6.5891**	**0.2391**	**20.7513**	**1.1000e-003**		**0.1148**	**0.1148**		**0.1148**	**0.1148**	**0.0000**	**37.3699**	**37.3699**	**0.0361**	**0.0000**	**38.2718**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.4500					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	0.6276	0.2391	20.7513	1.1000e-003		0.1148	0.1148		0.1148	0.1148		37.3699	37.3699	0.0361		38.2718
Total	**6.5891**	**0.2391**	**20.7513**	**1.1000e-003**		**0.1148**	**0.1148**		**0.1148**	**0.1148**	**0.0000**	**37.3699**	**37.3699**	**0.0361**	**0.0000**	**38.2718**

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

The Parks in LA Mixed Use

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	15.50	1000sqft	0.00	15,500.00	0
Enclosed Parking with Elevator	340.00	Space	0.00	136,000.00	0
Apartments High Rise	251.00	Dwelling Unit	1.45	232,320.00	718
Regional Shopping Center	25.00	1000sqft	0.00	25,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
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

The Parks in LA Mixed Use - Los Angeles-South Coast County, Annual

Project Characteristics -

Land Use - 1.45 acre site. 251 apt. units 232,320 sf. 25,000 sf retail, 15,500 sf office. 340 parking space garage

Construction Phase - 7 day prep. 36 day grading. 400 day constr. 30 day coating.

Off-road Equipment - Excavator

Off-road Equipment - Excavator

Off-road Equipment -

Trips and VMT - 27 mile haul route

Demolition - 1,073 tons debris disposal

Grading - 58,300 cy export. 1.45 ac. prep

Vehicle Trips - Adjusted per traffic study

Woodstoves - No hearths

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation - Urban infill development. 173 units/acre, 11% affordable. mixed use residential, commercial, and Live/work units. 0.25 mi. from subway stations. 34 intersections within 0.25 mi.

Area Mitigation -

Waste Mitigation -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	200.00	400.00
tblConstructionPhase	NumDays	4.00	36.00
tblConstructionPhase	NumDays	2.00	7.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00

tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	213.35	0.00
tblFireplaces	NumberNoFireplace	25.10	0.00
tblFireplaces	NumberWood	12.55	0.00
tblGrading	AcresOfGrading	13.50	1.50
tblGrading	AcresOfGrading	3.50	1.45
tblGrading	MaterialExported	0.00	58,300.00
tblLandUse	LandUseSquareFeet	251,000.00	232,320.00
tblLandUse	LotAcreage	0.36	0.00
tblLandUse	LotAcreage	3.06	0.00
tblLandUse	LotAcreage	4.05	1.45
tblLandUse	LotAcreage	0.57	0.00
tblTripsAndVMT	HaulingTripLength	20.00	27.00
tblTripsAndVMT	HaulingTripLength	20.00	27.00
tblVehicleTrips	ST_TR	4.98	4.45
tblVehicleTrips	ST_TR	49.97	15.28
tblVehicleTrips	SU_TR	3.65	4.45
tblVehicleTrips	SU_TR	25.24	15.28
tblVehicleTrips	WD_TR	4.20	4.45
tblVehicleTrips	WD_TR	11.03	8.19
tblVehicleTrips	WD_TR	42.70	15.28
tblWoodstoves	NumberCatalytic	12.55	0.00
tblWoodstoves	NumberNoncatalytic	12.55	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0995	1.8603	0.7192	4.5400e-003	0.2089	0.0323	0.2412	0.0827	0.0301	0.1127	0.0000	438.3393	438.3393	0.0435	0.0000	439.4263
2022	0.3672	2.4067	2.9757	8.1400e-003	0.4034	0.0807	0.4841	0.1082	0.0778	0.1860	0.0000	725.2641	725.2641	0.0603	0.0000	726.7718
2023	1.1218	1.1821	1.6101	4.4200e-003	0.2231	0.0400	0.2630	0.0598	0.0385	0.0983	0.0000	393.1685	393.1685	0.0327	0.0000	393.9847
Maximum	**1.1218**	**2.4067**	**2.9757**	**8.1400e-003**	**0.4034**	**0.0807**	**0.4841**	**0.1082**	**0.0778**	**0.1860**	**0.0000**	**725.2641**	**725.2641**	**0.0603**	**0.0000**	**726.7718**

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	0.0995	1.8603	0.7192	4.5400e-003	0.1450	0.0323	0.1773	0.0512	0.0301	0.0812	0.0000	438.3392	438.3392	0.0435	0.0000	439.4262
2022	0.3672	2.4067	2.9757	8.1400e-003	0.4034	0.0807	0.4841	0.1082	0.0778	0.1860	0.0000	725.2638	725.2638	0.0603	0.0000	726.7715
2023	1.1218	1.1821	1.6101	4.4200e-003	0.2231	0.0400	0.2630	0.0598	0.0385	0.0983	0.0000	393.1683	393.1683	0.0327	0.0000	393.9845
Maximum	**1.1218**	**2.4067**	**2.9757**	**8.1400e-003**	**0.4034**	**0.0807**	**0.4841**	**0.1082**	**0.0778**	**0.1860**	**0.0000**	**725.2638**	**725.2638**	**0.0603**	**0.0000**	**726.7715**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	7.64	0.00	6.46	12.56	0.00	7.93	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-4-2021	1-3-2022	1.9299	1.9299
2	1-4-2022	4-3-2022	0.6857	0.6857
3	4-4-2022	7-3-2022	0.6876	0.6876
4	7-4-2022	10-3-2022	0.6954	0.6954
5	10-4-2022	1-3-2023	0.6986	0.6986
6	1-4-2023	4-3-2023	0.6103	0.6103
7	4-4-2023	7-3-2023	0.6118	0.6118
8	7-4-2023	9-30-2023	1.0558	1.0558
		Highest	1.9299	1.9299

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	1.1664	0.0299	2.5939	1.4000e-004		0.0144	0.0144		0.0144	0.0144	0.0000	4.2377	4.2377	4.0900e-003	0.0000	4.3399
Energy	0.0136	0.1165	0.0537	7.4000e-004		9.3700e-003	9.3700e-003		9.3700e-003	9.3700e-003	0.0000	1,431.8537	1,431.8537	0.0332	8.8000e-003	1,435.3072
Mobile	0.4345	1.9670	5.8753	0.0221	1.8826	0.0168	1.8994	0.5046	0.0156	0.5202	0.0000	2,046.2705	2,046.2705	0.1008	0.0000	2,048.7912
Waste						0.0000	0.0000		0.0000	0.0000	31.6930	0.0000	31.6930	1.8730	0.0000	78.5180
Water						0.0000	0.0000		0.0000	0.0000	6.6498	233.2758	239.9255	0.6885	0.0173	262.2836
Total	**1.6145**	**2.1134**	**8.5229**	**0.0230**	**1.8826**	**0.0405**	**1.9231**	**0.5046**	**0.0394**	**0.5440**	**38.3427**	**3,715.6377**	**3,753.9804**	**2.6996**	**0.0261**	**3,829.2400**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.1664	0.0299	2.5939	1.4000e-004		0.0144	0.0144		0.0144	0.0144	0.0000	4.2377	4.2377	4.0900e-003	0.0000	4.3399
Energy	0.0136	0.1165	0.0537	7.4000e-004		9.3700e-003	9.3700e-003		9.3700e-003	9.3700e-003	0.0000	1,431.8537	1,431.8537	0.0332	8.8000e-003	1,435.3072
Mobile	0.3766	1.6510	4.4248	0.0159	1.3178	0.0123	1.3301	0.3532	0.0114	0.3646	0.0000	1,468.4980	1,468.4980	0.0752	0.0000	1,470.3772
Waste						0.0000	0.0000		0.0000	0.0000	15.8465	0.0000	15.8465	0.9365	0.0000	39.2590
Water						0.0000	0.0000		0.0000	0.0000	6.6498	233.2758	239.9255	0.6885	0.0173	262.2836
Total	**1.5566**	**1.7974**	**7.0724**	**0.0168**	**1.3178**	**0.0360**	**1.3538**	**0.3532**	**0.0351**	**0.3883**	**22.4962**	**3,137.8652**	**3,160.3614**	**1.7375**	**0.0261**	**3,211.5670**

	ROG	NOx	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	**3.59**	**14.95**	**17.02**	**27.21**	**30.00**	**11.23**	**29.60**	**30.00**	**10.75**	**28.61**	**41.33**	**15.55**	**15.81**	**35.64**	**0.00**	**16.13**

3.0 Construction Detail

Construction Phase

The Parks in LA Mixed Use - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/4/2021	10/29/2021	5	20	
2	Site Preparation	Site Preparation	10/30/2021	11/9/2021	5	7	
3	Grading	Grading	11/10/2021	12/29/2021	5	36	
4	Building Construction	Building Construction	12/30/2021	7/12/2023	5	400	
5	Paving	Paving	7/13/2023	7/26/2023	5	10	
6	Architectural Coating	Architectural Coating	7/27/2023	9/6/2023	5	30	

Acres of Grading (Site Preparation Phase): 1.45

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 470,448; Residential Outdoor: 156,816; Non-Residential Indoor: 60,750; Non-Residential Outdoor: 20,250; Striped Parking Area: 8,160 (Architectural Coating – sqft)

OffRoad Equipment

The Parks in LA Mixed Use - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	1	8.00	158	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	106.00	14.70	6.90	27.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	7,288.00	14.70	6.90	27.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	251.00	56.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	50.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 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					0.0115	0.0000	0.0115	1.7400e-003	0.0000	1.7400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0222	0.2185	0.1776	2.9000e-004		0.0115	0.0115		0.0107	0.0107	0.0000	25.6090	25.6090	6.8600e-003	0.0000	25.7804
Total	**0.0222**	**0.2185**	**0.1776**	**2.9000e-004**	**0.0115**	**0.0115**	**0.0229**	**1.7400e-003**	**0.0107**	**0.0124**	**0.0000**	**25.6090**	**25.6090**	**6.8600e-003**	**0.0000**	**25.7804**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.7000e-004	0.0181	4.3700e-003	5.0000e-005	1.2300e-003	6.0000e-005	1.2900e-003	3.4000e-004	6.0000e-005	3.9000e-004	0.0000	5.2722	5.2722	3.5000e-004	0.0000	5.2810
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	6.5000e-004	5.0000e-004	5.6700e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4834	1.4834	4.0000e-005	0.0000	1.4845
Total	**1.2200e-003**	**0.0186**	**0.0100**	**7.0000e-005**	**2.8700e-003**	**7.0000e-005**	**2.9500e-003**	**7.8000e-004**	**7.0000e-005**	**8.4000e-004**	**0.0000**	**6.7556**	**6.7556**	**3.9000e-004**	**0.0000**	**6.7655**

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					5.1700e-003	0.0000	5.1700e-003	7.8000e-004	0.0000	7.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0222	0.2185	0.1776	2.9000e-004		0.0115	0.0115		0.0107	0.0107	0.0000	25.6090	25.6090	6.8600e-003	0.0000	25.7804
Total	**0.0222**	**0.2185**	**0.1776**	**2.9000e-004**	**5.1700e-003**	**0.0115**	**0.0166**	**7.8000e-004**	**0.0107**	**0.0115**	**0.0000**	**25.6090**	**25.6090**	**6.8600e-003**	**0.0000**	**25.7804**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.7000e-004	0.0181	4.3700e-003	5.0000e-005	1.2300e-003	6.0000e-005	1.2900e-003	3.4000e-004	6.0000e-005	3.9000e-004	0.0000	5.2722	5.2722	3.5000e-004	0.0000	5.2810
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	6.5000e-004	5.0000e-004	5.6700e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4834	1.4834	4.0000e-005	0.0000	1.4845
Total	**1.2200e-003**	**0.0186**	**0.0100**	**7.0000e-005**	**2.8700e-003**	**7.0000e-005**	**2.9500e-003**	**7.8000e-004**	**7.0000e-005**	**8.4000e-004**	**0.0000**	**6.7556**	**6.7556**	**3.9000e-004**	**0.0000**	**6.7655**

3.3 Site Preparation - 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					0.0192	0.0000	0.0192	0.0102	0.0000	0.0102	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.4500e-003	0.0610	0.0265	6.0000e-005		2.6800e-003	2.6800e-003		2.4600e-003	2.4600e-003	0.0000	5.2914	5.2914	1.7100e-003	0.0000	5.3342
Total	**5.4500e-003**	**0.0610**	**0.0265**	**6.0000e-005**	**0.0192**	**2.6800e-003**	**0.0219**	**0.0102**	**2.4600e-003**	**0.0127**	**0.0000**	**5.2914**	**5.2914**	**1.7100e-003**	**0.0000**	**5.3342**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	1.0600e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2769	0.2769	1.0000e-005	0.0000	0.2771
Total	**1.2000e-004**	**9.0000e-005**	**1.0600e-003**	**0.0000**	**3.1000e-004**	**0.0000**	**3.1000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2769**	**0.2769**	**1.0000e-005**	**0.0000**	**0.2771**

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					8.6500e-003	0.0000	8.6500e-003	4.6000e-003	0.0000	4.6000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.4500e-003	0.0610	0.0265	6.0000e-005		2.6800e-003	2.6800e-003		2.4600e-003	2.4600e-003	0.0000	5.2914	5.2914	1.7100e-003	0.0000	5.3342
Total	**5.4500e-003**	**0.0610**	**0.0265**	**6.0000e-005**	**8.6500e-003**	**2.6800e-003**	**0.0113**	**4.6000e-003**	**2.4600e-003**	**7.0600e-003**	**0.0000**	**5.2914**	**5.2914**	**1.7100e-003**	**0.0000**	**5.3342**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	1.0600e-003	0.0000	3.1000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2769	0.2769	1.0000e-005	0.0000	0.2771
Total	**1.2000e-004**	**9.0000e-005**	**1.0600e-003**	**0.0000**	**3.1000e-004**	**0.0000**	**3.1000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2769**	**0.2769**	**1.0000e-005**	**0.0000**	**0.2771**

3.4 Grading - 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					0.0854	0.0000	0.0854	0.0453	0.0000	0.0453	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0273	0.2967	0.1729	3.5000e-004		0.0134	0.0134		0.0123	0.0123	0.0000	30.4584	30.4584	9.8500e-003	0.0000	30.7047
Total	**0.0273**	**0.2967**	**0.1729**	**3.5000e-004**	**0.0854**	**0.0134**	**0.0988**	**0.0453**	**0.0123**	**0.0576**	**0.0000**	**30.4584**	**30.4584**	**9.8500e-003**	**0.0000**	**30.7047**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0393	1.2448	0.3004	3.6800e-003	0.0845	4.0200e-003	0.0885	0.0232	3.8500e-003	0.0271	0.0000	362.4899	362.4899	0.0241	0.0000	363.0930
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	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**0.0401**	**1.2454**	**0.3072**	**3.7000e-003**	**0.0865**	**4.0400e-003**	**0.0905**	**0.0237**	**3.8600e-003**	**0.0276**	**0.0000**	**364.2700**	**364.2700**	**0.0242**	**0.0000**	**364.8744**

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					0.0384	0.0000	0.0384	0.0204	0.0000	0.0204	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0273	0.2967	0.1729	3.5000e-004		0.0134	0.0134		0.0123	0.0123	0.0000	30.4584	30.4584	9.8500e-003	0.0000	30.7046
Total	**0.0273**	**0.2967**	**0.1729**	**3.5000e-004**	**0.0384**	**0.0134**	**0.0518**	**0.0204**	**0.0123**	**0.0327**	**0.0000**	**30.4584**	**30.4584**	**9.8500e-003**	**0.0000**	**30.7046**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0393	1.2448	0.3004	3.6800e-003	0.0845	4.0200e-003	0.0885	0.0232	3.8500e-003	0.0271	0.0000	362.4899	362.4899	0.0241	0.0000	363.0930
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	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	**0.0401**	**1.2454**	**0.3072**	**3.7000e-003**	**0.0865**	**4.0400e-003**	**0.0905**	**0.0237**	**3.8600e-003**	**0.0276**	**0.0000**	**364.2700**	**364.2700**	**0.0242**	**0.0000**	**364.8744**

3.5 Building Construction - 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					
Off-Road	1.8100e-003	0.0136	0.0129	2.0000e-005		6.8000e-004	6.8000e-004		6.6000e-004	6.6000e-004	0.0000	1.8155	1.8155	3.2000e-004	0.0000	1.8236
Total	**1.8100e-003**	**0.0136**	**0.0129**	**2.0000e-005**		**6.8000e-004**	**6.8000e-004**		**6.6000e-004**	**6.6000e-004**	**0.0000**	**1.8155**	**1.8155**	**3.2000e-004**	**0.0000**	**1.8236**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7000e-004	5.5300e-003	1.5000e-003	1.0000e-005	3.5000e-004	1.0000e-005	3.6000e-004	1.0000e-004	1.0000e-005	1.1000e-004	0.0000	1.3804	1.3804	8.0000e-005	0.0000	1.3825
Worker	1.0800e-003	8.4000e-004	9.4900e-003	3.0000e-005	2.7500e-003	2.0000e-005	2.7700e-003	7.3000e-004	2.0000e-005	7.5000e-004	0.0000	2.4822	2.4822	7.0000e-005	0.0000	2.4840
Total	**1.2500e-003**	**6.3700e-003**	**0.0110**	**4.0000e-005**	**3.1000e-003**	**3.0000e-005**	**3.1300e-003**	**8.3000e-004**	**3.0000e-005**	**8.6000e-004**	**0.0000**	**3.8626**	**3.8626**	**1.5000e-004**	**0.0000**	**3.8665**

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	1.8100e-003	0.0136	0.0129	2.0000e-005		6.8000e-004	6.8000e-004		6.6000e-004	6.6000e-004	0.0000	1.8155	1.8155	3.2000e-004	0.0000	1.8236
Total	**1.8100e-003**	**0.0136**	**0.0129**	**2.0000e-005**		**6.8000e-004**	**6.8000e-004**		**6.6000e-004**	**6.6000e-004**	**0.0000**	**1.8155**	**1.8155**	**3.2000e-004**	**0.0000**	**1.8236**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7000e-004	5.5300e-003	1.5000e-003	1.0000e-005	3.5000e-004	1.0000e-005	3.6000e-004	1.0000e-004	1.0000e-005	1.1000e-004	0.0000	1.3804	1.3804	8.0000e-005	0.0000	1.3825
Worker	1.0800e-003	8.4000e-004	9.4900e-003	3.0000e-005	2.7500e-003	2.0000e-005	2.7700e-003	7.3000e-004	2.0000e-005	7.5000e-004	0.0000	2.4822	2.4822	7.0000e-005	0.0000	2.4840
Total	**1.2500e-003**	**6.3700e-003**	**0.0110**	**4.0000e-005**	**3.1000e-003**	**3.0000e-005**	**3.1300e-003**	**8.3000e-004**	**3.0000e-005**	**8.6000e-004**	**0.0000**	**3.8626**	**3.8626**	**1.5000e-004**	**0.0000**	**3.8665**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2143	1.6254	1.6544	2.8700e-003		0.0766	0.0766		0.0740	0.0740	0.0000	236.0500	236.0500	0.0411	0.0000	237.0778
Total	**0.2143**	**1.6254**	**1.6544**	**2.8700e-003**		**0.0766**	**0.0766**		**0.0740**	**0.0740**	**0.0000**	**236.0500**	**236.0500**	**0.0411**	**0.0000**	**237.0778**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0212	0.6826	0.1843	1.8300e-003	0.0459	1.2800e-003	0.0471	0.0132	1.2200e-003	0.0145	0.0000	177.8734	177.8734	0.0106	0.0000	178.1390
Worker	0.1317	0.0987	1.1369	3.4400e-003	0.3576	2.8600e-003	0.3604	0.0950	2.6300e-003	0.0976	0.0000	311.3407	311.3407	8.5700e-003	0.0000	311.5551
Total	**0.1529**	**0.7813**	**1.3212**	**5.2700e-003**	**0.4034**	**4.1400e-003**	**0.4076**	**0.1082**	**3.8500e-003**	**0.1121**	**0.0000**	**489.2141**	**489.2141**	**0.0192**	**0.0000**	**489.6940**

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	0.2143	1.6254	1.6544	2.8700e-003		0.0766	0.0766		0.0740	0.0740	0.0000	236.0497	236.0497	0.0411	0.0000	237.0775
Total	**0.2143**	**1.6254**	**1.6544**	**2.8700e-003**		**0.0766**	**0.0766**		**0.0740**	**0.0740**	**0.0000**	**236.0497**	**236.0497**	**0.0411**	**0.0000**	**237.0775**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0212	0.6826	0.1843	1.8300e-003	0.0459	1.2800e-003	0.0471	0.0132	1.2200e-003	0.0145	0.0000	177.8734	177.8734	0.0106	0.0000	178.1390
Worker	0.1317	0.0987	1.1369	3.4400e-003	0.3576	2.8600e-003	0.3604	0.0950	2.6300e-003	0.0976	0.0000	311.3407	311.3407	8.5700e-003	0.0000	311.5551
Total	**0.1529**	**0.7813**	**1.3212**	**5.2700e-003**	**0.4034**	**4.1400e-003**	**0.4076**	**0.1082**	**3.8500e-003**	**0.1121**	**0.0000**	**489.2141**	**489.2141**	**0.0192**	**0.0000**	**489.6940**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1051	0.8080	0.8702	1.5200e-003		0.0355	0.0355		0.0343	0.0343	0.0000	125.3034	125.3034	0.0213	0.0000	125.8353
Total	**0.1051**	**0.8080**	**0.8702**	**1.5200e-003**		**0.0355**	**0.0355**		**0.0343**	**0.0343**	**0.0000**	**125.3034**	**125.3034**	**0.0213**	**0.0000**	**125.8353**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.3600e-003	0.2737	0.0878	9.4000e-004	0.0243	3.2000e-004	0.0247	7.0300e-003	3.1000e-004	7.3300e-003	0.0000	91.4541	91.4541	4.9800e-003	0.0000	91.5787
Worker	0.0657	0.0474	0.5549	1.7600e-003	0.1898	1.4700e-003	0.1913	0.0504	1.3600e-003	0.0518	0.0000	159.2031	159.2031	4.1000e-003	0.0000	159.3056
Total	**0.0741**	**0.3211**	**0.6427**	**2.7000e-003**	**0.2141**	**1.7900e-003**	**0.2159**	**0.0574**	**1.6700e-003**	**0.0591**	**0.0000**	**250.6572**	**250.6572**	**9.0800e-003**	**0.0000**	**250.8842**

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	0.1051	0.8080	0.8702	1.5200e-003		0.0355	0.0355		0.0343	0.0343	0.0000	125.3033	125.3033	0.0213	0.0000	125.8352
Total	**0.1051**	**0.8080**	**0.8702**	**1.5200e-003**		**0.0355**	**0.0355**		**0.0343**	**0.0343**	**0.0000**	**125.3033**	**125.3033**	**0.0213**	**0.0000**	**125.8352**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.3600e-003	0.2737	0.0878	9.4000e-004	0.0243	3.2000e-004	0.0247	7.0300e-003	3.1000e-004	7.3300e-003	0.0000	91.4541	91.4541	4.9800e-003	0.0000	91.5787
Worker	0.0657	0.0474	0.5549	1.7600e-003	0.1898	1.4700e-003	0.1913	0.0504	1.3600e-003	0.0518	0.0000	159.2031	159.2031	4.1000e-003	0.0000	159.3056
Total	**0.0741**	**0.3211**	**0.6427**	**2.7000e-003**	**0.2141**	**1.7900e-003**	**0.2159**	**0.0574**	**1.6700e-003**	**0.0591**	**0.0000**	**250.6572**	**250.6572**	**9.0800e-003**	**0.0000**	**250.8842**

3.6 Paving - 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	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.2200e-003**	**0.0312**	**0.0440**	**7.0000e-005**		**1.5400e-003**	**1.5400e-003**		**1.4200e-003**	**1.4200e-003**	**0.0000**	**5.8862**	**5.8862**	**1.8700e-003**	**0.0000**	**5.9329**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	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	2.5000e-004	1.8000e-004	2.0800e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	1.9000e-004	0.0000	0.5975	0.5975	2.0000e-005	0.0000	0.5979
Total	**2.5000e-004**	**1.8000e-004**	**2.0800e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**1.0000e-005**	**1.9000e-004**	**0.0000**	**0.5975**	**0.5975**	**2.0000e-005**	**0.0000**	**0.5979**

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	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.2200e-003**	**0.0312**	**0.0440**	**7.0000e-005**		**1.5400e-003**	**1.5400e-003**		**1.4200e-003**	**1.4200e-003**	**0.0000**	**5.8862**	**5.8862**	**1.8700e-003**	**0.0000**	**5.9329**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	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	2.5000e-004	1.8000e-004	2.0800e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	1.9000e-004	0.0000	0.5975	0.5975	2.0000e-005	0.0000	0.5979
Total	**2.5000e-004**	**1.8000e-004**	**2.0800e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**1.0000e-005**	**1.9000e-004**	**0.0000**	**0.5975**	**0.5975**	**2.0000e-005**	**0.0000**	**0.5979**

3.7 Architectural Coating - 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	0.9335					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8700e-003	0.0195	0.0272	4.0000e-005		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003	0.0000	3.8299	3.8299	2.3000e-004	0.0000	3.8356
Total	**0.9363**	**0.0195**	**0.0272**	**4.0000e-005**		**1.0600e-003**	**1.0600e-003**		**1.0600e-003**	**1.0600e-003**	**0.0000**	**3.8299**	**3.8299**	**2.3000e-004**	**0.0000**	**3.8356**

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	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	2.8500e-003	2.0500e-003	0.0240	8.0000e-005	8.2200e-003	6.0000e-005	8.2800e-003	2.1800e-003	6.0000e-005	2.2400e-003	0.0000	6.8943	6.8943	1.8000e-004	0.0000	6.8987
Total	**2.8500e-003**	**2.0500e-003**	**0.0240**	**8.0000e-005**	**8.2200e-003**	**6.0000e-005**	**8.2800e-003**	**2.1800e-003**	**6.0000e-005**	**2.2400e-003**	**0.0000**	**6.8943**	**6.8943**	**1.8000e-004**	**0.0000**	**6.8987**

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	0.9335					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8700e-003	0.0195	0.0272	4.0000e-005		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003	0.0000	3.8299	3.8299	2.3000e-004	0.0000	3.8356
Total	**0.9363**	**0.0195**	**0.0272**	**4.0000e-005**		**1.0600e-003**	**1.0600e-003**		**1.0600e-003**	**1.0600e-003**	**0.0000**	**3.8299**	**3.8299**	**2.3000e-004**	**0.0000**	**3.8356**

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	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	2.8500e-003	2.0500e-003	0.0240	8.0000e-005	8.2200e-003	6.0000e-005	8.2800e-003	2.1800e-003	6.0000e-005	2.2400e-003	0.0000	6.8943	6.8943	1.8000e-004	0.0000	6.8987
Total	**2.8500e-003**	**2.0500e-003**	**0.0240**	**8.0000e-005**	**8.2200e-003**	**6.0000e-005**	**8.2800e-003**	**2.1800e-003**	**6.0000e-005**	**2.2400e-003**	**0.0000**	**6.8943**	**6.8943**	**1.8000e-004**	**0.0000**	**6.8987**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

	ROG	NOx	CO	SO2	Fugitive 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	0.3766	1.6510	4.4248	0.0159	1.3178	0.0123	1.3301	0.3532	0.0114	0.3646	0.0000	1,468.4980	1,468.4980	0.0752	0.0000	1,470.3772
Unmitigated	0.4345	1.9670	5.8753	0.0221	1.8826	0.0168	1.8994	0.5046	0.0156	0.5202	0.0000	2,046.2705	2,046.2705	0.1008	0.0000	2,048.7912

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	1,116.95	1,116.95	1116.95	3,816,788	2,671,751
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	126.95	38.13	16.28	317,144	222,001
Regional Shopping Center	382.00	382.00	382.00	826,206	578,344
Total	1,625.90	1,537.08	1,515.23	4,960,138	3,472,096

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	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Enclosed Parking with Elevator	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
General Office Building	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Regional Shopping Center	0.545842	0.044768	0.205288	0.119317	0.015350	0.006227	0.020460	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862

5.0 Energy Detail

Historical Energy Use: N

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	1,297.6007	1,297.6007	0.0307	6.3400e-003	1,300.2563
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,297.6007	1,297.6007	0.0307	6.3400e-003	1,300.2563
NaturalGas Mitigated	0.0136	0.1165	0.0537	7.4000e-004		9.3700e-003	9.3700e-003		9.3700e-003	9.3700e-003	0.0000	134.2530	134.2530	2.5700e-003	2.4600e-003	135.0508
NaturalGas Unmitigated	0.0136	0.1165	0.0537	7.4000e-004		9.3700e-003	9.3700e-003		9.3700e-003	9.3700e-003	0.0000	134.2530	134.2530	2.5700e-003	2.4600e-003	135.0508

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	2.31345e+006	0.0125	0.1066	0.0454	6.8000e-004		8.6200e-003	8.6200e-003		8.6200e-003	8.6200e-003	0.0000	123.4546	123.4546	2.3700e-003	2.2600e-003	124.1882
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	161355	8.7000e-004	7.9100e-003	6.6400e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004	0.0000	8.6105	8.6105	1.7000e-004	1.6000e-004	8.6617
Regional Shopping Center	41000	2.2000e-004	2.0100e-003	1.6900e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.1879	2.1879	4.0000e-005	4.0000e-005	2.2009
Total		**0.0136**	**0.1165**	**0.0537**	**7.4000e-004**		**9.3700e-003**	**9.3700e-003**		**9.3700e-003**	**9.3700e-003**	**0.0000**	**134.2531**	**134.2531**	**2.5800e-003**	**2.4600e-003**	**135.0508**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.31345e+006	0.0125	0.1066	0.0454	6.8000e-004		8.6200e-003	8.6200e-003		8.6200e-003	8.6200e-003	0.0000	123.4546	123.4546	2.3700e-003	2.2600e-003	124.1882
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	161355	8.7000e-004	7.9100e-003	6.6400e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004	0.0000	8.6105	8.6105	1.7000e-004	1.6000e-004	8.6617
Regional Shopping Center	41000	2.2000e-004	2.0100e-003	1.6900e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.1879	2.1879	4.0000e-005	4.0000e-005	2.2009
Total		**0.0136**	**0.1165**	**0.0537**	**7.4000e-004**		**9.3700e-003**	**9.3700e-003**		**9.3700e-003**	**9.3700e-003**	**0.0000**	**134.2531**	**134.2531**	**2.5800e-003**	**2.4600e-003**	**135.0508**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	993980	553.6087	0.0131	2.7100e-003	554.7417
Enclosed Parking with Elevator	796960	443.8761	0.0105	2.1700e-003	444.7845
General Office Building	201345	112.1414	2.6500e-003	5.5000e-004	112.3709
Regional Shopping Center	337500	187.9745	4.4400e-003	9.2000e-004	188.3592
Total		**1,297.6007**	**0.0306**	**6.3500e-003**	**1,300.2564**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	993980	553.6087	0.0131	2.7100e-003	554.7417
Enclosed Parking with Elevator	796960	443.8761	0.0105	2.1700e-003	444.7845
General Office Building	201345	112.1414	2.6500e-003	5.5000e-004	112.3709
Regional Shopping Center	337500	187.9745	4.4400e-003	9.2000e-004	188.3592
Total		**1,297.6007**	**0.0306**	**6.3500e-003**	**1,300.2564**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.1664	0.0299	2.5939	1.4000e-004		0.0144	0.0144		0.0144	0.0144	0.0000	4.2377	4.2377	4.0900e-003	0.0000	4.3399
Unmitigated	1.1664	0.0299	2.5939	1.4000e-004		0.0144	0.0144		0.0144	0.0144	0.0000	4.2377	4.2377	4.0900e-003	0.0000	4.3399

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	0.0934					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9946					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	0.0785	0.0299	2.5939	1.4000e-004		0.0144	0.0144		0.0144	0.0144	0.0000	4.2377	4.2377	4.0900e-003	0.0000	4.3399
Total	**1.1664**	**0.0299**	**2.5939**	**1.4000e-004**		**0.0144**	**0.0144**		**0.0144**	**0.0144**	**0.0000**	**4.2377**	**4.2377**	**4.0900e-003**	**0.0000**	**4.3399**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0934					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.9946					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	0.0785	0.0299	2.5939	1.4000e-004		0.0144	0.0144		0.0144	0.0144	0.0000	4.2377	4.2377	4.0900e-003	0.0000	4.3399
Total	**1.1664**	**0.0299**	**2.5939**	**1.4000e-004**		**0.0144**	**0.0144**		**0.0144**	**0.0144**	**0.0000**	**4.2377**	**4.2377**	**4.0900e-003**	**0.0000**	**4.3399**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	239.9255	0.6885	0.0173	262.2836
Unmitigated	239.9255	0.6885	0.0173	262.2836

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	16.3537 / 10.3099	187.5844	0.5372	0.0135	205.0294
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	2.75487 / 1.68847	31.3009	0.0905	2.2700e-003	34.2390
Regional Shopping Center	1.85181 / 1.13498	21.0403	0.0608	1.5200e-003	23.0153
Total		**239.9255**	**0.6885**	**0.0173**	**262.2836**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	16.3537 / 10.3099	187.5844	0.5372	0.0135	205.0294
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	2.75487 / 1.68847	31.3009	0.0905	2.2700e-003	34.2390
Regional Shopping Center	1.85181 / 1.13498	21.0403	0.0608	1.5200e-003	23.0153
Total		**239.9255**	**0.6885**	**0.0173**	**262.2836**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	15.8465	0.9365	0.0000	39.2590
Unmitigated	31.6930	1.8730	0.0000	78.5180

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	115.46	23.4373	1.3851	0.0000	58.0650
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	14.42	2.9271	0.1730	0.0000	7.2518
Regional Shopping Center	26.25	5.3285	0.3149	0.0000	13.2012
Total		**31.6930**	**1.8730**	**0.0000**	**78.5180**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	57.73	11.7187	0.6926	0.0000	29.0325
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	7.21	1.4636	0.0865	0.0000	3.6259
Regional Shopping Center	13.125	2.6643	0.1575	0.0000	6.6006
Total		**15.8465**	**0.9365**	**0.0000**	**39.2590**

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

8th and Hobart Existing Use

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.15	1,800.00	3
Regional Shopping Center	22.00	1000sqft	1.30	22,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing 22,000 sq ft commercial. 1 sf home .015 ac lot

Construction Phase - No Construction. Existing use only

Off-road Equipment -

Trips and VMT -

Demolition -

Grading - No Construction. Existing Use only

Vehicle Trips - Adusted per traffic study

Woodstoves - No hearth

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	200.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	4.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	2.00	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	0.85	0.00
tblFireplaces	NumberNoFireplace	0.10	0.00
tblFireplaces	NumberWood	0.05	0.00
tblLandUse	LotAcreage	0.32	0.15
tblLandUse	LotAcreage	0.51	1.30
tblVehicleTrips	ST_TR	49.97	16.95
tblVehicleTrips	ST_TR	9.91	7.00
tblVehicleTrips	SU_TR	25.24	16.95
tblVehicleTrips	SU_TR	8.62	7.00
tblVehicleTrips	WD_TR	42.70	16.95
tblVehicleTrips	WD_TR	9.52	7.00
tblWoodstoves	NumberCatalytic	0.05	0.00
tblWoodstoves	NumberNoncatalytic	0.05	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	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					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	3.8274	0.0000	0.0000	3.5817	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.5818	0.0000	0.0000	0.5450	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**3.8274**	**0.0000**	**0.0000**	**3.5817**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	3.8274	0.0000	0.0000	3.5817	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.5818	0.0000	0.0000	0.5450	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**3.8274**	**0.0000**	**0.0000**	**3.5817**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5330	9.8000e-004	0.0852	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1534	0.1534	1.6000e-004	0.0000	0.1573
Energy	1.8800e-003	0.0166	0.0111	1.0000e-004		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003		20.4919	20.4919	3.9000e-004	3.8000e-004	20.6137
Mobile	0.7092	3.1717	8.0575	0.0229	1.7661	0.0276	1.7936	0.4727	0.0259	0.4986		2,323.8776	2,323.8776	0.1471		2,327.5537
Total	**1.2441**	**3.1893**	**8.1538**	**0.0230**	**1.7661**	**0.0294**	**1.7954**	**0.4727**	**0.0277**	**0.5004**	**0.0000**	**2,344.5229**	**2,344.5229**	**0.1476**	**3.8000e-004**	**2,348.3248**

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	0.5330	9.8000e-004	0.0852	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1534	0.1534	1.6000e-004	0.0000	0.1573
Energy	1.8800e-003	0.0166	0.0111	1.0000e-004		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003		20.4919	20.4919	3.9000e-004	3.8000e-004	20.6137
Mobile	0.7092	3.1717	8.0575	0.0229	1.7661	0.0276	1.7936	0.4727	0.0259	0.4986		2,323.8776	2,323.8776	0.1471		2,327.5537
Total	**1.2441**	**3.1893**	**8.1538**	**0.0230**	**1.7661**	**0.0294**	**1.7954**	**0.4727**	**0.0277**	**0.5004**	**0.0000**	**2,344.5229**	**2,344.5229**	**0.1476**	**3.8000e-004**	**2,348.3248**

	ROG	NOx	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

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	6/26/2019	6/25/2019	5	0	
2	Site Preparation	Site Preparation	7/24/2019	7/23/2019	5	0	
3	Grading	Grading	7/26/2019	7/25/2019	5	0	
4	Building Construction	Building Construction	8/1/2019	7/31/2019	5	0	
5	Paving	Paving	5/7/2020	5/6/2020	5	0	
6	Architectural Coating	Architectural Coating	5/21/2020	5/20/2020	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 3,645; Residential Outdoor: 1,215; Non-Residential Indoor: 33,000; Non-Residential Outdoor: 11,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

8th and Hobart Existing Use - Los Angeles-South Coast County, Winter

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
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	7.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2019

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	0.0000	0.0000	0.0000	0.0000	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**

3.2 Demolition - 2019

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	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	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	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**

3.2 Demolition - 2019

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	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 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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 Site Preparation - 2019

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	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	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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 Site Preparation - 2019

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	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 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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 Grading - 2019

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	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	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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 Grading - 2019

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	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 Building Construction - 2019

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	0.0000	0.0000	0.0000	0.0000	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 Building Construction - 2019

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	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	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	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 Building Construction - 2019

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	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 Paving - 2020

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	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 Paving - 2020

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	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	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	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 Paving - 2020

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	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 - 2020

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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 - 2020

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	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	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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 - 2020

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	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**

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	0.7092	3.1717	8.0575	0.0229	1.7661	0.0276	1.7936	0.4727	0.0259	0.4986		2,323.8776	2,323.8776	0.1471		2,327.5537
Unmitigated	0.7092	3.1717	8.0575	0.0229	1.7661	0.0276	1.7936	0.4727	0.0259	0.4986		2,323.8776	2,323.8776	0.1471		2,327.5537

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	372.90	372.90	372.90	806,525	806,525
Single Family Housing	7.00	7.00	7.00	23,920	23,920
Total	379.90	379.90	379.90	830,445	830,445

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
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Regional Shopping Center	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Single Family Housing	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

5.0 Energy Detail

Historical Energy Use: N

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	1.8800e-003	0.0166	0.0111	1.0000e-004		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003		20.4919	20.4919	3.9000e-004	3.8000e-004	20.6137
NaturalGas Unmitigated	1.8800e-003	0.0166	0.0111	1.0000e-004		1.3000e-003	1.3000e-003		1.3000e-003	1.3000e-003		20.4919	20.4919	3.9000e-004	3.8000e-004	20.6137

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					
Regional Shopping Center	98.8493	1.0700e-003	9.6900e-003	8.1400e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.6293	11.6293	2.2000e-004	2.1000e-004	11.6984
Single Family Housing	75.3322	8.1000e-004	6.9400e-003	2.9500e-003	4.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004		8.8626	8.8626	1.7000e-004	1.6000e-004	8.9153
Total		**1.8800e-003**	**0.0166**	**0.0111**	**1.0000e-004**		**1.3000e-003**	**1.3000e-003**		**1.3000e-003**	**1.3000e-003**		**20.4919**	**20.4919**	**3.9000e-004**	**3.7000e-004**	**20.6137**

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					
Regional Shopping Center	0.0988493	1.0700e-003	9.6900e-003	8.1400e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.6293	11.6293	2.2000e-004	2.1000e-004	11.6984
Single Family Housing	0.0753322	8.1000e-004	6.9400e-003	2.9500e-003	4.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004		8.8626	8.8626	1.7000e-004	1.6000e-004	8.9153
Total		**1.8800e-003**	**0.0166**	**0.0111**	**1.0000e-004**		**1.3000e-003**	**1.3000e-003**		**1.3000e-003**	**1.3000e-003**		**20.4919**	**20.4919**	**3.9000e-004**	**3.7000e-004**	**20.6137**

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	0.5330	9.8000e-004	0.0852	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1534	0.1534	1.6000e-004	0.0000	0.1573
Unmitigated	0.5330	9.8000e-004	0.0852	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1534	0.1534	1.6000e-004	0.0000	0.1573

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	0.0590					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4712					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	2.7500e-003	9.8000e-004	0.0852	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1534	0.1534	1.6000e-004		0.1573
Total	**0.5330**	**9.8000e-004**	**0.0852**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1534**	**0.1534**	**1.6000e-004**	**0.0000**	**0.1573**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0590					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4712					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	2.7500e-003	9.8000e-004	0.0852	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1534	0.1534	1.6000e-004		0.1573
Total	**0.5330**	**9.8000e-004**	**0.0852**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1534**	**0.1534**	**1.6000e-004**	**0.0000**	**0.1573**

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

8th and Hobart Existing Use

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.15	1,800.00	3
Regional Shopping Center	22.00	1000sqft	1.30	22,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

8th and Hobart Existing Use - Los Angeles-South Coast County, Annual

Project Characteristics -

Land Use - Existing 22,000 sq ft commercial. 1 sf home .015 ac lot

Construction Phase - No Construction. Existing use only

Off-road Equipment -

Grading - No Construction. Existing Use only

Demolition -

Trips and VMT -

Vehicle Trips - Adusted per traffic study

Woodstoves - No hearth

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	200.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	4.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	2.00	0.00
tblConstructionPhase	PhaseEndDate	6/3/2020	5/20/2020
tblConstructionPhase	PhaseEndDate	5/6/2020	7/31/2019
tblConstructionPhase	PhaseEndDate	7/23/2019	6/25/2019
tblConstructionPhase	PhaseEndDate	7/31/2019	7/25/2019
tblConstructionPhase	PhaseEndDate	5/20/2020	5/6/2020
tblConstructionPhase	PhaseEndDate	7/25/2019	7/23/2019
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	0.85	0.00

tblFireplaces	NumberNoFireplace	0.10	0.00
tblFireplaces	NumberWood	0.05	0.00
tblLandUse	LotAcreage	0.32	0.15
tblLandUse	LotAcreage	0.51	1.30
tblVehicleTrips	ST_TR	49.97	16.95
tblVehicleTrips	ST_TR	9.91	7.00
tblVehicleTrips	SU_TR	25.24	16.95
tblVehicleTrips	SU_TR	8.62	7.00
tblVehicleTrips	WD_TR	42.70	16.95
tblVehicleTrips	WD_TR	9.52	7.00
tblWoodstoves	NumberCatalytic	0.05	0.00
tblWoodstoves	NumberNoncatalytic	0.05	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**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

	ROG	NOx	CO	SO2	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					
2019	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

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	0.0971	1.2000e-004	0.0107	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0174	0.0174	2.0000e-005	0.0000	0.0178
Energy	3.4000e-004	3.0400e-003	2.0200e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	100.5645	100.5645	4.0800e-003	8.9000e-004	100.9323
Mobile	0.1253	0.5880	1.4798	4.2300e-003	0.3152	4.9900e-003	0.3202	0.0845	4.6900e-003	0.0892	0.0000	389.4676	389.4676	0.0241	0.0000	390.0707
Waste						0.0000	0.0000		0.0000	0.0000	4.9388	0.0000	4.9388	0.2919	0.0000	12.2356
Water						0.0000	0.0000		0.0000	0.0000	0.5377	10.7121	11.2498	0.0557	1.4000e-003	13.0573
Total	**0.2227**	**0.5912**	**1.4925**	**4.2500e-003**	**0.3152**	**5.2900e-003**	**0.3205**	**0.0845**	**4.9900e-003**	**0.0895**	**5.4764**	**500.7616**	**506.2380**	**0.3758**	**2.2900e-003**	**516.3136**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0971	1.2000e-004	0.0107	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0174	0.0174	2.0000e-005	0.0000	0.0178
Energy	3.4000e-004	3.0400e-003	2.0200e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	100.5645	100.5645	4.0800e-003	8.9000e-004	100.9323
Mobile	0.1253	0.5880	1.4798	4.2300e-003	0.3152	4.9900e-003	0.3202	0.0845	4.6900e-003	0.0892	0.0000	389.4676	389.4676	0.0241	0.0000	390.0707
Waste						0.0000	0.0000		0.0000	0.0000	4.9388	0.0000	4.9388	0.2919	0.0000	12.2356
Water						0.0000	0.0000		0.0000	0.0000	0.5377	10.7121	11.2498	0.0557	1.4000e-003	13.0573
Total	**0.2227**	**0.5912**	**1.4925**	**4.2500e-003**	**0.3152**	**5.2900e-003**	**0.3205**	**0.0845**	**4.9900e-003**	**0.0895**	**5.4764**	**500.7616**	**506.2380**	**0.3758**	**2.2900e-003**	**516.3136**

	ROG	NOx	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**

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	6/26/2019	6/25/2019	5	0	
2	Site Preparation	Site Preparation	7/24/2019	7/23/2019	5	0	
3	Grading	Grading	7/26/2019	7/25/2019	5	0	
4	Building Construction	Building Construction	8/1/2019	7/31/2019	5	0	
5	Paving	Paving	5/7/2020	5/6/2020	5	0	
6	Architectural Coating	Architectural Coating	5/21/2020	5/20/2020	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 3,645; Residential Outdoor: 1,215; Non-Residential Indoor: 33,000; Non-Residential Outdoor: 11,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

8th and Hobart Existing Use - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

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
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	7.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2019

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	0.0000	0.0000	0.0000	0.0000	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**

3.2 Demolition - 2019

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	0.0000	0.0000	0.0000	0.0000	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**

3.2 Demolition - 2019

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 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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 Site Preparation - 2019

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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 Site Preparation - 2019

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 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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 Grading - 2019

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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 Grading - 2019

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 Building Construction - 2019

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	0.0000	0.0000	0.0000	0.0000	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 Building Construction - 2019

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	0.0000	0.0000	0.0000	0.0000	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 Building Construction - 2019

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 Paving - 2020

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	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 Paving - 2020

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	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 Paving - 2020

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 - 2020

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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 - 2020

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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 - 2020

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**

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	0.1253	0.5880	1.4798	4.2300e-003	0.3152	4.9900e-003	0.3202	0.0845	4.6900e-003	0.0892	0.0000	389.4676	389.4676	0.0241	0.0000	390.0707
Unmitigated	0.1253	0.5880	1.4798	4.2300e-003	0.3152	4.9900e-003	0.3202	0.0845	4.6900e-003	0.0892	0.0000	389.4676	389.4676	0.0241	0.0000	390.0707

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	372.90	372.90	372.90	806,525	806,525
Single Family Housing	7.00	7.00	7.00	23,920	23,920
Total	379.90	379.90	379.90	830,445	830,445

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
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Regional Shopping Center	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Single Family Housing	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

5.0 Energy Detail

Historical Energy Use: N

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	97.1718	97.1718	4.0100e-003	8.3000e-004	97.5194
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	97.1718	97.1718	4.0100e-003	8.3000e-004	97.5194
NaturalGas Mitigated	3.4000e-004	3.0400e-003	2.0200e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.3927	3.3927	7.0000e-005	6.0000e-005	3.4128
NaturalGas Unmitigated	3.4000e-004	3.0400e-003	2.0200e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.3927	3.3927	7.0000e-005	6.0000e-005	3.4128

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					
Regional Shopping Center	36080	1.9000e-004	1.7700e-003	1.4900e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.9254	1.9254	4.0000e-005	4.0000e-005	1.9368
Single Family Housing	27496.3	1.5000e-004	1.2700e-003	5.4000e-004	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.4673	1.4673	3.0000e-005	3.0000e-005	1.4760
Total		**3.4000e-004**	**3.0400e-003**	**2.0300e-003**	**2.0000e-005**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**3.3927**	**3.3927**	**7.0000e-005**	**7.0000e-005**	**3.4128**

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					
Regional Shopping Center	36080	1.9000e-004	1.7700e-003	1.4900e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.9254	1.9254	4.0000e-005	4.0000e-005	1.9368
Single Family Housing	27496.3	1.5000e-004	1.2700e-003	5.4000e-004	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.4673	1.4673	3.0000e-005	3.0000e-005	1.4760
Total		**3.4000e-004**	**3.0400e-003**	**2.0300e-003**	**2.0000e-005**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**3.3927**	**3.3927**	**7.0000e-005**	**7.0000e-005**	**3.4128**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Regional Shopping Center	297000	94.6306	3.9100e-003	8.1000e-004	94.9691
Single Family Housing	7975.71	2.5412	1.0000e-004	2.0000e-005	2.5503
Total		**97.1718**	**4.0100e-003**	**8.3000e-004**	**97.5194**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Regional Shopping Center	297000	94.6306	3.9100e-003	8.1000e-004	94.9691
Single Family Housing	7975.71	2.5412	1.0000e-004	2.0000e-005	2.5503
Total		**97.1718**	**4.0100e-003**	**8.3000e-004**	**97.5194**

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	0.0971	1.2000e-004	0.0107	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0174	0.0174	2.0000e-005	0.0000	0.0178
Unmitigated	0.0971	1.2000e-004	0.0107	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0174	0.0174	2.0000e-005	0.0000	0.0178

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	0.0108					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0860					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	3.4000e-004	1.2000e-004	0.0107	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0174	0.0174	2.0000e-005	0.0000	0.0178
Total	**0.0971**	**1.2000e-004**	**0.0107**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0174**	**0.0174**	**2.0000e-005**	**0.0000**	**0.0178**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0108					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0860					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	3.4000e-004	1.2000e-004	0.0107	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0174	0.0174	2.0000e-005	0.0000	0.0178
Total	**0.0971**	**1.2000e-004**	**0.0107**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0174**	**0.0174**	**2.0000e-005**	**0.0000**	**0.0178**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	11.2498	0.0557	1.4000e-003	13.0573
Unmitigated	11.2498	0.0557	1.4000e-003	13.0573

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Regional Shopping Center	1.6296 / 0.998784	10.8134	0.0535	1.3400e-003	12.5514
Single Family Housing	0.065154 / 0.0410754	0.4364	2.1400e-003	5.0000e-005	0.5059
Total		**11.2498**	**0.0557**	**1.3900e-003**	**13.0573**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Regional Shopping Center	1.6296 / 0.998784	10.8134	0.0535	1.3400e-003	12.5514
Single Family Housing	0.065154 / 0.0410754	0.4364	2.1400e-003	5.0000e-005	0.5059
Total		**11.2498**	**0.0557**	**1.3900e-003**	**13.0573**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.9388	0.2919	0.0000	12.2356
Unmitigated	4.9388	0.2919	0.0000	12.2356

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Regional Shopping Center	23.1	4.6891	0.2771	0.0000	11.6170
Single Family Housing	1.23	0.2497	0.0148	0.0000	0.6186
Total		**4.9388**	**0.2919**	**0.0000**	**12.2356**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Regional Shopping Center	23.1	4.6891	0.2771	0.0000	11.6170
Single Family Housing	1.23	0.2497	0.0148	0.0000	0.6186
Total		**4.9388**	**0.2919**	**0.0000**	**12.2356**

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

APPENDIX B.1
Class One Arboriculture Arborist Report

3433 W. 8th St. Arborist Report

Prepared for CORBeL Architects Inc.
Mick Myungsik Choi
3450 Wilshire Blvd., Suite 1000
Los Angeles, CA 90010

Prepared by James Komen
BCMA WE-9909B
RCA #555

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Site Map attached separately

Background

Mick Myungsik Choi of CORBeL Architects Inc. asked me to prepare a Protected Tree Report for the City of Los Angles Urban Forestry Department documenting the trees on a property proposed for development. I visited the subject property alone on July 2, 2021 at 3:30pm to collect the data for this report.

On August 4, 2021, Mr. Myungsik Choi contacted me and asked me to update the scope of work for the property to include sidewalk repairs around the perimeter of the subject property. This report addresses the updated scope of work.

Project Description

One single family residence, several existing commercial buildings, and several adjoining parking lots will be demolished, and a mixed-use commercial/residential structure will be built in their place. A new driveway entrance will be built at the northwest corner of the property.

The square footage figures are as follows:

- Total Lot Area: 63,118 square feet
    - Lot Area of 749 S Harvard: 6,771 square feet
    - Lot Area of 753 S. Harvard: 6,771 square feet
    - Lot Area of 757 S. Harvard: 6,770 square feet
    - Lot Area of 763 S. Harvard: 6,770 square feet
    - Lot Area of 3433 W. 8th St.: 5,954 square feet
    - Lot Area of 3447 W. 8th St.: 4,804 square feet
- Existing Structures to be Demolished:
    - Building Area of 3433 W. 8th St.: 3,365 square feet
    - Building Area of 3435 W. 8th St.: 1,969 square feet
    - Building Area of 3447 W. 8th St.: 3,502 square feet
    - Building Area of 3455 W. 8th St.: 5,460 square feet
    - Building Area of 3433 W. 8th St.: 3,365 square feet
    - Building Area of 763 S. Harvard: 2,284 square feet
    - Building Area of 767 S. Harvard: 1,218 square feet
    - Building Area of 749 S. Harvard: 2,083 square feet
- Proposed New Structure Footprint: 50,500 square feet

The sidewalk around the perimeter of this project will be replaced. Significant tree roots under the sidewalk will be preserved to the maximum extent feasible. To facilitate root preservation, the sidewalk will ramp up over the roots. Significant roots will be wrapped in a layer of foam before the new sidewalk concrete is poured. All sidewalk demolition and excavation work within the drip lines of the trees to be preserved will be directly supervised by a Certified Arborist.

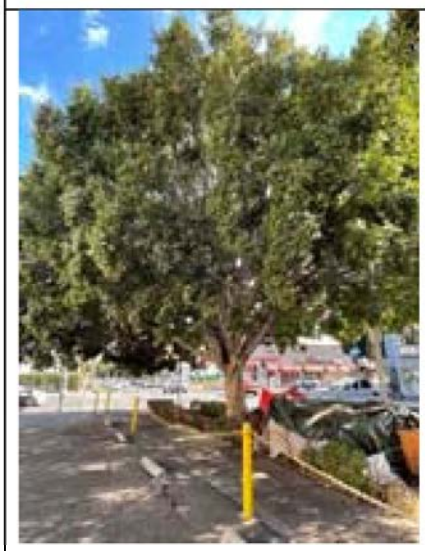
I recorded data for 50 trees on and around the subject property. No trees in this report are protected per Ordinance 186,873 covering native trees and native shrubs: Native Oaks (*Quercus sp.)*, California Sycamore (*Platanus racemosa*), California Black Walnut (*Juglans californica*), Bay Laurel (*Umbellularia californica*), Toyon (*Heteromeles arbutifolia*), and Elderberry (*Sambucus mexicana*). No protected native trees on the subject property will be impacted or removed by the proposed project. No protected native trees growing on neighboring properties will be removed or impacted as a result of this project. 25 unprotected trees will be removed.

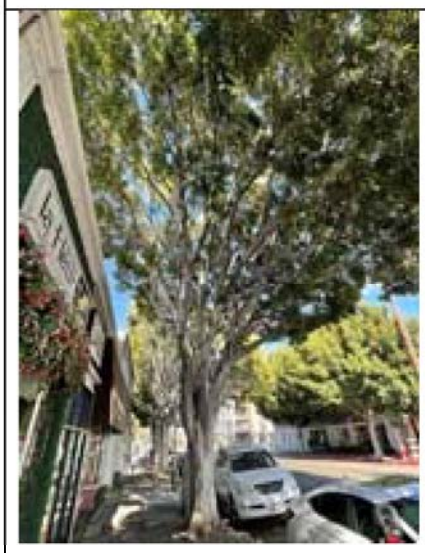
25 trees are street trees growing within the public right of way. 3 street trees will be removed so the new driveway entrance may be built. The critical root zones of 21 street trees will be encroached upon, but these trees will be retained in place despite the likely impacts to their root systems. Root impacts to the street trees from sidewalk repairs will be minimized if the recommendations in this report are followed. Even if the recommendations are followed, the impact of the sidewalk repairs on the subject trees will likely be substantial.

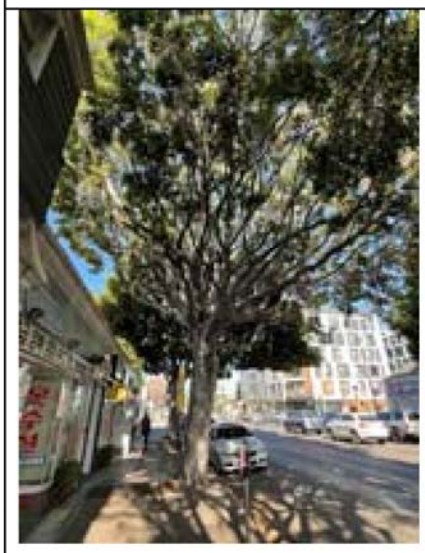
Subject Trees

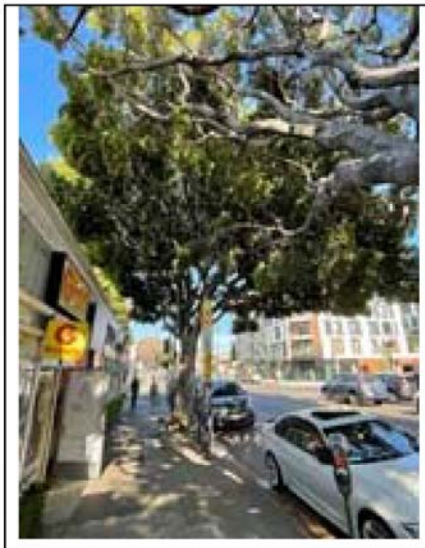
	**Tree 1** *Ficus microcarpa* – Indian Laurel Fig This tree is a street tree, growing within the public right of way. It will be removed because it is growing too close to the footprint of the proposed driveway that it would not survive the root cuts that would result from the necessary excavation. Moreover, there is a fair probability that the root cutting that would result from the driveway's construction would destabilize the tree. This tree is currently lifting the adjacent sidewalk. It has been partially suppressed by competition with its neighbor, Tree 2. Overall, this tree is vigorous, but it has an asymmetrical canopy. If Tree 2 is removed, then Tree 1 would be exposed to new wind loads, and it would have an increased likelihood of failure. Thus, I recommend that Tree 1 and Tree 2 be treated as a unit together for purposes of determining which tree will be retained or removed.
	**Tree 2** *Ficus microcarpa* – Indian Laurel Fig This tree is a street tree, growing within the public right of way. It will be removed because it is growing too close to the footprint of the proposed driveway for it to survive the root cutting that would result. Also, the proposed building encroaches within the drip line of this tree, so substantial root cutting would result from excavating for the building's subterranean parking. This tree would not likely survive these impacts. This tree is currently lifting the adjacent sidewalk. It has been partially suppressed by competition with its neighbor, Tree 1. Overall, this tree is vigorous, but it has an asymmetrical canopy.

	**Tree 3** *Ficus microcarpa* – Indian Laurel Fig This tree is a street tree, growing within the public right of way. It will be removed because it is growing too close to the footprint of the proposed driveway for it to survive the root cutting that would result. Also, the proposed building encroaches within the drip line of this tree, so substantial root cutting would result from excavating for the building's subterranean parking. This tree would not likely survive these impacts. This tree has a thinning canopy, but it is still in good condition.
	**Tree 4** *Ficus microcarpa* – Indian Laurel Fig This tree is a street tree, growing within the public right of way. It will be retained in the landscape through the proposed project. This tree has a thinning canopy, but it is still in good condition. I recommend pruning this tree's lowest branches for sidewalk clearance to a height of 8-10 feet. Pruning cuts should be no larger than 2 inches in diameter. The proposed building and sidewalk repairs will encroach within the critical root zone of this tree. All project activity within the drip line of this tree should be directly supervised by a Certified Arborist. Some of this tree's root system may be impacted, but it is intended to be retained in place throughout the project.

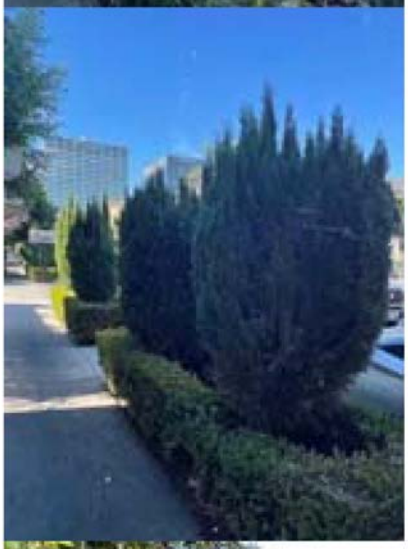
	**Tree 5** *Butia capitata* – Jelly Palm This tree is a street tree, growing within the public right of way. It will be retained in the landscape through the proposed project. This tree has been suppressed by competition with its neighbor, Tree 4. It is in average condition. I recommend pruning off its dead fronds. The proposed sidewalk repairs will encroach within the critical root zone of this tree. All project activity within 10 feet of this tree should be directly supervised by a Certified Arborist. Some of this tree's root system may be impacted, but it is intended to be retained in place throughout the project.
	**Tree 6** *Ficus microcarpa* – Indian Laurel Fig This tree is a street tree, growing within the public right of way. It will be retained in the landscape through the proposed project. This tree has a thinning canopy, but it is still in good condition. I recommend pruning this tree's lowest branches for sidewalk clearance. The proposed building and sidewalk repairs will encroach within the critical root zone of this tree. All project activity within the drip line of this tree should be directly supervised by a Certified Arborist. Some of this tree's root system may be impacted, but it is intended to be retained in place throughout the project.

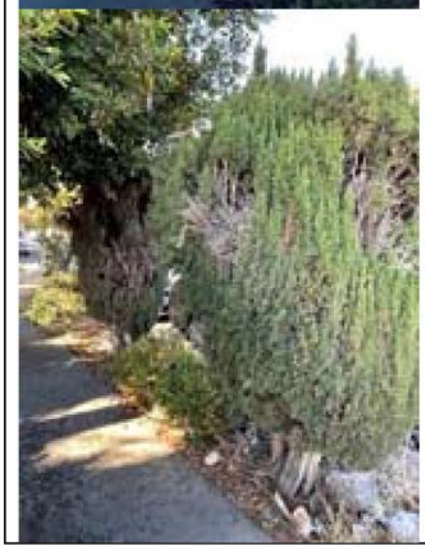
	**Tree 7** *Ficus microcarpa* – Indian Laurel Fig This tree is a street tree, growing within the public right of way. It will be retained in the landscape through the proposed project. This tree's interior branches were removed in the past, leaving most of its foliage at the branch tips. The roots of this tree are lifting the sidewalk. The proposed building and sidewalk repairs will encroach within the critical root zone of this tree. All project activity within the drip line of this tree should be directly supervised by a Certified Arborist. Some of this tree's root system may be impacted, but it is intended to be retained in place throughout the project.
	**Tree 8** *Ficus microcarpa* – Indian Laurel Fig This tree is a street tree, growing within the public right of way. It will be retained in the landscape through the proposed project. This tree's interior branches were removed in the past, leaving most of its foliage at the branch tips. The roots of this tree are lifting the sidewalk. The proposed building and sidewalk repairs will encroach within the critical root zone of this tree. All project activity within the drip line of this tree should be directly supervised by a Certified Arborist. Some of this tree's root system may be impacted, but it is intended to be retained in place throughout the project.

	**Tree 9** *Ficus microcarpa* – Indian Laurel Fig This tree is a street tree, growing within the public right of way. It will be retained in the landscape through the proposed project. This tree's interior branches were removed in the past, leaving most of its foliage at the branch tips. The canopy is also thinning due to heat or drought stress. The roots of this tree are lifting the sidewalk. The proposed building and sidewalk repairs will encroach within the critical root zone of this tree. All project activity within the drip line of this tree should be directly supervised by a Certified Arborist. Some of this tree's root system may be impacted, but it is intended to be retained in place throughout the project.
	**Tree 10** *Ficus microcarpa* – Indian Laurel Fig This tree is a street tree, growing within the public right of way. It will be retained in the landscape through the proposed project. This tree's interior branches were removed in the past, leaving most of its foliage at the branch tips. The canopy is also thinning due to heat or drought stress. The roots of this tree are lifting the sidewalk. The proposed building and sidewalk repairs will encroach within the critical root zone of this tree. All project activity within the drip line of this tree should be directly supervised by a Certified Arborist. Some of this tree's root system may be impacted, but it is intended to be retained in place throughout the project.

	**Tree 11** *Ficus microcarpa* – Indian Laurel Fig This tree is a street tree, growing within the public right of way. It will be retained in the landscape through the proposed project. This tree is currently lifting the sidewalk. Its canopy is healthy. The proposed building and sidewalk repairs will encroach within the critical root zone of this tree. All project activity within the drip line of this tree should be directly supervised by a Certified Arborist. Some of this tree's root system may be impacted, but it is intended to be retained in place throughout the project.
	**Tree 12** *Ficus microcarpa* – Indian Laurel Fig This tree is a street tree, growing within the public right of way. It will be retained in the landscape through the proposed project. This tree is currently lifting the sidewalk. Its canopy is healthy. The proposed building and sidewalk repairs will encroach within the critical root zone of this tree. All project activity within the drip line of this tree should be directly supervised by a Certified Arborist. Some of this tree's root system may be impacted, but it is intended to be retained in place throughout the project.







Trees 13-23
Cupressus sempervirens – Italian Cypress

These trees are street trees, growing within the public right of way. They will be retained in the landscape through the proposed project.

Tree 13 was topped at two feet above grade, but it is still alive. Trees 14-23 were topped at a height of seven feet above grade, but they are still vigorous. I observed spider webs in their canopies that I recommend brushing off for aesthetics.

The proposed sidewalk repairs will encroach within the critical root zones of these trees. All project activity within 5 feet of these trees should be directly supervised by a Certified Arborist. Some of these trees' root systems may be impacted, but they are intended to be retained in place throughout the project.



	**Tree 24** *Callistemon viminalis* – Weeping Bottlebrush This tree is a street tree, growing within the public right of way. It will be retained in the landscape through the proposed project. This tree is healthy. No treatment is recommended. The proposed sidewalk repairs will encroach within the critical root zone of this tree. All project activity within 8 feet of this tree should be directly supervised by a Certified Arborist. Some of this tree's root system may be impacted, but it is intended to be retained in place throughout the project.
	**Tree OP25** *Washingtonia robusta* – Mexican Fan Palm This tree is a street tree, growing within the public right of way in front of an adjacent property to the north. It will be retained in the landscape through the proposed project. This tree is healthy. No treatment is recommended. This tree is far enough from the proposed sidewalk repairs that it will not likely be significantly impacted.



Tree 26
Ficus microcarpa – Indian Laurel Fig

This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building.

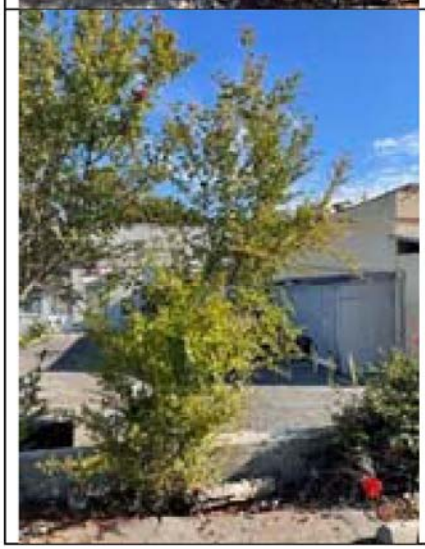
This tree has one dead branch that was partially cut at one time. However, the branch had pleached into another branch, and the half-severed branch was left to remain as an oddity in the scaffold of the tree.

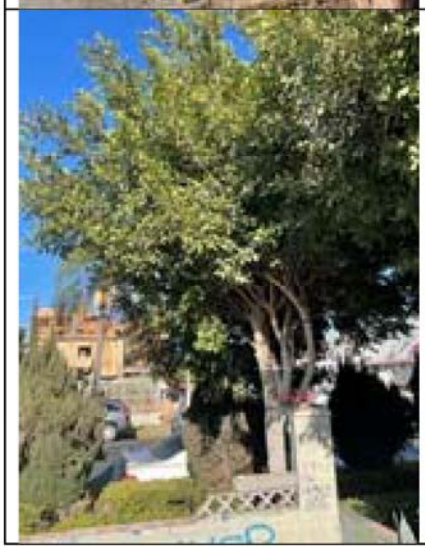


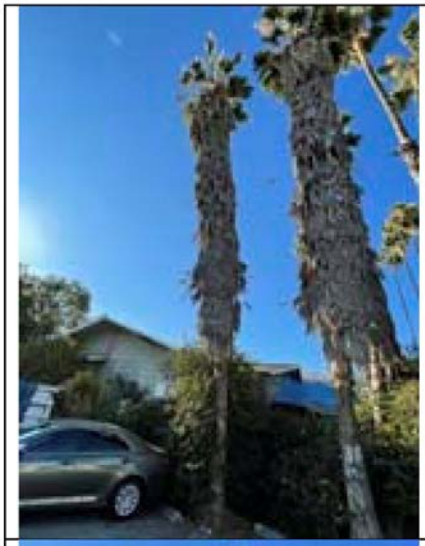
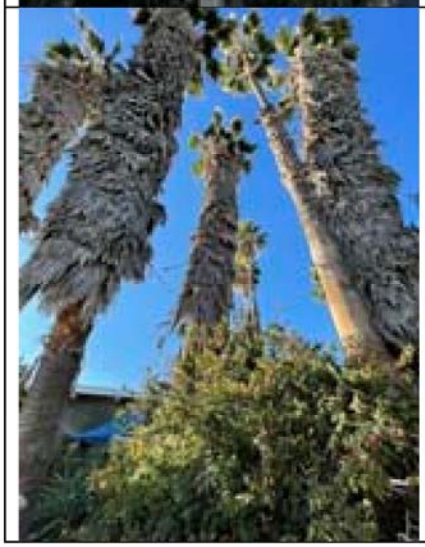
Tree 27
Brachychiton sp. – Bottle Tree

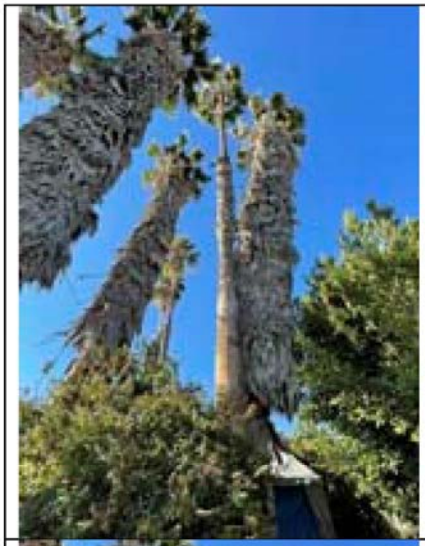
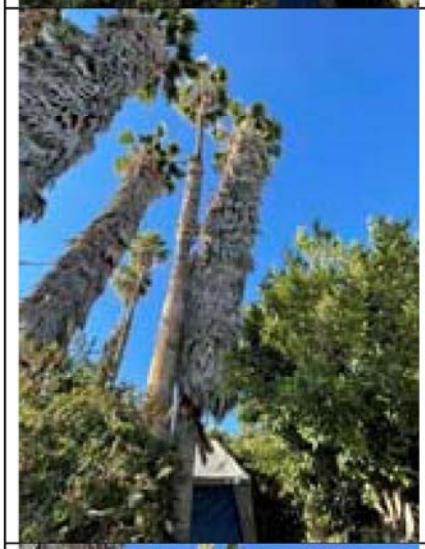
This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building.

This tree is nearly dead due to heat and drought stress.

	**Tree 28** *Cupaniopsis anacardioides* – Carrotwood This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree has a thinning canopy due to heat stress. Despite this, it is still in good condition.
	**Tree 29** *Punica granatum* – Pomegranate This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree is healthy, but it has a small root zone. It is is in good condition.
	**Tree 30** *Punica granatum* – Pomegranate This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree is healthy, but it has a small root zone. It is in good condition.

	**Tree 31** *Eriobotrya deflexa* – Bronze Loquat This tree is not protected by ordinance. It will be removed because it is growing too close to the footprint of the proposed building to survive the root cutting that would result. This tree is nearly dead. It is in poor condition.
	**Tree 32** *Ficus microcarpa* – Indian Laurel Fig This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree is healthy.
	**Tree 33** *Ficus microcarpa* – Indian Laurel Fig This tree is not protected by ordinance. It will be removed because it is growing too close to the footprint of the proposed building to survive the root cutting that would result. This tree is healthy.

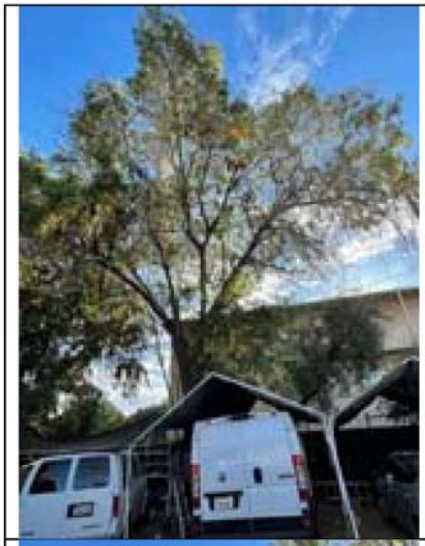
	**Tree 34** *Washingtonia robusta* – Mexican Fan Palm This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree has accumulated dead fronds.
	**Tree 35** *Washingtonia robusta* – Mexican Fan Palm This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree has accumulated dead fronds.
	**Tree 36** *Washingtonia robusta* – Mexican Fan Palm This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree has accumulated dead fronds.

	**Tree 37** *Washingtonia robusta* – Mexican Fan Palm This tree is not protected by ordinance. It will be removed because it is growing too close to the footprint of the proposed building to survive the root cutting that would result. This tree is healthy.
	**Tree 38** *Washingtonia robusta* – Mexican Fan Palm This tree is not protected by ordinance. It will be removed because it is growing too close to the footprint of the proposed building to survive the root cutting that would result. This tree has accumulated dead fronds.
	**Tree 39** *Ficus microcarpa* – Indian Laurel Fig This tree is not protected by ordinance. It will be removed because it is growing too close to the footprint of the proposed building to survive the root cutting that would result. This tree is healthy.

	**Tree 40** *Eriobotrya japonica* – Loquat This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree is healthy.
	**Tree 41** *Eriobotrya japonica* – Loquat This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree is healthy.
	**Tree 42** *Eriobotrya japonica* – Loquat This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree is healthy.

	**Tree 43** *Eriobotrya japonica* – Loquat This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree is healthy.
	**Tree 44** *Eriobotrya japonica* – Loquat This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree is healthy.
	**Tree 45** *Citrus sp.* – Citrus This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree has symptoms of drought stress. IIowever, it is still in good condition.

	**Tree 46** *Washingtonia robusta* – Mexican Fan Palm This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree has accumulated dead fronds.
	**Tree 47** *Washingtonia robusta* – Mexican Fan Palm This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree has accumulated dead fronds.
	**Tree 48** *Eriobotrya japonica* – Loquat This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree is healthy.

	**Tree 49** *Fraxinus uhdei* – Shamel Ash This tree is not protected by ordinance. It will be removed because it is growing too close to the footprint of the proposed building to survive the root cutting that would result. This tree has dead branches in its canopy. I observed dieback due to drought and heat stress.
	**Tree 50** *Fraxinus uhdei* – Shamel Ash This tree is not protected by ordinance. It will be removed because it is growing within the footprint of the proposed building. This tree has dead branches and symptoms of dieback in its canopy. One of its branches is overextended in cantilever over the existing single family house.

Matrix of All Trees on Site

Tree #	Tag #	Species	Common Name	DBH	Height	Spread	Condition	Treatment	Rate	Protected?	Remove?	Natural?	Encroach?	Impact Activity
1	9431	*Ficus microcarpa*	Indian Laurel Fig	29"	35'	40'	lifting sidewalk, partial suppression, vigorous	Remove	B	Street	Yes	No	Yes	driveway, building
2	9432	*Ficus microcarpa*	Indian Laurel Fig	25"	35'	40'	lifting sidewalk, partial suppression, vigorous	Remove	B	Street	Yes	No	Yes	driveway, building
3	9433	*Ficus microcarpa*	Indian Laurel Fig	29"	35'	40'	thinning canopy	Remove	B-	Street	Yes	No	Yes	driveway, building
4	9434	*Ficus microcarpa*	Indian Laurel Fig	30"	35'	40'	thinning canopy	prune sidewalk clearance	B-	Street	No	No	Yes	building
5	9435	*Butia capitata*	Jelly Palm	18"	15' B/T	10'	suppressed by competition	prune dead fronds	C-	Street	No	No	No	
6	9436	*Ficus microcarpa*	Indian Laurel Fig	28"	35'	45'	thinning canopy	prune sidewalk clearance	B-	Street	No	No	Yes	building
7	9437	*Ficus microcarpa*	Indian Laurel Fig	27"	35'	30'	interior branches removed, lifting sidewalk	none	B-	Street	No	No	Yes	building
8	9438	*Ficus microcarpa*	Indian Laurel Fig	30"	35'	30'	interior branches removed, lifting sidewalk	none	B-	Street	No	No	Yes	building
9	9439	*Ficus microcarpa*	Indian Laurel Fig	24"	35'	30'	lifting sidewalk, thinning canopy, interior branches removed	none	C+	Street	No	No	Yes	building
10	9440	*Ficus microcarpa*	Indian Laurel Fig	32"	35'	30'	lifting sidewalk, thinning canopy, interior branches removed	none	B-	Street	No	No	Yes	building
11	9441	*Ficus microcarpa*	Indian Laurel Fig	29"	35'	30'	lifting sidewalk, healthy	none	B+	Street	No	No	Yes	building
12	9442	*Ficus microcarpa*	Indian Laurel Fig	25"	35'	40'	lifting sidewalk, healthy	none	B+	Street	No	No	Yes	building
13	no tag	*Cupressus sempervirens*	Italian Cypress	5"	7'	4'	topped @2', still alive	brush off spider webs	B-	Street	No	No	No	
14	no tag	*Cupressus sempervirens*	Italian Cypress	5"	7'	4'	topped @7', still vigorous	brush off spider webs	B-	Street	No	No	No	
15	no tag	*Cupressus sempervirens*	Italian Cypress	5"	7'	4'	topped @7', still vigorous	brush off spider webs	B-	Street	No	No	No	
16	no tag	*Cupressus sempervirens*	Italian Cypress	5"	7'	4'	topped @7', still vigorous	brush off spider webs	B-	Street	No	No	No	
17	no tag	*Cupressus sempervirens*	Italian Cypress	5"	7'	4'	topped @7', still vigorous	brush off spider webs	B-	Street	No	No	No	
18	no tag	*Cupressus sempervirens*	Italian Cypress	5"	7'	4'	topped @7', still vigorous	brush off spider webs	B-	Street	No	No	No	
19	no tag	*Cupressus sempervirens*	Italian Cypress	5"	7'	4'	topped @7', still vigorous	brush off spider webs	B-	Street	No	No	No	
20	no tag	*Cupressus sempervirens*	Italian Cypress	5"	7'	4'	topped @7', still vigorous	brush off spider webs	B-	Street	No	No	No	
21	no tag	*Cupressus sempervirens*	Italian Cypress	5"	7'	4'	topped @7', still vigorous	brush off spider webs	B-	Street	No	No	No	
22	no tag	*Cupressus sempervirens*	Italian Cypress	5"	7'	4'	topped @7', still vigorous	brush off spider webs	B-	Street	No	No	No	
23	no tag	*Cupressus sempervirens*	Italian Cypress	5"	7'	4'	topped @7', still vigorous	brush off spider webs	B-	Street	No	No	No	
24	9443	*Callistemon viminalis*	Weeping Bottlebrush	6"	10'	6'	healthy	none	A	Street	No	No	No	
25	9444	*Washingtonia robusta*	Mexican Fan Palm	16"	69' B/T	12'	healthy	none	A	Street	No	No	No	
26	9445	*Ficus microcarpa*	Indian Laurel Fig	10", 8"	20'	20'	one dead branch partially cut but pleached	Remove	B	No	Yes	No	Yes	building
27	9446	*Brachychiton sp.*	Bottle Tree	7"	12'	10'	nearly dead	Remove	D-	No	Yes	No	Yes	building
28	9447	*Cupaniopsis anacardioides*	Carrotwood	6", 5", 3"	18'	15'	thinning canopy, heat stress	Remove	B-	No	Yes	No	Yes	building
29	9448	*Punica granatum*	Pomegranate	3x2.5"	15'	8'	healthy, small root zone	Remove	B	No	Yes	No	Yes	building
30	9449	*Punica granatum*	Pomegranate	2", 1.5"	12'	6'	healthy, small root zone	Remove	B	No	Yes	No	Yes	building

Tree #	Tag #	Species	Common Name	DBH	Height	Spread	Condition	Treatment	Rate	Protected?	Remove?	Natural?	Encroach?	Impact Activity
31	9450	*Eriobotrya deflexa*	Bronze Loquat	8"	15'	15'	nearly dead	Remove	D-	No	Yes	No	Yes	building
32	9451	*Ficus microcarpa*	Indian Laurel Fig	9", 5", 5"	20'	18'	healthy	Remove	A	No	Yes	No	Yes	building
33	9452	*Ficus microcarpa*	Indian Laurel Fig	10"	20'	18'	healthy	Remove	A	No	Yes	No	Yes	building
34	9453	*Washingtonia robusta*	Mexican Fan Palm	14"	48' B/T	12'	accumulated dead fronds	Remove	A-	No	Yes	No	Yes	building
35	9454	*Washingtonia robusta*	Mexican Fan Palm	14"	42' B/T	12'	accumulated dead fronds	Remove	A-	No	Yes	No	Yes	building
36	9455	*Washingtonia robusta*	Mexican Fan Palm	16"	45' B/T	12'	accumulated dead fronds	Remove	A-	No	Yes	No	Yes	building
37	9456	*Washingtonia robusta*	Mexican Fan Palm	19"	60' B/T	12'	healthy	Remove	A	No	Yes	No	Yes	building
38	9457	*Washingtonia robusta*	Mexican Fan Palm	16"	45' B/T	12'	accumulated dead fronds	Remove	A-	No	Yes	No	Yes	building
39	9458	*Ficus microcarpa*	Indian Laurel Fig	10"	20'	20'	healthy	Remove	A	No	Yes	No	Yes	building
40	9459	*Eriobotrya japonica*	Loquat	2", 2"	10'	10'	healthy	Remove	A	No	Yes	No	Yes	building
41	9460	*Eriobotrya japonica*	Loquat	3", 2.5", 2", 1"	12'	12'	healthy	Remove	A	No	Yes	No	Yes	building
42	9461	*Eriobotrya japonica*	Loquat	3x1"	8'	8'	healthy	Remove	A	No	Yes	No	Yes	building
43	9462	*Eriobotrya japonica*	Loquat	3.5", 3", 2.5", 2"	10'	10'	healthy	Remove	A	No	Yes	No	Yes	building
44	9463	*Eriobotrya japonica*	Loquat	3", 2x1"	10'	10'	healthy	Remove	A	No	Yes	No	Yes	building
45	9464	*Citrus sp.*	Citrus	3x1.5"	8'	8'	drought stress	Remove	B	No	Yes	No	Yes	building
46	9465	*Washingtonia robusta*	Mexican Fan Palm	17"	60' B/T	10'	accumulated dead fronds	Remove	A-	No	Yes	No	Yes	building
47	9466	*Washingtonia robusta*	Mexican Fan Palm	17"	60' B/T	10'	accumulated dead fronds	Remove	A-	No	Yes	No	Yes	building
48	9467	*Eriobotrya japonica*	Loquat	1.5", 2x1"	8'	8'	healthy	Remove	A	No	Yes	No	Yes	building
49	9468	*Fraxinus uhdei*	Shamel Ash	26", 6", 3"	45'	45'	dead branches, dieback	Remove	B-	No	Yes	No	Yes	building
50	9469	*Fraxinus uhdei*	Shamel Ash	26"	45'	48'	dead branches, dieback, overextended branch over house	Remove	B-	No	Yes	No	Yes	building

Protected Tree Matrix

There are no protected trees on the subject property.

Protected Trees to be Removed

No protected trees will be removed.

Protected Trees to Remain on Site

There are no protected trees on the subject property.

Recommendations and Construction Impact Guidelines

Pre-Construction

These recommendations should be implemented prior to the start of construction:

- Erect tree protection zone fencing as shown in this report.
  - No construction activity, heavy equipment access, or materials storage should take place within the tree protection zones during construction without the direct supervision and approval of a certified arborist.
  - Fencing should be sturdy, in ground, at least four feet in height, and brightly colored.

- After receiving approval from the City, remove the trees marked for removal.

- Prune Tree 4 and Trees 6-12 for clearance over the work area. All pruning should be performed by a crew directly supervised by a Certified Arborist. Only the minimum amount of living foliage necessary to establish clearance over the work area should be removed.

- Spray Trees 13-23 with a jet of water to wash off the accumulated spider webs and dust.

During Construction

This is the stage where mechanical injury is the most likely to occur. By following these recommendations, the likelihood of accidental damage will be reduced:

- Inform all construction personnel of the intention to preserve the trees. Many times damage occurs because workers are not aware of the importance of preserving the trees on site. This includes contractors and their respective subcontractors as well.

- If any changes are made to the plans resulting in any excavation or equipment access within the dripline of any protected tree, the project arborist should be informed. Additional protection measures may need to be discussed.

- Throughout the construction period, a certified arborist should make periodic site visits to ensure the tree protection plan is being followed.

- No construction activity should take place within the tree protection fencing. This includes construction worker access, materials storage, and equipment access.

- If any tree is injured during construction, the project arborist should be informed within 24 hours so it may be evaluated and treated as soon as possible.

- All excavation within 5 feet of the drip line of any tree intended for preservation should be directly supervised by a Certified Arborist. If roots larger than 1 inch in diameter are encountered, the arborist should determine whether they may be retained or may be severed. Significant roots to be retained should be wrapped in foam before the new sidewalk concrete is poured.

- The new sidewalk should be sloped to avoid cutting significant roots of the street trees.

- If during any part of the construction phase there is a significant amount of particulates in the air (from cutting materials or any other activity), a shop vacuum or equivalent should be used during the cutting or other activity to reduce the amount of particulates that are deposited on the foliage. If despite a good faith effort to reduce particulates, a layer is still deposited on the foliage, wash it off with a jet of water at the end of each construction day where particulates are deposited.

- During the painting phase, if spray-application of paint is used within proximity of any tree, cover the windward side of the trunk and scaffold branches of the tree with plastic at the beginning of each painting day to avoid paint drifting onto the tree. Remove the plastic at the end of each day to allow for air circulation.

- Retain the tree protection zone fencing until construction activity has been completed or until the landscape installation phase begins. Even when landscapers are permitted near the trees, make sure they are aware of the intention to preserve the tree and the roots if any digging is performed for irrigation lines or plant installation.

Post-Construction Care

The most stressful time of year for the subject trees will be the summer immediately following construction. The following management practices are recommended:

- Retain the leaf drop around the root zone of the subject trees where practical. The best ground cover for a tree is its own leaf mulch. Leaf mulch will continue to reduce soil evaporation and mitigate soil temperature changes. If leaf drop is not practical for use, apply a layer of coarse mulch 2-4 inches thick around the base of the protected trees intended for preservation.

- The subject trees may be monitored by a certified arborist for development of disease, decay, or other symptoms of stress due to construction activity. Deadwood may be removed as it appears, and as much live wood as possible should be retained on the trees, provided that it doesn't come into conflict with the infrastructure.

Mitigation Trees

City of Los Angeles requires mitigation trees to be planted to replace protected trees that are removed. The mitigation ratio for street trees is 2:1. Three street trees will be removed as part of this project, and 6 replacement trees will be planted on the property. Replacement trees will be 24" box size or larger. Planting locations shall be determined by the project landscape architect.

Limitations

My observations are based on a strictly visual inspection of the property, and some hidden or buried symptoms and signs may not have been observed. I did not conduct excavation, coring, or climbing inspection to make observations. My analysis is only based on the observations I gathered at the time of inspection. I do not guarantee the safety of the subject trees. There is no warranty or guarantee, expressed or implied, that problems or deficiencies may not arise in the future.

Arborists are tree specialists who use their knowledge, education, training, and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek additional advice.

Arborists cannot detect every condition that could possibly lead to structural failure of a tree. Trees are living organisms that fail in ways not fully understood. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like any medicine, cannot be guaranteed.

Treatment, pruning, and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, locations of surveyed landmarks, disputes between neighbors, and other issues. Arborists cannot take such considerations into account unless complete and accurate information is disclosed to the arborist. An arborist should then be expected to reasonably rely upon the completeness and accuracy of the information provided.

Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.

Site Photos



Figure 1: Tree 1



Figure 2: Tree 2



Figure 3: Tree 3



Figure 4: Tree 4



Figure 5: Tree 5



Figure 6: Tree 6



Figure 7: Tree 7



Figure 8: Tree 8



Figure 9: Tree 9



Figure 10: Tree 10



Figure 11: Tree 11



Figure 12: Tree 12



Figure 13: Tree 13



Figure 14: Trees 14-17 (right to left)



Figure 15: Trees 18-21 (right to left)



Figure 16: Tree 22-23 (right to left)



Figure 17: Tree 24



Figure 18: Tree OP25



Figure 19: Tree 26



Figure 20: Close up of the severed branch on Tree 26 (foreground, left) that pleached into its trunk (right).



Figure 21: Tree 27



Figure 22: Tree 28

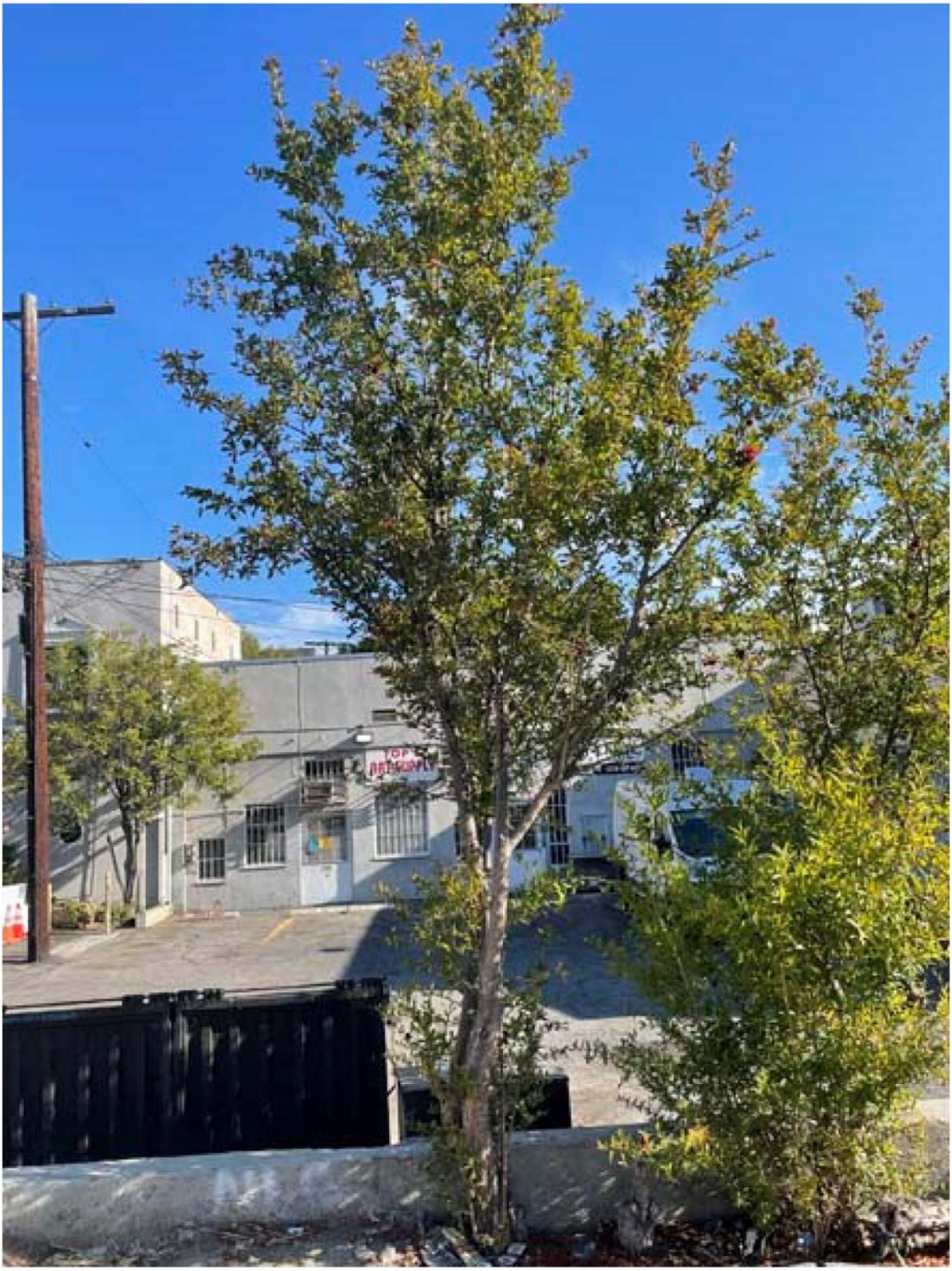


Figure 23: Tree 29



Figure 24: Tree 30



Figure 25: Tree 31



Figure 26: Tree 32



Figure 27: Tree 33



Figure 28: Tree 34



Figure 29: Tree 35



Figure 30: Tree 36



Figure 31: Tree 37



Figure 32: Tree 38



Figure 33: Tree 39



Figure 34: Tree 40



Figure 35: Tree 41



Figure 36: Tree 42



Figure 37: Tree 43



Figure 38: Tree 44



Figure 39: Tree 45



Figure 40: Tree 46



Figure 41: Tree 47



Figure 42: Tree 48



Figure 43: Tree 49



Figure 44: Tree 50

APPENDIX B.2
YKD Arborist Report

YKD
Landscape Architecture
Urban Design

June 1, 2021

To: City of Los Angeles Planning Dept. & Urban Forestry Division

Re: 3433 West 8th Street, Los Angeles, CA

APN No.: 5093-018-007, 5093-018-008, 5093-018-009, 5093-018-020, 5093-018-019, 5093-018-018
Case No. (CPC-2019-2567-GPA-VZC-HD-CUB-SPR)

Dear Sir or Madam:

PROTECTED TREES

The subject property is under the jurisdiction of the City of Los Angeles and guided by the Native Tree Protection Ordinance No. 177404. Protected Trees are defined by this ordinance as Oaks (Quercus sp) indigenous to California but excluding the scrub oak (Quercus dumosa); Southern California Black Walnut (Juglans californica var. californica); Western Sycamore (Platanus racemosa) and California Bay Laurel (Umbellularia californica) trees with a diameter at breast height (DBH) of four inches (4") or greater.

It was found that there are no California/ Los Angeles protected trees on the site or abutting properties.

NON-PROTECTED SIGNIFICANT TREES

The Department of City Planning requires the identification of the location, size, type and condition of all existing trees on the site and abutting properties with a DBH of 8 inches (8") or greater. These trees will be identified as Non-Protected Significant Trees.

Subject Property

There are fifteen (15) non-protected significant trees on this property. They are four (4) Ficus microcarpa, one (1) Eriobotrya deflexa, one (1) Cupaniopsis anacardioides, seven (7) Washingtonia robusta and two (2) Fraxinus uhdei.

These trees will be replaced with fifteen (15) new trees.

3000 W 6th Street, Suite 316, Los Angeles, CA 90020
tel. 213.220.9699
www.yunsookimdesign.com

YKD
Landscape Architecture
Urban Design

Abutting properties

There are sixteen (16) non-protected significant trees on the abutting properties. They are two (2) Phoenix canariensis, one (1) Olea europaea, one (1) Cupaniopsis anacardioides, eleven (11) Ficus microcarpa and one (1) Butia capitata.

None of these trees in the abutting properties will be impacted by the proposed site construction and will be retained in place.

Should you have any questions, please do not hesitate to contact me.

Yours sincerely,

Yunsoo Kim, PLA, ASLA
Principal/ Landscape Architect
License No. CA 5887

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Landscape Architecture
Urban Design

Summary of Field Inspection

Rating Code: A= Excellent. B=Good, C= Fair, D= Poor, E= Nearly Dead, F= Dead

		FORM					CONDITION			RATING			
Tree #	Species	Status	DBH	Trunk	Ht.	Sp.	Drought Stressed	Decay	Insect Damaged	Health	Aesthetic	Summary of Condition	Retain or Remove
1	Phoenix canariensis	Non-protected	3'-10"	Single	56'	27'	N	N	N	A	A	A	Retain
2	Phoenix canariensis	Non-protected	2'-4"	Single	56'	22'	N	N	N	A	A	A	Retain
3	Olea europaea	Non-protected	2'-3"	Multi	28'	11'	N	Y	Mild	C	D	C	Retain
4	Cupaniopsis anacardioides	Non-protected	1'-3"	Multi	15'	11'	N	N	N	A	B	B	Retain
5	Ficus microcarpa	Non-protected	2'-4"	Single	35'	55'	N	N	N	A	C	B	Retain
6	Ficus microcarpa	Non-protected	2'-3"	Single	35'	27'	N	N	N	A	C	B	Retain
7	Ficus microcarpa	Non-protected	2'-0"	Single	35'	43'	N	Y	N	B	C	B	Retain
8	Ficus microcarpa	Non-protected	2'-0"	Single	35'	53'	N	N	N	A	C	B	Retain
9	Butia capitata	Non-protected	1'-0"	Single	15'	11'	N	N	N	B	C	C	Retain
10	Ficus microcarpa	Non-protected	2'-2"	Single	35'	60'	N	N	N	A	C	B	Retain
11	Ficus microcarpa	Non-protected	2'-2"	Single	35'	43'	N	N	N	A	C	B	Retain
12	Ficus microcarpa	Non-protected	2'-4"	Single	35'	46'	N	N	N	A	C	B	Retain
13	Ficus microcarpa	Non-protected	2'-0"	Single	35'	49'	N	N	N	A	C	B	Retain
14	Ficus microcarpa	Non-protected	2'-4"	Single	35'	41'	N	N	N	A	C	B	Retain
15	Ficus microcarpa	Non-protected	2'-3"	Single	35'	40'	N	N	N	A	C	B	Retain
16	Ficus microcarpa	Non-protected	2'-0"	Single	35'	56'	N	N	N	A	C	B	Retain
17	Ficus microcarpa	Non-protected	1'-6"	Multi	25'	10'	N	N	N	A	C	C	Remove
18	Eriobotrya deflexa	Non-protected	1'-2"	Multi	29'	13'	Y	Y	N	C	C	C	Remove
19	Ficus microcarpa	Non-protected	1'-2"	Multi	24'	11'	N	N	N	A	C	C	Remove
20	Ficus microcarpa	Non-protected	9"	Single	20'	9'	N	N	N	A	C	C	Remove
21	Washingtonia robusta	Non-protected	1'-3"	Single	60'	12'	N	N	N	A	B	B	Remove
22	Washingtonia robusta	Non-protected	1'-3"	Single	60'	12'	N	N	N	A	B	B	Remove
23	Washingtonia robusta	Non-protected	1'-3"	Single	70'	12'	N	N	N	A	B	B	Remove
24	Ficus microcarpa	Non-protected	10"	Single	22'	7'	N	N	N	A	C	C	Remove
25	Fraxinus uhdei	Non-protected	2'-0"	Single	50'	38'	N	N	N	A	B	B	Remove
26	Fraxinus uhdei	Non-protected	2'-2"	Single	50'	45'	N	N	N	A	B	B	Remove
27	Washingtonia robusta	Non-protected	1'-3"	Single	60'	12'	N	N	N	A	B	B	Remove
28	Washingtonia robusta	Non-protected	1'-3"	Single	60'	12'	N	N	N	A	B	B	Remove
29	Washingtonia robusta	Non-protected	1'-3"	Single	70'	12'	N	N	N	A	B	B	Remove
30	Washingtonia robusta	Non-protected	1'-3"	Single	70'	12'	N	N	N	A	B	B	Remove
31	Cupaniopsis anacardioides	Non-protected	1'-0"	Multi	40'	11'	N	N	N	A	B	C	Remove

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Tree Protection

All trees that occur within the City Rights-Of-Way and the project area, and not specifically designated for removal shall be protected by the following means:

A. General Requirement

1. No equipment is to be operated or parked under a tree, nor is any material to be stored within the dripline of a tree or leaned against a tree trunk. Do not pile or compact soil within a dripline.
2. In areas of construction, protect soil surface from traffic compaction with 3" of mulch or overlapping 3/4" plywood sheets.
3. No surface irrigation shall be installed within the dripline of a tree.
4. All work shall be in accordance with the City of Los Angeles DRP Tree Preservation Policy.
5. No chemical herbicides are to be used within 100 ft. of a tree's dripline.
6. Do not nail grade stakes or anything else to trees.
7. Encroachment from paving or structures within the dripline of a tree shall be permitted only with written authorization from the Department's Arborist. No encroachment within 10' of a tree trunk will be permitted under any circumstances unless permitted by the Department's Arborist.
8. Do not strip topsoil around trees. Any vegetation to be removed should be removed by cutting at ground level rather than pulling out by equipment.
9. Use a pneumatic drill to excavate under woody roots larger than 2" in diameter. Do not cut any root larger than 2" diameter. If roots must be severed, cuts are to be made by an arborist and soil backfilled immediately.

B. Typical Work Procedures

All work around any existing oak trees and all trees designated to remain and to be protected shall follow this work procedures program. This program has been developed to minimize the impacts to each tree and protect them from unscheduled damage.

1. All work within a tree's root zone shall follow the Department of Regional Planning (DRP) Tree Care Manual.
2. The extent of all work affecting any protected tree shall be staked by field survey and reviewed with the Recreation and Parks Arborist prior to construction.
3. A Recreation and Parks Arborist shall approve any pruning of protected trees prior to the start of construction.
4. Hand dig the vertical trench at the final cut line and to the final grade; cleanly cut roots behind torn ends. There is no need to apply any kind of pruning seal, since roots will form their own internal barriers to decay.
5. No further work within the root zone shall be done beyond that which was approved without obtaining written approval form the Recreation and Parks Arborist, prior to proceeding.

6. During construction, the impacted trees should be closely monitored for symptoms of shock. The contractor should be prepared to provide temporary water to irrigate and if needed, wash dust from foliage. Irrigation should wet the top 2-3 feet of soil to replicate similar volumes and normal seasonal distribution. Contact a Recreation and Parks Arborist if a decline in tree condition is noted.

C. Protective Fencing

Tree protection fencing must be installed at the edge of the Tree Protection Zone prior to the start of any clearing, grading or other construction activity. If space limits the fencing, place at the furthest possible distance from the trunk.

1. Fencing may be of a flexible configuration or chain-link and be a minimum of 5 feet in height supported by vertical posts at a maximum of ten-foot intervals to keep the fence upright and in place.
2. A warning sign should be posted on the fencing which states, “Warning: Tree Protection Zone” and stating the requirements of all workers in the protected zone.
3. Throughout the course of construction, maintain the integrity of the tree protection zone fencing and keep the site clean and maintained at all times. No construction staging or disposal of construction materials or byproducts including but not limited to paint, plaster, or chemical solutions is allowed in the Tree Protection Zone.

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Appendix



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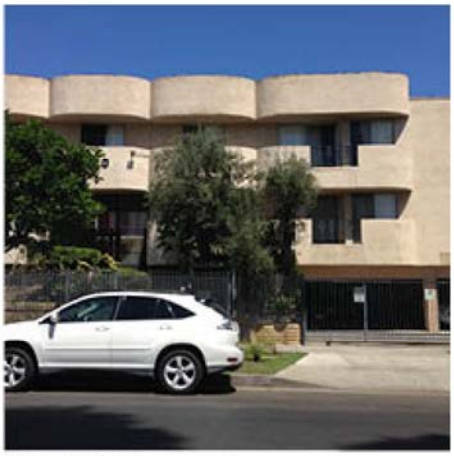
Trees #1 and #2 Phoenix canariensis


Tree #3 Olea europaea


Tree #4 Cupaniopsis anacardioides



Trees #5 and #6 Ficus microcarpa


Tree #7 Ficus microcarpa


Tree #8 Ficus microcarpa

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Tree #9 Butia capitata



Tree #10 Ficus microcarpa



Tree #11 Ficus microcarpa



Trees #12 Ficus microcarpa



Tree #13 Ficus microcarpa



Tree #14 Ficus microcarpa

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Tree #15 Ficus microcarpa



Tree #16 Ficus microcarpa



Tree #17 Ficus microcarpa



Tree #18 Eriobotrya deflexa
Trees #19 and 20 Ficus microcarpa



Trees #21, #22, #23 Washingtonia robusta



Tree #24 Ficus microcarpa

3433 West 8th Street
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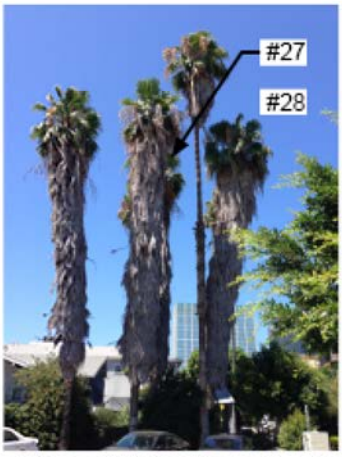
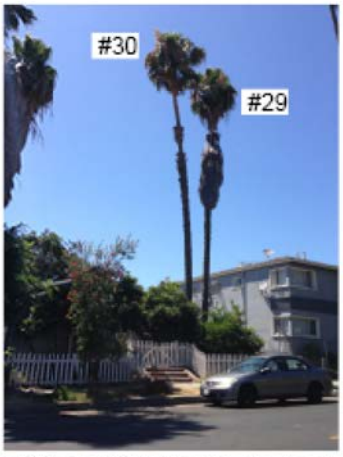
Tree #25 Fraxinus uhdei



Tree #26 Fraxinus uhdei



Trees #27 and 28 Washingtonia robusta



Trees #29 and #30 Washingtonia robusta



Tree #31 Cupaniopsis anacardioides

APPENDIX C
Phase I Cultural Resource Assessment

July 17, 2019

Charles Park & Associates, LLC
2250 Maple Ave
Los Angeles, CA 90011

Attn: Mr. Charles Park

Subj: Cultural Resources Phase I Assessment for The Parks in L.A.
(Envicom Project #19-002-001)

Dear Mr. Park,

In June of 2019, Envicom Corporation (Envicom) completed a Phase I Cultural Resource Assessment for the Parks in L.A. in Los Angeles County (**Figure 1**). The Parks in L.A. Project (project), is an 8-story mixed use building to be constructed over 2 levels of subterranean parking, with 251 residential units in Los Angeles County (**Figure 2**). The project property includes several parcels and addresses, but is primarily identified with the address, 3433 W. 8th Street, Los Angeles. The general location of the project is as follows:

USGS Quads: Hollywood, CA
Township: 1S/ Range: 14W/ Section: NA
Lat: 34°3'28.36"N/ Long: 118° 18'16.09"W

The Phase I Cultural Resource Assessment included a cultural resource record search conducted by the South Central Coastal Information Center (SCCIC) and a Native American cultural resource record search conducted by the California Native American Heritage Commission (NAHC). Both record searches examined the project site plus a 0.25-mile area ("study area") around the project. Additional databases examined during the Phase I assessment included historic regional maps, historic United States Geological Survey (USGS) maps, and historic Google Earth images. The University of California Santa Barbara (UCSB) Library Historic Aerial Photograph Database was also examined. Because paleontological resources were also of concern, a record search request was also made with the Natural History Museum of Los Angeles (NHM).

The purpose of the record searches is to identify any known cultural resources previously recorded within or immediately adjacent to the proposed project area, to provide cultural resource context for the project from the examination of the study area, and to assess the overall cultural resource sensitivity of the project region. A cultural resource is often defined as any building, structure, object, or archaeological site older than 50-years in age, and can include historic or prehistoric locations of human habitation.

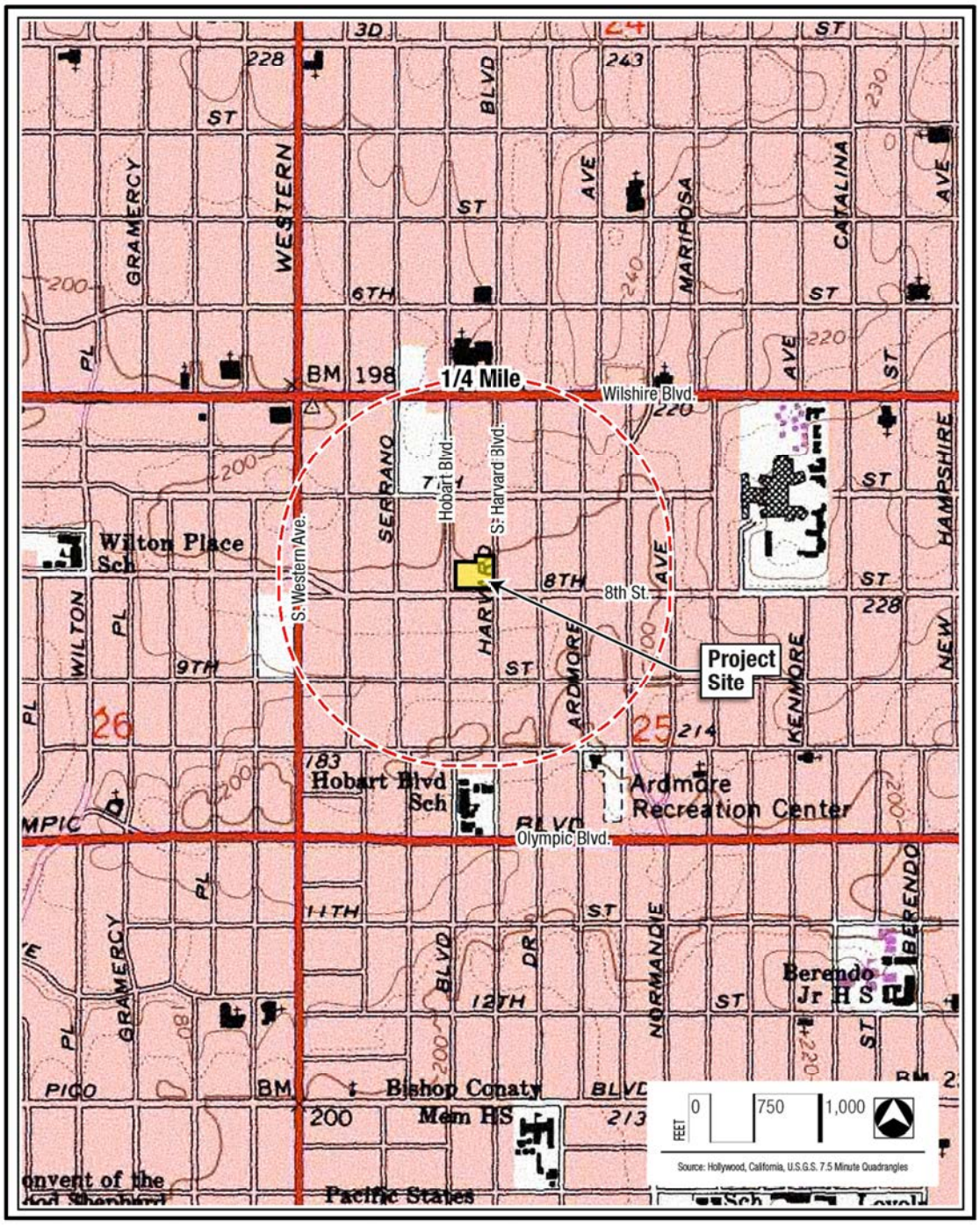


Figure 1: Project location in Los Angeles County, California, with the 0.25-mile study area shown (1981 Thousand Oaks Quadrangle Topographic Map).

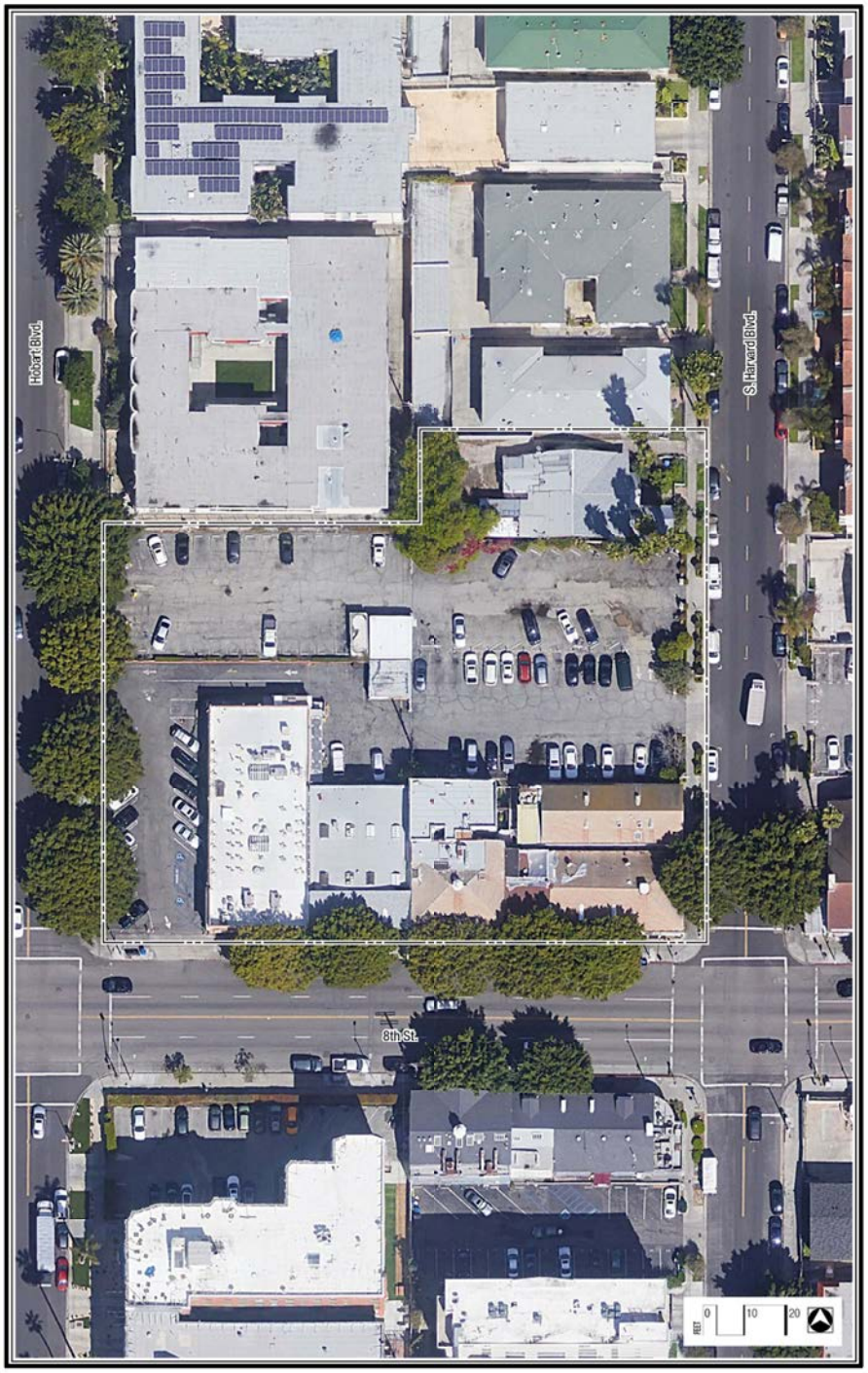


Figure 2: The project property, showing the current conditions (2019 Google Earth Image).

RECORD SEARCH RESULTS

SCCIC and NAHC Record Searches

On June 19, 2019, Envicom contacted the SCCIC with a request to search their database for cultural resources located within the study area (defined earlier as the project property, plus a 0.25-mile area) for regional cultural resource context (see **Figure 1**). The record search included a request for all complete site records for cultural resources as well as copies of any cultural resource technical reports that intersected with the study area. Envicom also contacted the NAHC on June 19, 2019, with a similar record search request.

Envicom received the cultural resource records search results from the SCCIC on July 1, 2019. The SCCIC record search found no previously identified cultural resources located within the project property; however, ten historic built environment cultural resources were located within the 0.25-mile portion of the study area. These cultural resources are as follows: P-19-167277 (religious building), P-19-170997 (commercial building and theater), P-19-175724 (multiple family property), P-19-175760 (multiple family and commercial building), P-19-188207 (multiple family property), P-19-190270 (multiple family property), P-19-190898 (religious building), P-19-192460 (commercial building), P-19-192524 (walls, gates, and fences), and P-19-192625 (commercial building and an educational building). None of these resources are located adjacent to the subject property.

The SCCIC further identified that no cultural resource reports involved the project property. However, sixteen cultural resource reports dealt with part of the project study area, though none of these reports were determined to be of concern for the project. Some of these cultural resources were negative findings reports, and some involved the cultural resources described above. Most involved studies dealing with nearby Wilshire Boulevard, two blocks to the north, or involved the evaluations of specific homes or commercial buildings within the project study area. All relevant cultural resource reports are provided in **Appendix A**.

The results from the 2019 NAHC record search were received on July 8, 2019, with negative findings. If the Lead/Permitting Agency for the project is required to perform an AB-52 process, the NAHC letter should be made a part of the consultation record.

Copies of the request letter to the SCCIC and to the NAHC are included in **Appendix B** of this report. The response letter from the NAHC is also included in Appendix B. The Principal Author's resume is provided in **Appendix C**. Envicom did not contact Native American groups on the NAHC list, as communications with Tribal Group representatives is the responsibility of the Lead/Permitting Agency if required as part of this project. The findings from the SCCIC as to a cultural resource's physical location and details are considered confidential by state law and are, therefore, not included in this report.

Historical Map Database Search

Examination of historic maps included fourteen historic USGS maps, dating between 1894 and 1990. The 1895 Los Angeles USGS maps clearly showed the project site with no development within the project area **(Figure 3)**. No residences, buildings, or roads are shown in or near the

project property. The first historic map showing local residential development is the 1921 Santa Monica USGS map, which shows some development of buildings and roads in the local area, and development within the project property (**Figure 4**). The oldest historic maps were, therefore, ***positive for older historic resources within the project property***.

The oldest aerial photograph in the UCSB Library historic aerial photography database was from 1931 (**Figure 5**). As was found with the USGS maps, this photo shows development on the project property and in the local area.

Examination of historic Google Earth satellite images shows the local area and developed project site from 1989 to current **(Figure 6).**

The review of historic maps, satellite images, and aerial images indicated that the project property could contain historic cultural resources dating to prior to the 1940s. ***The project property should be considered as being sensitive for older historic cultural resources***.

Paleontological Record Search Results

The NHM record search findings were received on July 3rd, and confirmed that the project is near areas considered to be sensitive for paleontological resources. They recommended monitoring of any substantial extractions (e.g., excavated soil) within the project property. If fossil remains are found, they recommended that a sediment sample is collected with the fossil. The response letter is located in Appendix B of this report.

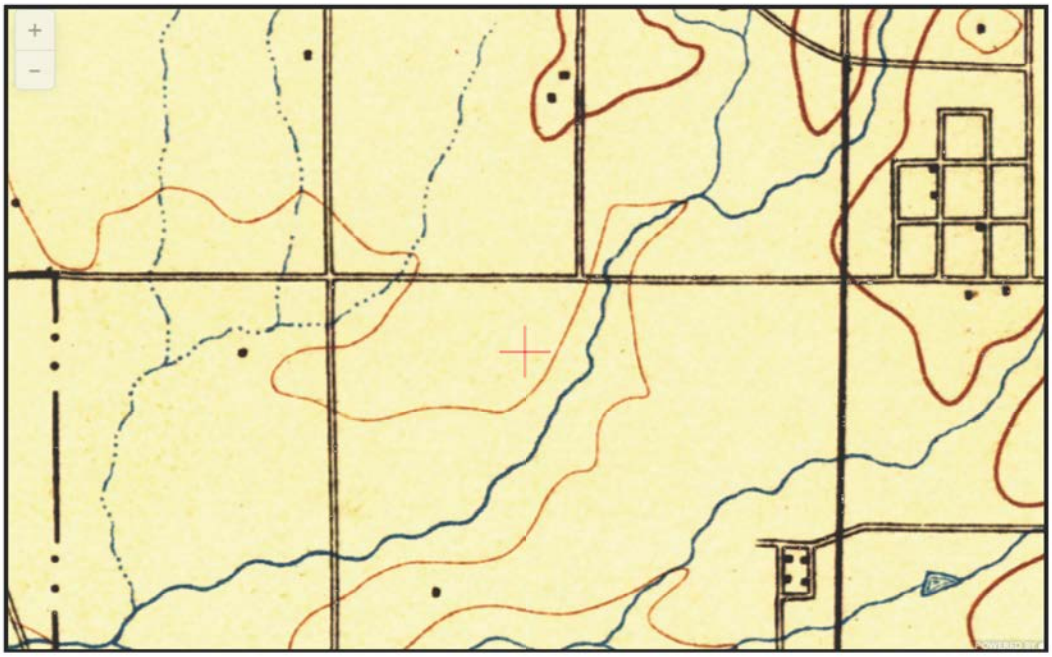


Figure 3: The 1894 Los Angeles USGS Map (red cross marks the project location).

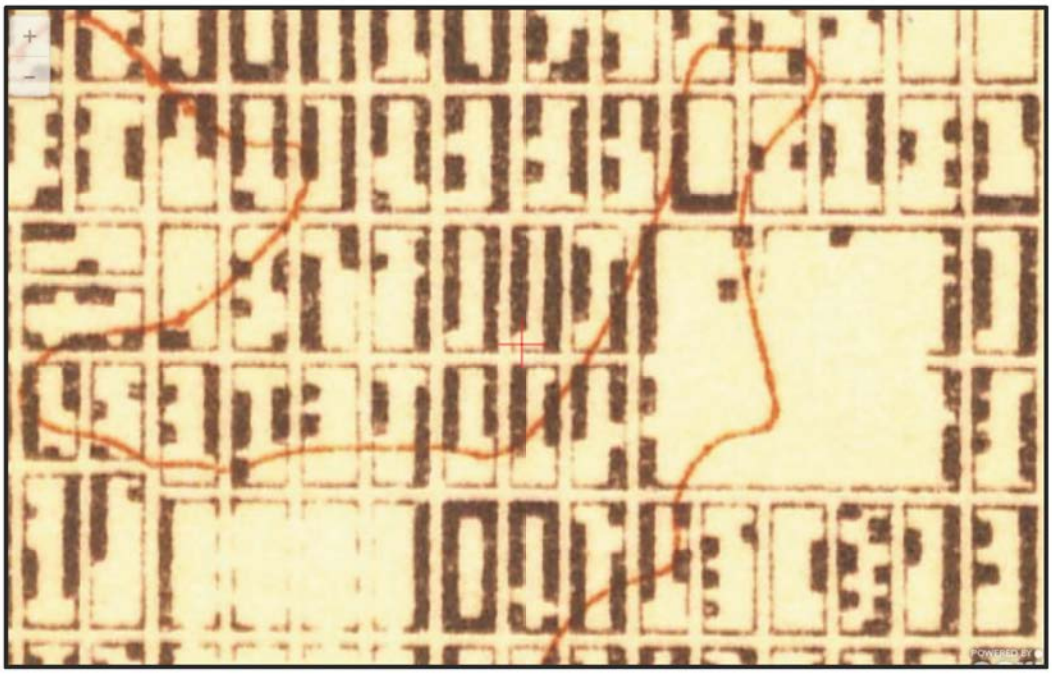


Figure 4: The 1921 Santa Monica USGS Map (red cross marks the project location).



Figure 5: The Project area in the 1931 aerial image, showing the project property (just above center) and surrounding area fully developed (facing east-southeast, with 8th Street just right of center) (UCSB Historic Aerial Image Database).



Figure 6: The Project area in 1989 image, showing the project property (center) fully developed (facing north, with 8th Street below center) (UCSB Historic Aerial Image Database).

Field Survey Results

Envicom staff visited the project property on June 25, 2019. The project property is fully developed with a block of business along W. 8th Street, parking lot behind the businesses, and a single family residence on the north-eastern most parcel (**Figure 7**, **Figure 8, Figure 9, Figure 10, Figure 11,** and **Figure 12**). There are potted plants and trees around the project property. No early historic or prehistoric artifacts or features were observed on the surface. The findings were, therefore, ***negative for cultural resources within the project property***. However, since asphalt covers most of the surface, the observed findings should not be considered representative of subsurface deposits.

RECOMMENDATIONS

The results of the SCCIC and NAHC database record searches were negative for cultural resources within the project property, but positive for built environment cultural resources within the project study area. The surface assessment of the property was negative for cultural resources; however, almost the entire property was covered with buildings or asphalt. Examination of the historic USGS maps, historic satellite image database, and the historic aerial photo databases were potentially positive for older historic cultural resources within the project property and surrounding region.

Envicom does not recommend further cultural resource assessment prior to construction for archaeological resources, however, due to the age of the development of the project property, the project should have a built environment study that specifically assesses the standing structures on the property. Further, due to the project being near to areas that are sensitive for older historic cultural resources, Envicom makes the following recommendations:

Recommendation 1: Archaeological Monitoring.

An archaeological monitor that meets the Secretary of Interior qualifications will be on site during demolition of all buildings and removal of the property pavement. The purpose of having an archaeologist on site is to assess whether elements of the earlier 1920s structures were incorporated into existing buildings, or whether foundations or other features exist below the surface of the parking lot that date to the oldest development of the property. If such features are identified, then the "discovery" protocol will be followed.

After demolition and removal of the pavement, an archaeological monitor that meets the Secretary of Interior qualifications will be on site during the grading of the top five (5)-feet of soil. The archaeological monitor will collect any historic material that is uncovered through grading that is within a disturbed context, and can halt construction within 50-feet of a potentially significant cultural resource if necessary. Artifacts collected from a disturbed context or that do not warrant additional assessment can be collected without the need to halt grading. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the monitor's daily Monitoring Report. However, if foundations, privies, or other older historic features are encountered, the project "discovery" protocol should be followed.



Figure 7: Project Property showing the commercial storefronts.



Figure 8: The Project Property, showing the front of the single family residence.



Figure 9: A View of the drive way of the single family residence.



Figure 10: A View of the backyard of the single family residence.



Figure 11: A View of the Project Property, showing the back part of the parking lot.



Figure 12: A View of the Project Property, showing the front part of the parking lot.

A final project Monitoring Report will be produced that discusses all monitoring activities and all artifacts recovered and features identified through monitoring of the demolition and grading of the project site. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the Monitoring Report. All artifacts recovered that are important, with diagnostic or location information that may be of importance to California and Los Angeles City history, will be cleaned, analyzed, and described within the Monitoring Report. All materials will be curated at an appropriate depository. If important materials are found during monitoring, a Curation Plan will be needed that is reviewed by the Lead Agency prior to the publication of the Monitoring Report. The costs of the Monitoring Report, the Curation Plan, and the processing, analysis, and curation of all artifacts will be the responsibility of the applicant, within the cost parameters outlined under CEQA.

Recommendation 2: Archaeological Discovery Protocol.

If potentially significant intact deposits are encountered that are within an undisturbed context, then a cultural resource "discovery" protocol will be followed. If older historic (or prehistoric) features, artifact concentrations, or larger significant artifacts are encountered during demolition or grading within native soils or original context, then all work in that area shall be halted or diverted away from the discovery to a distance of 50-feet until a qualified senior archaeologist can evaluate the nature and/or significance of the find(s). If the senior archaeologist (not the field monitor) confirms that the discovery is potentially significant, then the Lead Agency will be contacted and informed of the discovery.

Construction will not resume in the locality of the discovery until consultation between the senior archaeologist, the owner's project manager, the Lead Agency, and all other concerned parties, takes place and reaches a conclusion approved by the Lead Agency. If a significant cultural resource is discovered during earth-moving, complete avoidance of the find is preferred. However, if the discovery cannot be avoided, further survey work, evaluation tasks, or data recovery of the significant resource may be required by the Lead Agency. The Lead Agency may also require changes to the Monitoring Plan, based on the discovery.

All costs for the additional monitoring, discovery assessment, discovery evaluation, or data recovery of will be the responsibility of the applicant, within the cost parameters outlined under CEQA. All individual reports, including the final project Monitoring Report, will be submitted to the SCCIC at the conclusion of the project.

Recommendation 3: Paleontological Monitoring

A qualified paleontological monitor will be on site during grading below five (5)-feet in depth. The archaeological monitor will collect any fossil material that is uncovered through grading that is found within a disturbed context, and can halt construction within 50-feet of a potentially significant fossil resource if necessary. Fossils collected from a disturbed context or that do not warrant additional assessment can be collected, without the need to halt grading.

However, if fossils are encountered, which cannot be removed during grading and that the monitor believes will need further assessment, then the project "discovery" protocol will be

followed. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery can be described in the monitor's daily Monitoring Report.

All fossils recovered that may be of importance to California paleontology, will be cleaned, analyzed, and described within a final project Monitoring Report. All materials will be curated at the Natural History Museum of Los Angeles. If important fossils are found during monitoring, a Curation Plan will be needed that is reviewed by the Lead Agency prior to the publication of the Monitoring Report. The costs of the Monitoring Report, the Curation Plan, and the processing, analysis, and curation of all fossils will be the responsibility of the applicant.

Recommendation 4: Inadvertent Discovery of Human Remains.

The inadvertent discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 addresses these findings. This code section states that in the event human remains are uncovered, no further disturbance shall occur until the County Coroner has made a determination as to the origin and disposition of the remains pursuant to California Public Resources Code Section 5097.98. The Coroner must be notified of the find immediately, together with the City and the property owner.

If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials and an appropriate re-internment site. The Lead Agency and a qualified archaeologist shall also establish additional appropriate mitigation measures for further site development, which may include additional archaeological and Native American monitoring or subsurface testing.

Sincerely,

Wayne Bischoff

Dr. Wayne Bischoff
Envicom Director of Cultural Resources

ATTACHMENTS:

Appendix A: List of Previous Completed Cultural Resource Reports in the Study Area
Appendix B: SCCIC and NAHC Request Letters and NAHC Response Letter
Appendix C: Resume of Dr. Wayne Bischoff (author)

APPENDIX A
List of Previous Completed Cultural Resource Reports in the Study Area

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-01578		1983	Anonymous	Technical Report Archaeological Resources Los Angeles Rapid Rail Transit Project Draft Environmental Impact Statement and Environmental Impact Report	Westec Services, Inc.	19-000007
LA-03496			Anonymous	Draft Environmental Impact Report Transit Corridor Specific Plan Park Mile Specific Plan Amendments	Unknown	19-000159, 19-001945
LA-05337		2001	Wallock, Nicole	Cultural Resource Assessment Cingular Wireless Facility No. Sm 099-01 Los Angeles County, California	LSA Associates, Inc.	
LA-07562		1987	Greenwood, Roberta S.	Additional Information for Dseis, Core Study Alignments 1, 2, 3, 4, and 5	Greenwood and Associates	
LA-07565		1987	Unknown	Technical Report Archaeology Los Angeles Rail Rapid Transit Project "Metro Rail" Core Study, Candidate Alignments 1 to 5	Greenwood and Associates	
LA-07566		1987	Hatheway, Roger G. and Peter, Kevin J.	Technical Report Dseis, Core Study Alignments 1, 2, 3, 4, and 5	Greenwood and Associates	
LA-08020		1987	Anonymous	Technical Report: Cultural Resources Los Angeles Rail Rapid Transit Project "metro Rail" Core Study	Southern California Rapid Transit District	19-174623, 19-187937, 19-187938, 19-187939, 19-187940, 19-187941
LA-08028		2004	Galvin, Andrea	Historic Architectural Survey and Section 106 Compliance for a Proposed Wireless Telecommunications Service Facility Located on a Building at 3301 West 8th Street, Aka 761 South Normandie Avenue in the City of Los Angeles, (los Angeles County), California	Galvin & Associates	19-175760
LA-08251		2004	Gust, Sherri and Heather Puckett	Los Angeles Metro Red Line Project, Segments 2 and 3 Archaeological Resources Impact Mitigation Program Final Report of Findings	Cogstone Resource Management, Inc.	19-001945, 19-002393, 19-002804, 19-003300, 19-003301, 19-003302, 19-003303, 19-003304, 19-003305, 19-003306, 19-003307, 19-100281, 19-186585
LA-10507		1983	Anonymous	Technical Report - Historical/Architectural Resources - Los Angeles Rail Rapid Transit Project "Metro Rail" Draft Environmental Impact Statement and Environmental Impact Report	Westec Services, Inc.	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-11005		2010	Unknown, Mr./Mrs.	Westside Subway Extension Historic Property Survey Report and Cultural Resources Technical Report	Cogstone	19-167175, 19-167579, 19-167580, 19-167596, 19-168245, 19-168608, 19-170997, 19-171001, 19-171030, 19-173043, 19-173051, 19-173428, 19-174110, 19-174178, 19-175235, 19-175237, 19-176757, 19-176758, 19-177029, 19-177101, 19-177313, 19-177314, 19-177320, 19-177904, 19-178102, 19-178105, 19-178106, 19-188522, 19-189247, 19-189248, 19-189249, 19-189250, 19-189251, 19-189252, 19-189253, 19-189254, 19-189255, 19-189256, 19-189257, 19-189258, 19-189259, 19-189260, 19-189261, 19-189262, 19-189263, 19-189264, 19-189265, 19-189266, 19-189267, 19-189268, 19-189269, 19-189270, 19-189271, 19-189272, 19-189273, 19-189274, 19-189275, 19-189276, 19-189277, 19-189278, 19-189279, 19-189280, 19-189281, 19-189282, 19-189283, 19-189284, 19-189285, 19-189286, 19-189287, 19-189288, 19-189289, 19-189290, 19-189291, 19-189292, 19-189293, 19-189294, 19-189295, 19-189296, 19-189297, 19-189298, 19-189299, 19-189300, 19-189301, 19-189302, 19-189303, 19-189304, 19-189305, 19-189306, 19-189307, 19-189308

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-11642		2012	Daly, Pam and Sikes, Nancy	Westside Subway Extension Project, Historic Properties and Archaeological Resources Supplemental Survey Technical Reports	Cogstone	19-000159, 19-001261, 19-002563, 19-002610, 19-003169, 19-003336, 19-003338, 19-003339, 19-003340, 19-003352, 19-003353, 19-003683, 19-004112, 19-004113, 19-004174, 19-004192, 19-004193, 19-100882, 19-150194, 19-150195, 19-167175, 19-170997, 19-170998, 19-171001, 19-173043, 19-173045, 19-173051, 19-173428, 19-174110, 19-175235, 19-175237, 19-177029, 19-177101, 19-177312, 19-177313, 19-177314, 19-177320, 19-186804, 19-187307, 19-187308, 19-188522, 19-188524, 19-189247, 19-189249, 19-189250, 19-189253, 19-189262, 19-189263, 19-189267, 19-189268, 19-189269, 19-189270, 19-189273, 19-189274, 19-189304, 19-189305, 19-189306, 19-189308, 19-189313, 19-189314, 19-189315, 19-189316
LA-11785		2012	Rogers, Leslie	Final Environmental Impact Statement/Final Environmental Impact Report for the Westside Subway Extension	U.S. Department of Transportation Fedreral Transit Admin. & LA County Metro Transit Authority	
LA-11947		2012	Bonner, Wayne	Cultural Resources Records Search ans Site Visit Reuslts for Sprint nextel Candidate LA70XC463 (U-Lock Storage-CA8290 Irolo), 761 South Normandie Avenue, Los Angeles, Los Angeles County, California	MBA	19-166822, 19-166991, 19-175724, 19-175726, 19-175760, 19-188207, 19-188517, 19-188870
LA-12050		2012	Bonner, Wayne	Cultural Resources Records Search and Siote Visit Results for T-Mobile West, LLC Candidate LA03613F (SC613 Kingsley), 901 South Kingsley Drive, Los Angeles, Los Angeles County, California	MBA	19-166822, 19-167277, 19-167288, 19-170997, 19-175724, 19-175726, 19-175760, 19-188207, 19-190270
LA-13079		2013	Bonner, Wayne H. and Kathleen A. Crawford	Cultural Resources Records Search and Site VIsit Results for T Mobile West, LLC Candidate SV00143A (SM099 U-Lock Storage), 761 South Normandle Avenue, Los Angeles, Los Angeles County, California	Environmental Assessment Specialists, Inc	19-175760

APPENDIX B
SCCIC and NAHC Request Letters and NAHC Response Letter

June 20, 2019

Stacy St. James, Coordinator
South Central Coastal Information Center
C.S.U.F, Dept. of Anthropology, MH 426
800 N. State College Blvd.
Fullerton, CA 92834-6846

Attn: Ms. St. James

Subj: Cultural Resources Phase I Assessment for The Parks in LA
(Envicom Project #19-002-001)

Dear Ms. St. James:

Envicom is requesting an **EXPEDITED** record search of the SCCIC database for cultural resources within the attached Project area, plus a **0.25-mile study area**. The Project is located at:

USGS Quads: Hollywood, CA
Township: 1S/ Range: 14W/ Section: NA/ Lat: 34° 3'28.36"N/ Long: 118° 18'16.09"W

We are requesting the following: Resource Database Printout (list), Resource Database Printout (details), Resource Digital Database (spreadsheet), Report Database Printout (list), Report Database Printout (details), Report Digital Database (Spreadsheet), Resource Record Copies (project area only), Report Copies (project area only), OHP Historic Properties Directory, Archaeological Determinations of Eligibility, Los Angeles Cultural Monuments, and Historic Maps.

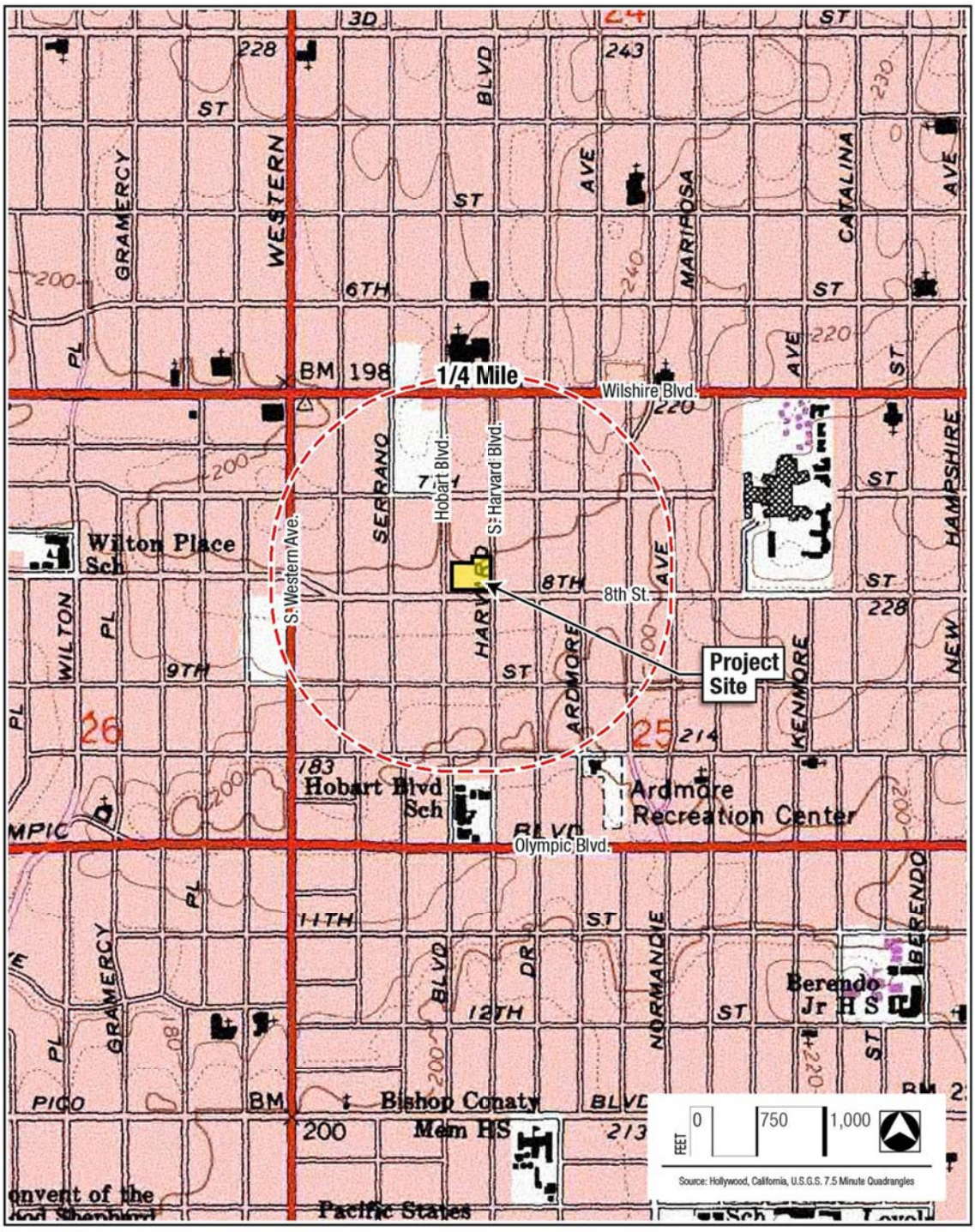
We also request the complete reports and/or site records for any cultural resources found within the project area only, not the 0.25 mile study area.

Envicom appreciates the SCCIC's help with this request. For correspondence or questions regarding this Project, please contact Wayne Bischoff at 818-879-4700 (wbischoff@envicomcorporation.com).

Sincerely,

Dr. Wayne Bischoff
Director of Cultural Resources

Attachment: Project vicinity map on 1:24,000 topographic map


1/4 Mile
Project Site
Wilshire Blvd.
8th St.
Olympic Blvd.
S. Western Ave.
Hobart Blvd.
S. Harvard Blvd.
Wilton Place Sch
Hobart Blvd Sch
Ardmore Recreation Center
Berendo Jr H S
Bishop Conaty Mem HS
Pacific States
WESTERN
GRAMERCY
SERRANO
HARVARD
ARDMORE
KENMORE
NORMANDIE
MARIPOSA
CATALINA
HAMPSHIRE
WILTON
6TH
8TH
9TH
11TH
12TH
PICO
BM 198
0
750
1,000
FEET
Source: Hollywood, California, U.S.G.S. 7.5 Minute Quadrangles

June 20, 2019

Native American Heritage Commission
1550 Harbor Boulevard, Room 100
West Sacramento, CA 95691

Subj: Cultural Resources Phase I Assessment for The Parks in LA
(Envicom Project #19-002-001)

Greetings,

Envicom is requesting a record review of your records for cultural resources for the Project area, plus a **0.25-mile buffer**. We also request a list of Tribal Group representatives for the area in case we need to contact their offices.

The Project is located at:

USGS Quads: Hollywood, CA
Township: 1S
Range: 14W
Section: NA

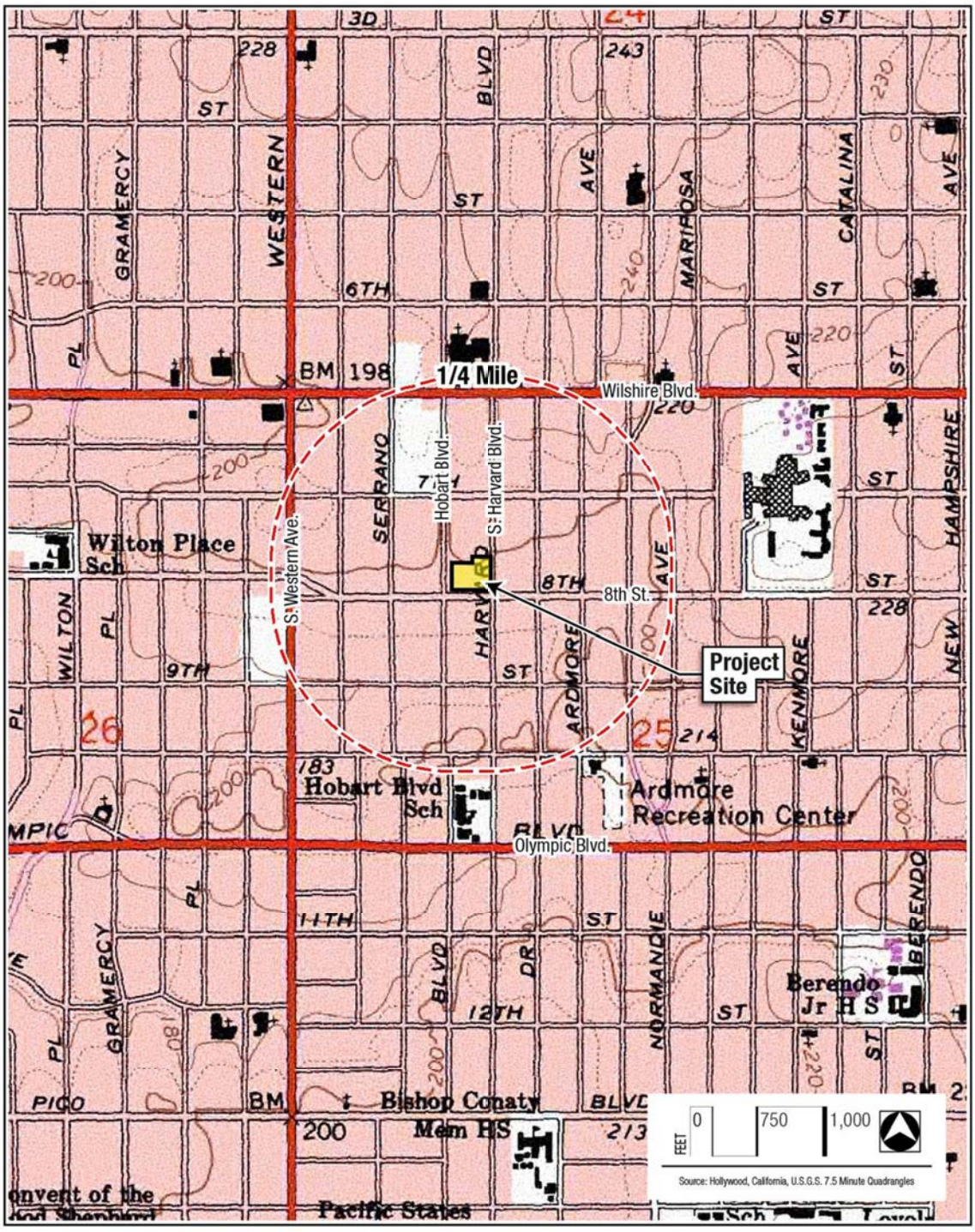
Lat: 34° 3'28.36"N
Long: 118° 18'16.09"W

Envicom appreciates the NAHC's help with this request. For correspondence or questions regarding this Project, please contact Wayne Bischoff at 818-879-4700 (wbischoff@envicomcorporation.com).

Sincerely,

Wayne Bischoff
Director of Cultural Resources

Attachment:
Project vicinity map on 1:24,000 topographic map


1/4 Mile
Project Site
Wilshire Blvd.
8th St.
Olympic Blvd.
S. Western Ave.
Hobart Blvd.
S. Harvard Blvd.
Wilton Place Sch
Hobart Blvd Sch
Ardmore Recreation Center
Berendo Jr H S
Bishop Conaty Mem HS
Pacific States
WESTERN
GRAMERCY
SERRANO
HARVARD
ARDMORE
KENMORE
NORMANDIE
MARIPOSA
CATALINA
HAMPSHIRE
WILTON
6TH
8TH
9TH
11TH
12TH
PICO
BM 198
0
750
1,000
FEET
Source: Hollywood, California, U.S.G.S. 7.5 Minute Quadrangles

June 20, 2019

Dr. Samuel A. McLeod
Natural History Museum of Los Angeles
900 Exposition Blvd,
Los Angeles, CA 90007

Attn: Dr. McLeod

Subj: Cultural Resources Phase I Assessment for The Parks in LA
(Envicom Project #19-002-001)

Dear Dr. McLeod:

Envicom is requesting a record search of the Natural History Museum database for paleontological sensitivity for the project area, and a map/listing of all paleontological resources previously identified within the attached project area, plus a 0.25-mile buffer.

The project is located at:

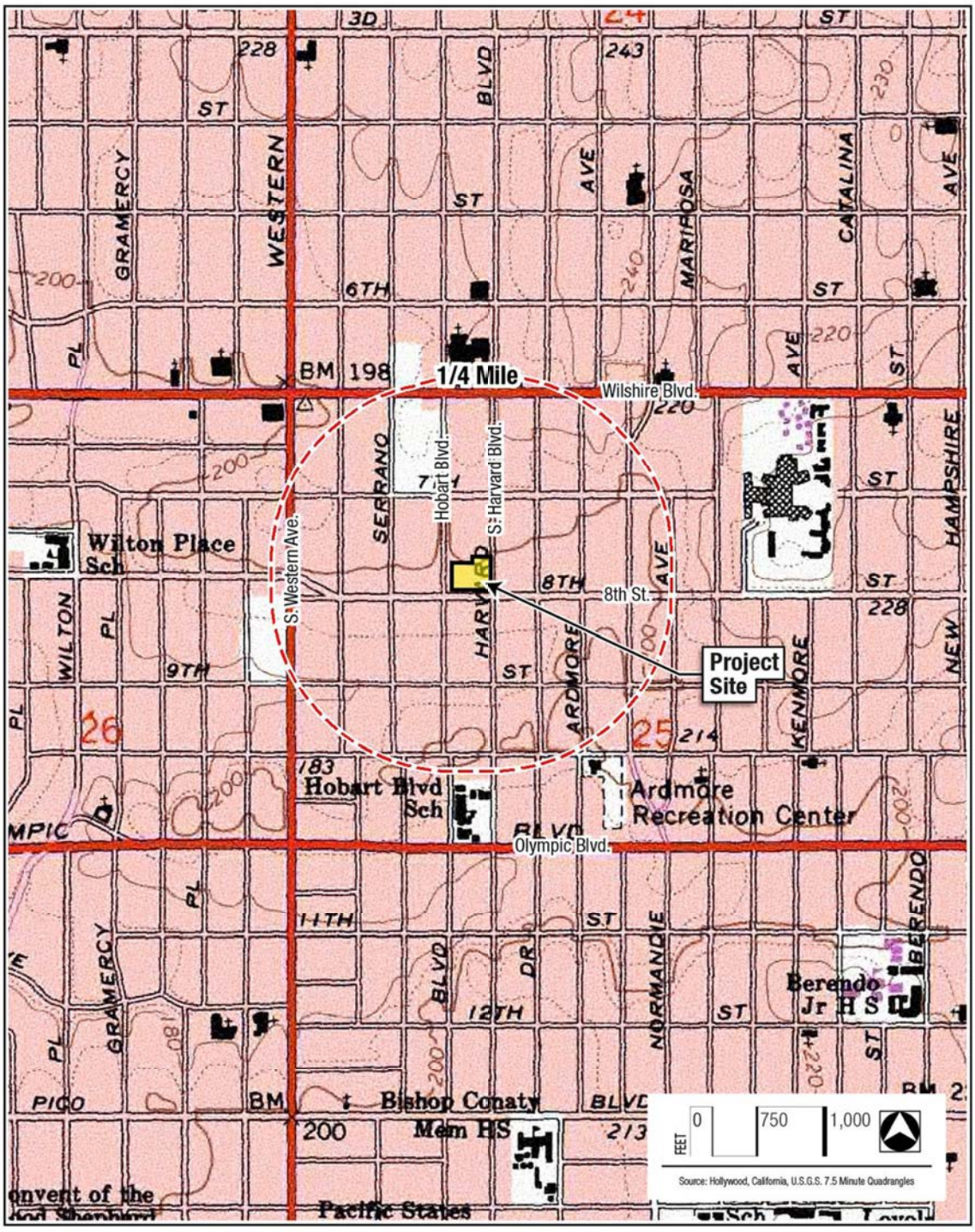
USGS Quads: Hollywood, CA
Township: 1S/ Range: 14W/ Section: NA Lat: 34° 3'28.36"N/ Long: 118°18'16.09"W

Envicom appreciates the Natural History Museum's help with this request. For correspondence or questions regarding this Project, please contact Wayne Bischoff at 818-879-4700 (wbischoff@envicomcorporation.com).

Sincerely,

Wayne Bischoff
Director of Cultural Resources

Attachment:
Project vicinity map on 1:24,000 topographic map


1/4 Mile
Project Site
Wilshire Blvd.
8th St.
Olympic Blvd.
S. Western Ave.
Hobart Blvd.
S. Harvard Blvd.
Wilton Place Sch
Hobart Blvd Sch
Ardmore Recreation Center
Berendo Jr H S
Bishop Conaty Mem HS
Pacific States
WESTERN
GRAMERCY
SERRANO
HARVARD
ARDMORE
KENMORE
NORMANDIE
MARIPOSA
CATALINA
HAMPSHIRE
WILTON
6TH
8TH
9TH
11TH
12TH
PICO
BM 198
0
750
1,000
FEET
Source: Hollywood, California, U.S.G.S. 7.5 Minute Quadrangles

STATE OF CALIFORNIA **GAVIN NEWSOM, Governor**

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

July 5, 2019

Dr. Wayne Bischoff
Envicom Corporation

VIA Email to: wbischoff@envicomcorporation.com

RE: The Parks, (Envicom Project b# 19-002-001), Los Angeles County.

Dear Dr. Bischoff:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our lists contain current information. If you have any questions or need additional information, please contact me at my email address: Katy.sanchez@nahc.ca.gov.

Sincerely,

Katy Sanchez

KATY SANCHEZ
Associate Environmental Planner

Attachment

Native American Heritage Commission
Native American Contacts List
7/05/2019

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina ,CA 91723
admin@gabrielenoindians.org
(626) 926-4131

Gabrielino-Tongva Tribe
Charles Alvarez, Councilmember
23454 Vanowen St. Gabrielino
West Hills ,CA 91307
roadkingcharles@aol.com
(310) 403-6048

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrielino Tongva
San Gabriel ,CA 91778
GTTribalcouncil@aol.com
(626) 483-3564 Cell
(626) 286-1262 Fax

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 Gabrielino Tongva
Los Angeles ,CA 90012
sgoad@gabrielino-tongva.com
(951) 807-0479

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Chairman
P.O. Box 490 Gabrielino Tongva
Bellflower ,CA 90707
gtongva@gmail.com
(562) 761-6417 Voice/Fax

Gabrielino-Tongva Tribe
Linda Candelaria, Chairperson
80839 Camino Santa Juliana Gabrielino
Indio ,CA 92203
lcandelaria1@gabrielinotribe.org

This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code,Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans Tribes for the proposed: The Parks, Envicom #19-002-001, Los Angeles County.

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

NATURAL HISTORY MUSEUM
LOS ANGELES COUNTY

Vertebrate Paleontology Section
Telephone: (213) 763-3325

e-mail: smcleod@nhm.org

3 July 2019

Envicom Corporation
4165 East Thousand Oaks Boulevard, Suite 290
Westlake Village, CA 91362

Attn: Wayne Bischoff, Ph.D., Director of Cultural Resources

re: Paleontological resources for the proposed The Parks Project, Envicom Project # 19-002-001, in the City of Los Angeles, Los Angeles County, project area

Dear Wayne:

I have conducted a thorough check of our paleontology collection records for the locality and specimen data for the proposed The Parks Project, Envicom Project # 19-002-001, in the City of Los Angeles, Los Angeles County, project area as outlined on the portion of the Hollywood USGS topographic quadrangle map that you sent to me via e-mail on 20 June 2019. We do not have any vertebrate fossil localities that lie directly within the proposed project area boundaries, but we do have localities nearby from sedimentary deposits similar to those that occur at depth in the proposed project area.

In the entire proposed project area the surficial deposits are composed of younger Quaternary Alluvium, derived as alluvial fan deposits from the elevated terrain to the northeast. The very uppermost layers of Quaternary Alluvium in this general portion of Los Angeles usually do not contain significant vertebrate fossils, but vertebrate fossils do occur at varying depths. Our closest vertebrate fossil locality from older Quaternary deposits, LACM 6204, occurs just northwest of the proposed project area near the intersection of Wilshire Boulevard and Serrano Avenue. Locality LACM 6204 produced a fossil specimen of mammoth, *Mammuthus*, at a depth of 65 feet below grade. Further north-northwest of the proposed project area, near the intersection of Western Avenue and Council Street, our locality LACM 5845, also from these older Quaternary sediments, produced a specimen of fossil mastodon, Mammutidae, at a depth of

only 5-6 feet below the surface. North-northeast of the proposed project area, at about the intersection of Madison Avenue and Middlebury Street, our locality LACM 3250, produced a fossil specimen of mammoth, *Mammuthus*, at a depth of about eight feet below street level.

Beginning northeast of the proposed project area, west of Vermont Avenue between 5th Street and 6th Street, there are exposures of the marine late Miocene Puente Formation (also sometimes referred to as the Upper Modelo Formation or as an unnamed shale in this area), and these deposits probably underlie the Quaternary Alluvium in the proposed project area at depth. East-northeast of the proposed project area, around the intersection of Vermont Avenue and Wilshire Boulevard, we have the vertebrate fossil localities LACM 6202 and 6203 from the Puente Formation discovered during excavation for the Meterorail Wilshire / Vermont station at a depth of 60 to 80 feet beneath the surface. Fossil specimens of eels, Anguilliformes, and needlefishes, Belonidae, were recovered at locality LACM 6203. Locality LACM 6202, however, was an extremely productive locality that contained an extensive fauna of fossil fish. A list of the fossil fish taxa from locality LACM 6202 is provided in the attached appendix.

Very shallow excavations of only a few feet in the younger Quaternary Alluvium exposed throughout the proposed project area may not encounter any significant fossil vertebrate remains. Deeper excavations that extend down into older sedimentary deposits, however, may very well uncover significant vertebrate fossils. Any substantial excavations in the proposed project area, therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Also, sediment samples should be collected and processed to determine the small fossil potential in the proposed project area. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosures: appendix; invoice

Fossil fish taxa from LACM 6202, Metrorail Red Line Vermont / Wilshire Station

- Osteichthyes - bony fishes
  - Anguilliformes - eels
  - Atheriniformes
    - Belonidae - needlefishes
  - Beryciformes
    - Anoplogasteridae - fangtooths
      - *Anoplogaster*
    - Melamphaeidae - bigscales
      - *Scopelogadus*
  - Clupeiformes
    - Clupeidae - herrings
      - *Ganolytes cameo*
      - *Xyne grex*
  - Gadiformes
    - Gadidae - cods
      - *Physiculus*
    - Macrouridae - grenadiers
    - Merlucciidae - hakes
      - *Merluccius*
    - Moridae - flatnoses
  - Lophiiformes - frogfishes
    - Linophrynidae
    - Oneirodidae
      - *Oneirodes*
  - Myctophiformes
    - Myctophidae - lanternfishes
      - *Diaphus*
      - *Lampanyctus*
  - Perciformes
    - Carangidae - jacks
      - *Pseudoseriola*
    - Gempylidae - snake mackerals
      - *Thyrsocles*
    - Sciaenidae - croakers
      - *Lompoquia*
    - Scombridae - tunas & mackerals
      - *Sarda*
      - *Scomber*
    - Serranidae - groupers
    - Trichiuridae - cutlassfishes
  - Pleuronectiformes
    - Citharidae - sanddabs
      - *Citharichthys*
    - Pleuronectidae - fluonders & soles
      - *Hippoglossus*
      - *Pleuronichthys*
  - Salmoniformes
    - Alepocephalidae - slickheads
    - Argentinidae - argentinas
    - Bathylagidae - smoothtongues
      - *Bathylagus*
    - Opisthoproctidae - spookfishes
    - Searsiidae - tubeshoulders
  - Scorpaeniformes
    - Scorpaenidae - rockfishes
      - *Sebastes*
  - Stomiatiformes
    - Chauliodontidae - viperfishes
      - *Chauliodus eximius*
    - Gonostomidae - bristlemouths
      - *Cyclothone*
      - *Vinciguerria*
    - Sternoptychidae - hatchetfishes
      - *Argyropelecus*
    - Stomiatidae - dragonfishes
      - *Stomias*

APPENDIX C
Resume of Dr. Wayne Bischoff (author)

Wayne Bischoff, Ph.D.

Envicom Director of Cultural Resources

Dr. Bischoff has over 20 years' experience managing cultural resource projects and ensuring compliance with California Environmental Quality Act (CEQA), Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Protection Act (NEPA), and state, county, city, and local government cultural laws, guidelines, and procedures. He has managed cultural, paleontological, ethnographic, and built environment projects throughout Southern California, including the Counties of Ventura, Los Angeles, Kern, Imperial, San Diego, Orange, Santa Barbara, Riverside, and San Bernardino. Dr. Bischoff has authored cultural resource section of Environmental Impact Reports (EIR), Mitigated Negative Declarations (MND), Environmental Impact Statements (EIS), Environmental Assessments (EA), Programmatic Agreements (PA), Memorandum of Agreements (MOA), and Memorandum of Understanding (MOU).

Dr. Bischoff has been the principal or project manager for hundreds of cultural resource projects in Southern California, including record searches, surveys, evaluations, and data recoveries, built environment and historic architectural inventories, HABS projects, paleontological surveys, ethnographic reports and Native American consultation, and historic structure evaluations. He has also has worked with most of the Tribal Groups of Southern California, including the Chumash, Tongva, Washo, Yokut, Piute, Quechan, Cahuilla, Tataviam, San Manuel, Morongo, Luiseno. He has also provided Native American consultation for the City of Los Angeles and for many other municipalities throughout the region.

Recent Professional Projects

- **Simi BMX Course Phase I Survey, Simi Valley, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey. (July 2018 – Current)
- **Phase I Survey for the Massilia Spa Project, Los Angeles County, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey. Project also includes an inventory and initial assessment of over a dozen 1930 through 1990 structures on the property (June 2018 – Current)
- **Los Angeles Community College District (LAUSD) Environmental On-Call (including cultural resources), Los Angeles County, CA.** Principal, Project Manager, and cultural resource consultant as needed. (February 2018 – Current)
- **Los Angeles Unified Schools Department (LAUSD) Environmental On-Call (including cultural resources), City of Los Angeles, Los Angeles County, CA.** Principal, Project Manager, and cultural resource consultant as needed. Envicom was one of 15 companies to be awarded this large on-call contract. (February 2017 – Current)
- **Phase I Survey of the Butler Ranch, in Ventura County near west Simi Valley, California.** Principal and Project Manager for the completion of a Phase I record search, NAHC record search request, and a site survey of this 332-acre low density residential development project. (May 2018 – Current)

- **Phase I Survey for the 17-acre Olivas Park Extension commercail development project in Ventura, Ventura County, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey, followed by limited monitoring. (January 2018 – Current)
- **Review of Technical Documents and EIR Cultural Section Writing for "The Agroua Villege Expansion" project, Agoura Hills, Los Angeles County, CA.** Professional review of project cultural resource documents and authoring of cultural resource section of MND for this large mixed use project. The primary challenge is that the development is located on a significant prehistoric Native American cultural resource. Native American consultation took place in July with the Chumash and Tataviam Tribal Groups (January 2018 – Current)
- **CA-LAN-321 Phased Evaluation Project, Agoura Hills, Los Angeles County, CA.** Principal and Project Manager for the phased evaluation (Phase II) of CA-LAN-321 in response to potential impacts from the construction of the Conrad N. Hilton Foundation Phase 2 Campus Building. The site is a prehistoric Chumash residential and ceremonial center of over 80-acres in size and that was used by prehistoric Native Americans from 400 A.D. to the late 1700s. Dozens of test units, hundreds of shovel test pits, surface collection, and surface feature mapping have been completed to date planned. Native American consultation took place in July with the Chumash and Tataviam Tribal Groups (August 2015 – Current)
- **City of Thousand Oaks Environmental On-Call (Including Cultural Resources), Los Angeles County, CA.** Envicom was selected as one of a limited number of on-call environmental firms for the City. (June 2015 – Current)
- **Phase I(b) Survey of the proposed Forrest Club 50-acre private club development, Los Angeles County, CA (with Samantha Whittington and Charlie Fazzone).** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey. In addition, 24 shovel test pits were excavated across the locations of two 1920s historic cabins. No further work was required. (April 2018 – June 2018)
- **Phase I Survey for the Ascension Lutheran Church Master Plan and MND, Thousand Oaks, California, Los Angeles County, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey. (May 2018 – June 2018)
- **Phase I Survey for the Mulholland Senior Living Project, Los Angeles County, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey. (May 2018 – May 2018)
- **Phase I Survey of the proposed Tapo at Alamo EIR for a mixed-use development project, Simi Valley, Ventura County, CA (with Samantha Whittington and Debbie Balam).** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey. (March 2018 – May 2018)
- **Cultural, Paleo, and Native American Monitoring for the Agoura Hills Marriott Development Project.** Principal and Project Manager for this monitoring project. During monitoring, a prehistoric Chumash cultural resource was discovered, which led to artifact collection, analysis, and a final report of findings (January 2018 – May 2018)

- **Phase I Survey of the proposed 113-133 West Plymouth Street multiple unit residential development, Inglewood, Los Angeles County, CA (with Samantha Whittington, Debbie Balam, and Charlie Fazzone).** Principal and Project Manager for the completion of a record search, paleontological record search, NAHC record search request, and a site survey. (April 2018 – April 2018)
- **Phase I Survey of the Upper Bailey Road tract, Sylmar, Los Angeles County, CA (with Samantha Whittington and Debbie Balam).** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey. (December 2017 – April 2018)
- **Phase I Survey of the Lower Bailey Road tract, Sylmar, Los Angeles County, CA (with Samantha Whittington and Debbie Balam).** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey. (December 2017 – April 2018)
- **Historic Structure Evaluation of Blythe Elementary School for LAUSD.** Project Manager for this project, with Chattel, Inc., being the historic preservation consultant. (February 2018 – April 2018)
- **Historic Structure Evaluation of Robert Hill Lane Elementary School for LAUSD.** Project Manager for this project, with Chattel, Inc., being the historic preservation consultant. (February 2018 – April 2018)
- **Historic Structure Evaluation of James Madison Middle School for LAUSD.** Project Manager for this project, with Chattel, Inc., being the historic preservation consultant. School was found eligible for the CRHR. (February 2018 – April 2018)
- **Historic Structure Evaluation of 54th Street Elementary School for LAUSD.** Project Manager for this project, with Chattel, Inc., being the historic preservation consultant. School was found eligible for the CRHR. (February 2018 – April 2018)
- **Historic Structure Evaluation of Chapman Elementary School for LAUSD.** Project Manager for this project, with Chattel, Inc., being the historic preservation consultant. (February 2018 – April 2018)
- **Historic Structure Evaluation of Dena Street Elementary School for LAUSD.** Project Manager for this project, with Chattel, Inc., being the historic preservation consultant. (February 2018 – April 2018)
- **Historic Structure Evaluation of Patrick Henry Middle School for LAUSD.** Project Manager for this project, with Chattel, Inc., being the historic preservation consultant. School was found eligible for the CRHR. (February 2018 – April 2018)
- **Historic Structure Evaluation of Richland Avenue Elementary School for LAUSD.** Project Manager for this project, with Chattel, Inc., being the historic preservation consultant. (February 2018 – April 2018)
- **Marinette Road Residential Development, Pacific Palisades, Los Angeles County, CA.** Principal and project manager for this development project, which included a record search, site survey, Tribal Group scoping letters, and agency consultation. The major challenge was that the project property was within the Will Rogers State Monument and National Register site boundary. An update for this project was conducted in 2018 to include AB-52 compliance. (February 2015 – May 2015; January 2018 – April 2018)

- **Phase I Survey for 6956 Dume Drive, Malibu, California, Los Angeles County, CA (with Samantha Whittington).** Principal and Project Manager for the completion of an SCCIC and NAHC record search, and a site survey. (February 2018 – March 2018)
- **Phase I Survey of roughly 50-acres for Improvements on the Saddlerock Ranch/Malibu Wines Property in the Santa Monica Mountains, Los Angeles County, CA.** Principal and Project Manager for the completion of a record search, NAHC scoping, and a site survey. This project involves upgrades to the winery existing structures and public buildings, as well as road and parking improvements. Part of this project is located near a National Register Chumash rock art site as well as other prehistoric resources (November 2016 – March 2018)
- **Phase I Survey for 28730 Grayfox, Malibu, California, Los Angeles County, CA (with Samantha Whittington).** Principal and Project Manager for the completion of an SCCIC and NAHC record search, and a site survey. (January 2018 – February 2018)
- **Phase I Survey for 11681 Foothill Boulevard, a multiple-unit residential project in Sylmar, California, Los Angeles County, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey. (November 2017 – February 2018)
- **Phase I Survey for a single family property development along Yerba Buena Road, Ventura County, CA.** Principal and Project Manager for the completion of an SCCIC and NAHC record search, and a site survey. (December 2017 – January 2018)
- **Phase I Survey for 34134 Mulholland Highway, Los Angeles County, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey. (December 2017 – January 2018)
- **Faunal, Osteological, Archaeological, and Fossil Consultation for Citadel Environmental and Turner-Hunt for the Hollywood Park Development Project (new Rams NFL Stadium).** Osteological and paleontological consultant for Kiewit, Turner, and Citadel for the construction of the new Rams NFL stadium in Ingelwood. Project included discovery and recordation of modern and fossil mammal bones. (December 2016 – January 2018)
- **Phase I Survey for 24600 Thousand Peaks Road, Calabassas, California, Los Angeles County, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey. (November 2017 – January 2018)
- **Phase I Survey for 28929 Grayfox, Malibu, California, Los Angeles County, CA.** Principal and Project Manager for the completion of an SCCIC and NAHC record search, and a site survey. (November 2017 – January 2018)
- **Manzanita School Phase Ia Survey for a 20.27-acre private school development in Topanga Canyon, California, Los Angeles County, CA.** Principal and Project Manager for the completion of an SCCIC and NAHC record search, and a site survey. (May 2017 – January 2018)
- **Phase I Survey for the 181 to 187 Monterrey Road Condominium Project, a small residential development near South Pasedena, California, Los Angeles County, CA.** P Principal and Project Manager for the completion of an SCCIC and NAHC record search, and a site survey. (July 2017 – January 2018)

- **Phase I Survey for for the Agoura Village project, a 7.37-acre Commercial Subdivision in the City of Agoura Hills, Los Angeles County, CA.** Principal and Project Manager for the completion of a record search, NAHC scoping, and a Phase Ia site survey. The Phase Ia survey was followed by a Phase Ib subsurface survey and an updated site form for a previously known prehistoric cultural resource that includes the entire project area. (October 2016 – December 2017)
- **Phase I survey for 22866 Beckledge Terrace, Malibu, California.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey. (September 2017 – November 2017)
- **Lynn Road Residentitial Development Project, Construction Monitoring, Newbury Park, CA.** Principal and Project Manager for the surface collection and construction monitoring for this 10-acre residential construction project. (October 2017 – November 2017)
- **Phase II Evaluation of two cultural resources located on the Oakmont project property, City of Agoura Hills, Los Angeles County, CA.** Principal and Project Manager for the evaluation of a prehistoric cultural resource and a 1920s-1980s historic homestead cultural resource. Evaluation tasks included shovel test pits, and a test unit for the prehistoric cultural resource, and detailed mapping and documents research for the historic cultural resource. A combined report for both Oakmont projects was produced for the City. (August 2017 – October 2017)
- **City of Pomona Environmental On-Call (Including Cultural Resources), Los Angeles County, CA.** Envicom successful won inclusion as one of six on-call environmental firms for the City. (October 2014 – October 2017)
- **Phase I Survey for for the Oakmont commercial project, a 5.75-acre development in the City of Agoura Hills, Los Angeles County, CA.** Principal and Project Manager for the completion of NAHC record search, and a Phase Ia site survey. The Phase Ia survey identified two cultural resources; a 1920s historic homestead foundation, and a large prehistoric archaeological site. (August 2017 – October 2017)
- **Phase I Assessment of the West Hills Crest 37-acre Residential Subdivision in West Hills, City of Los Angeles.** Principal and Project Manager for the completion of a record search and project area site survey. A key issue for this project was the record search being positive for a prehistoric cultural resource within the development area. This resource, CA-LAN-1223, was further investigated with 22 shovel test pits, and evaluated as not being a significant cultural resource. (February 2017 – October 2017)
- **Phase I Survey for 15498 LaPeyre Court, a residential development in Moorpark, Ventura County, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey. Project also included coordination with numerous biology tasks. (August 2017 – September 2017)
- **San Bernardino County Cultural, Historic Architecture, and Paleontology On-Call, San Bernardino, CA.** Envicom successful won inclusion in the limited on-call pool. (October 2014 – Current)
- **Pepperdine University Campus Life Project: Updated Cultural Resources Record Search.** Principal and Project Manager for an updated record search and letter report for the Pepperdine Campus Life housing, facilities, and trail development project. This update was part of an ammended campus-wide EIR (December 2017 – June 2017)

- **Fourth and Hewitt, City of Los Angeles, Los Angeles County, CA.** Principal and Project Manager for a cultural resource record search for the development of a new office building within a commercial urban environment. Project also included a paleontological assessment of the property due to an extensively deep planned parking garage and Native American concerns. Also completed with an Ethnographic Report to meet AB-52 criteria. Another key issue was determining whether a historic built environement assessment was needed. (February 2017 – January 2017)
- **Pepperdine University Campus Life Project: Phase I survey of new Baseball Field development.** Principal and Project Manager for the addition of the campus baseball field as part of the larger Pepperdine Campus Life housing, facilities, and trail development project. (February 2017 – June 2017)
- **Phase I Survey for the Copper Canyon Project, a 5-acre residential development near Santa Clarita, California, Los Angeles County, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey. Also part of the project was the resurvey of two previously recorded cultural resources within the project boundary. (May 2017 – July 2017)
- **Phase Ia Survey for the Oneonta Hillside Drive, a residential development in South Pasadena, Los Angeles County, CA.** Principal and Project Manager for the completion of an SCCIC and NAHC record search, and a site survey. (May 2017 – July 2017)
- **North Canyon Ranch 170-acre Residential Subdivision in Simi Valley, Ventura County, CA.** Principal and Project Manager for the completion of a record search and project area site survey. A key issue for this project was a previously disturbed cultural resource within the project area, the destruction of which needed to be addressed in the final report. (May 2017 – August 2017)
- **Construction Monitoring for Parcel 2058-003-010, Lobo Canyon, Los Angeles County.** Principal and Project Manager for the surface collection and construction monitoring for this single family residential construction project. (July 2015 – August 2016).
- **Phase I Survey for the 12300 Valley Boulevard Hotel, a commercial development in El Monte, Los Angeles, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey for this small residential development. (June 2017 – August 2017)
- **Phase Ia Survey for the Holiday Inn Express Hotel, a commercial development in El Monte, Los Angeles, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey for this small residential development. (July 2017 – August 2017)
- **Arcadia Town Homes MND Phase I Cultural Assessment for a multi-unit residential development in Arcadia, Los Angeles, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey for this multi-unit residential development. (May 2017 – August 2017)
- **Phase I Survey for the 6625 Bradley Road, a residential development in Somis, Ventura County, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey for this small residential development. (June 2017 – July 2017)

- **Phase I Survey for 3800 Figueroa, an apartment complex development in Los Angeles, Los Angeles County, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey for apartment complex development. (June 2017 – August 2017)
- **11172 Santa Paula Road Phase Ia Survey for a 5.5-acre Agricultural property in Ojai, California, Ventura County, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey. (May 2017 – June 2017)
- **6658 Reseda Boulevard, City of Reseda, Los Angeles County, CA.** Principal and Project Manager for a Phase 1 record search for this urban mixed use project. (March 2017 – May 2017)
- **Paradise Valley Development Project Environmental Impact Report and Impact Statement, Riverside County, CA.** Author of the cultural section for this EIR for a housing and mixed use development of over 2200-acres east of Indio, California. Also reviewed original techical documents, and incorporated legal and agency comments. Mitigation measures included the management and monitoring of dozens of cultural resources, sensitive soils, and paleontological resources. (October 2014 – March 2017)
- **Phase I Cultural Resources Survey for Parcel 2058-003-010, Lobo Canyon, Los Angeles County, CA.** Principal and Project Manager for completion of a Phase Ia and NEPA permit for the project (USACOE, Los Angeles District). Extensive communications and consultation with the COE and SHPO. Project also involved the mitigation monitoring of a prehistoric cultural resource located on the property. (July 2016 – March 2017)
- **Phase I Survey for a 1.33-acre Mixed-Use development in the City of Northridge at the corner of Nordoff and Darby Streets, Los Angeles County, CA.** Principal and Project Manager for the completion of a record search, NAHC scoping, and a site survey. This project included a built-environment assessment of existing historic structures (October 2016 – February 2017)
- **Phase I Survey for a 0.5-acre Residential Subdivision in the City of Los Angeles at the end of Crisler Way, Los Angeles County, CA.** Principal and Project Manager for the completion of a record search, NAHC record search request, and a site survey. (October 2016 – February 2017)
- **Deer Lake Residential Development Cultural Monitoring, Porter Ranch, Los Angeles, CA.** Principal and Project Manager for the cultural monitoring of eight cultural resources within the project development boundary. This project includes the writing of a final Monitoring Report. (May 2016 – February 2017)
- **Phase I Survey for a 0.5-acre Mixed Use Development Project on Camarillo Avenue in North Hollywood, Los Angeles County, CA.** Principal and Cultural Project Manager for the completion of a record search, NAHC scoping, and a site survey. This project also included a historic built environment assessment (November 2016 – January 2017)
- **Phase I Survey for a 14-acre Residential Subdivision in Woodland Hills, CA.** Principal and Project Manager for the completion of a record search, NAHC scoping, and a site survey. This project involved consultation with the City of Los Angeles on AB-52 (July 2016 – January 2017)

- **Lynn Road Residentitial Development Project, Newbury Park, CA.** Principal and Project Manager for the Phase Ia and Phase Ib survey of this 10-acre parcel. A large prehistoric Middle-Period seasonal settlement was discovered, which required subsurface testing and extensive mapping of surface hearths, yucca roasters, and dwelling features. Project included public testimony before the Thousand Oaks Planning Commission. (September 2015 – December 2016)
- **Pepperdine University Campus Life Project: Debris Basin Excavation Cultural and Paleontolgoical Resource Monitoring, Los Angeles, CA.** Principal and Project Manager for cultural resource monitoring of Phase I of the Pepperdine Campus Life housing, facilities, and trail development project. (August – October 2016)
- **Trail Construction Monitoring, Conrad N. Hilton Foundation.** Principal and Project Manager for the development of a pedestrian foot trail loop between the Foundation and the nearby "Ridge" professional building, including the excavation of dozens of shovel test pits and a major surface collection of prehistoric artifacts, including trail construction monitoring. (August – September 2016)
- **32640 PCH Phase I Cultural Resource Survey, Santa Monica, CA.** Principal and Project Manager for the Phase I cultural resource assessment of a ravine rehabilitation project between the Pacific Coast Highway and the Pacific Ocean. Included a record search, site survey, and technical report. (May 2015 – June 2016)
- **Conrad N. Hilton Foundation Trail Project Cultural Assessment, Agoura Hills, Los Angeles County, CA.** Project Manager for the Phase 1b survey of a new pedestrian access trail linking off-site office space with the Foundation campus buildings. Project included the excavation of over 30 shovel test pits and the recording of numerous prehistoric features. (May – August 2016)
- **CA-LAN-321 Project Compliance Plans, and Native American and Lead Agency Consultation, Agoura Hills, Los Angeles County, CA.** Tasks included the authoring of a cultural resource Treatment and Data Recovery Plan, a cultural resource Management Plan, and a Curation Plan for all artifacts, as well as the organization of meetings with the Chumash Tribal Groups and the Lead Agency. (April 2015 – June 2016)
- **Canyon Park Homes, Sylmar, Los Angeles County, CA.** Native American Tribal Group consultation and pre-construction monitoring for this 80-acre residential property development, as well as EIR section writing. (February 2015 – March 2016)
- **Oakwood Schools Built Enviroment and Archaeological Assessment, North Hollywood, Los Angeles County, CA.** Principal and Project Manager for the Phase I cultural resource assessment of the project property prior to the construction of a new middle and high school campus within the North Hollywood area. Challenging tasks included Native American ghost writing for the lead agency (City of Los Angeles) and addressing a modern human cremation garden in the report (November 2015 – February 2016)
- **Floral Canyon Residential Development Cultural Resource Survey, North Hollywood, CA.** Principal and Project Manager for this Phase Ia cultural resource survey of an 8-acrea property. The cultural resource parts of the CEQA checklist were also completed. (September – December 2015).

- **Hilton Property Phase 3 Construction Site Phase Ib Cultural Resources Survey, Agoura Hills, Los Angeles County, CA.** Principal and Project manager for this extensive preliminary survey project, including excavation of over 200 shovel test pits and 4 test units to define the boundaries of a prehistoric ceremonial site of over 80-acres in size, used by Chumash Native Americans from 400 A.D. to the late 1700s. Recordation of over 190-features and 11,500 artifacts. Second phase will include data recovery tasks and an ammended Environmental Impact Report. (February 2014 – March 2015)
- **Blessed Theresa Church Construction, City of Winchester, Riverside County, CA.** Cultural consultation including cultural/paleo monitoring issues. (April 2014 – July 2014)
- **Village at Los Carneros, City of Goleta, Santa Barbara County, CA.** Reviewed all previous technical studies and wrote part of the cultural sections of the Environmental Impact Report for this residential house development project. (March 2014 – April 2014)
- **3121 Old Topanga Canyon Road Phase I Survey and Literature Search, City of Calabasas, Los Angles County, CA.** Principal and Project manager for this residential development project, including NAHC letters, literature review, site survey, paleontolgoical survey and literature search, final technical report, and the writing of the cultural resources section of the Environmental Impact Report. (March 2014 – April 2014)
- **Beacon Solar, Hecate Energy and LADWP, Kern County, CA.** Business Developer for the archaeology and biological monitoring, pre-construction surveys, and desert totoise fence monitoring for this large, 2000-acre solar project for the Los Angeles Department of Water and Power. (July – October 2013).
- **Q-Cells Solar Survey, Palm Springs, Riverside County, CA.** Principal and Project Manager for a cultural survey and record search of 36-acres north of Palm Springs for solar development. (October 2013 – October 2013)
- **Pacific Gas and Electric NERC Support Monitoring, sub to URS, Northern and Central California.** Principal and Project Manager for this 4-year project in support of the national NERC power pole reliablity project for PG&E. Involves cultural, biological, and paleontological monitoring and field surveys. (October 2013 – October 2013)
- **Gold Bar Transmission Line Survey, McEwen Mining, Eureka County, NV.** Principal and Project Manager for this 2,577-acre cultural survey for the develelopment of a 33-mile transmisstion line to service the Gold Bar Mine in Nevada. Bureau of Land Management was the principal Federal agency. (April 2013 – October 2013).
- **East Kern Wind Resource Area (EKWRA) Power Pole Replacement Project, Environmental Intelligence / Southern California Edison, Kern County, CA.** Principal and Project Manager. This two-year project included cultural resource surveys, the evaluation of numerous cultural sites, and cultural and paleontological monitoring for the construction of over 130-miles of new power poles and fiber optics lines to service Tehachapi Moutain wind farms. (January 2013 – October 2013)
- **Pure Source Power, Victorville, San Bernardino, CA.** Principal and Project Manager for a cultural survey and record search of 140-acres north of Palm Springs for solar development. (September 2013 – October 2013)

- **Dry Ranch Solar Project, Silverado Power, Los Angeles County, CA.** Principal. Dr. Bischoff managed this 64-acre solar project near Lancaster, which included a record search, field survey, and cultural report to meet CEQA compliance. This project included coordination with Southern California Edison for a gen-tie line and telecom attachments. (March - April 2013)
- **Plainview Solar Project, Silverado Power, Los Angeles County, CA.** Principal. Dr. Bischoff managed this 114-acre solar project near Lancaster, which included a record search, field survey, and cultural report to meet CEQA compliance. (April - May 2013)
- **Silverleaf Solar Project, Cultural and Paleontolgoical Survey, Agile Engergy, Imperial County, CA.** Principal and Project Manager. Dr. Bischoff provided general review and quality control for a large solar project south of San Diego. This project involved an over 2,000-acre survey of proposed solar fields and 5-miles of electrical transmission gen-tie lines. The bureau of Land Management was the principal Federal agency. (November 2011 - July 2012)
- **Desert Harvest Solar Project, Build Environment Survey, eneXco Energy, Riverside County, CA.** Project Manager. Dr. Bischoff was the project manager for the built environment survey of 1,600-acre solar field and 12-miles of electrical transmission gen-tie lines. This included the production of a separate technical report for the Bureau of Land Management that included a historic structure inventory, assessment of signficance, and an indirect effects analysis. (November 2011 - June 2012)
- **Silverleaf Solar Project, Built Environment Survey, Agile Engergy, Imperial County, CA.** Project Manager. Project Manager. Dr. Bischoff was the project manager for the built environment survey of 2,000-acre solar field and 5-miles of electrical transmission gen-tie lines. This included the production of a separate technical report for the Bureau of Land Management that included a historic structure inventory, assessment of signficance, and an indirect effects analysis. (November 2011 - July 2012)
- **IVSC2 Solar Project, County of Imperial, Imperial County, CA.** Principal and Project Manager. Dr. Bischoff provided oversight of the 140-acre solar project east of the Salton Sea. This project was notable for the quick response time required to field a survey crew and complete a draft report for the County (Sept-Oct 2012)
- **Desert Harvest Solar Project, Cultural and Paleontological Resource Survey, eneXco Energy, Riverside County, CA.** Principal and Project Manager. Dr. Bischoff provided general review and quality control for a large solar project northeast of Blythe, CA. This project involved an over 1,600-acre survey of proposed solar fields and 12-miles of electrical transmission gen-tie lines. Bureau of Land Management was the principal Federal agency. (November 2011 - July 2012)
- **Desert Harvest Solar Project, Build Environment Survey, eneXco Energy, Riverside County, CA.** Project Manager. Dr. Bischoff was the project manager for the built environment survey of 1,600-acre solar field and 12-miles of electrical transmission gen-tie lines. This included the production of a separate technical report for the Bureau of Land Management that included a historic structure inventory, assessment of signficance, and an indirect effects analysis. (November 2011 - June 2012)

- **AT&T Fiber-optics Renewal Project, Evaluations, Mitigations, and Monitoring, AT&T, San Bernardino County, CA.** Cultural Principal and Project Manager. Dr. Bischoff will provide project management, technical writing, and quality control for the cultural and paleontological evaluations, data recoveries, and monitoring efforts for the AT&T fiber renewal project. This project involved the survey of over 90 miles of proposed new fiber-optic line between Barstow and Las Vegas, NV, and the management of over 100-cultural sites. Bureau of Land Management and Mojave National Preserve were the principal Federal agencies. (July 2013 – October)
- **Fiber Node Evaluations, Freedom Communications, Orange County, CA.** Cultural Principal. Dr. Bischoff provided general project management and quality control for the cultural background record searches and surveys for dozens of telecommunication sites throughout the City of Irvine as part of the Freedom Communications site development project. Dozens more sites are expected to be tested in the coming year. (April 2012 – October 2013)
- **San Diego Churches and Public Building Historic Structure Evaluations, DePratti Inc., City of San Diego, CA.** Principal Investigator. Dr. Bischoff acted as Principal and QA/QC manager for this project, which involved the evaluation of dozens of historic structures as part of the DePratti Communication telecommunication attachment project in the City of San Diego. (November 2011 – October 2013)
- **The Plunge Evaluation, DePratti Inc., City of San Diego, San Diego County, CA.** Principal for this historic architecture project involving the structural evaluation and National Register documentation for The Plunge historic salt-water bath house in San Diego. (September 2013 – September 2013)
- **AT&T Fiber-optics Renewal Project, Surveys, Literature Searches, and Technical Studies, AT&T, San Bernardino County, CA.** Cultural Principal and Project Manager. Dr. Bischoff provided general project management and quality control for the cultural, paleontological, and ethnographic surveys, literature searches, and technical studies. This project involved the survey of over 90 miles of proposed new fiber-optic line between Barstow and Las Vegas, NV, and the management of over 100-cultural sites. Bureau of Land Management and Mojave National Preserve were the principal Federal agencies. (April 2012 – July 2013)
- **Digital West Fiber Line Feasibility Study, San Luis Obispo to Los Angeles, Counties of San Luis Obispo, Sanata Barbara, Ventura, and Los Angeles, CA.** Project Manager for this large feasibility study for placing a new fiber line down the US 101 freeway cooridor. Biological, cultural, paleontological, and permitting constraints were all examined. (April 2012 – July 2013)
- **Digital 395 Broadband Stimulus Project, Praxis and California Broadband Corporation, California and Nevada.** Cultural Director. Dr. Bischoff acted as the California report manager of the cultural division, directed fieldwork, and authored management documents and reports. This project involved the new installation of over 650 miles of fiber-optic line across California and Nevada. The programmatic agreement of this complex project included 10 federal, state, and tribal agencies, with another seven acting as interested parties, and the management, evaluation, and monitoring of over 170 cultural sites. NTIAA was the Principal Federal Agency, but also involved twelve other California and Nevada State and Federal agencies and Tribal Groups (November 2011 – April 2012)

- **Fort Irwin Cell Tower Geotech Boring Monitoring, Northrop-Grumman and Fort Irwin Army Post, San Bernardino County, CA.** Principal. This project involves the cultural and paleo monitoring of sensitive areas as part of the construction of over 24 new cell tower locations. (October 2013 – October 2013)
- **Edwards Airforce Base Telecommunication Cultural Monitoring, Team Fischel Company, Edwards AFB, Kern County, CA.** Project Manager and Principal for the cultural monitoring of 40-miles of telecommunication trenching on Edwards AFB, including pre-construction meetings and a final monitoring report. (May 2013 – Sept. 2013)
- **Fort Irwin Cell Tower Surveys and Monitoring, Northrop-Grumman and Fort Irwin Army Post, San Bernardino County, CA.** Principal. This project involves the cultural and paleo survey of over 24 new cell tower locations and associated access roads on Fort Irwin, as well as construction phase monitoring. (April 2013 – October 2013)
- **Marine Corps Base, Camp Pendleton, Cultural Resources Consultation, Marine Corps Base, Pendleton, San Diego County, CA.** On-Call Senior Cultural Resources Consultant. Dr. Bischoff provided senior-level cultural resource consultation related to Camp Pendleton's Basewide Utilities Infrastructure Improvements project. He provided consulting on cultural resource management for several waste treatment and utility line systems as part of the Camp's "Grow the Force" initiative. (2011 – October 2013)
- **Pacoima Spreading Grounds Improvement Project, LACDPW, Los Angeles County, CA.** Cultural Principal. Dr. Bischoff managed the cultural resources record search and CEQA cultural section mitigation measures of an EIR for the improvement of the Pacoima spreading grounds and related canal resources. (April 2013 – October 2013)
- **Devil's Gate Reservoir Sediment Removal and Management Project, LACDPW, Los Angeles County, CA.** Principal of Cultural Resources. This project involved removal of sediment within the Devil's Gate Reservoir area, which required a preliminary cultural survey and record search under CEQA, as well as an EIR. Dr. Bischoff served as the cultural principal for the project and provided a recommended plan for dealing with sedimentary soils vs. native soils, monitoring criteria, and potential discovery situations. Dr. Bischoff helped write Environmental Impact Report sections, and worked with the Gabrieleno Tribal Group in the protection of archaeological and tribal cultural resources. (2011 – October 2013)
- **Peck Road Spreading Basin Improvement Project, LACDPW, Los Angeles County, CA.** Cultural Principal. Dr. Bischoff managed the cultural resources record searches, field survey, paleontological survey, and CEQA cultural section mitigation measures of an MND for the improvement of the Peck Road Spreading Basin, including a related new water discharge pipe. (June 2013 – September 2013)
- **Marina Del Rey Waterline Replacement Project Cultural Monitoring, LACDPW, Los Angeles County, CA.** Cultural Principal. This project with the Los Angeles Department of Public Works involved the cultural monitoring for the Marina Del Rey 18-inch Waterline Replacement. Chambers Group also provided a qualified archaeological monitor at the project site during excavation activities during construction. (March - May 2013)
- **Dieguto Wetlands Restoration Monitoring, Southern California Edison, Del Mar, San Diego County, CA.** Principal Investigator and Project Manager. This project involved the extensive rehabilitation of Southern California Edison property as part of the Dieguto Wetlands Restoration project. (April 2012 - January 2013)

- **Live Oaks Spreading Grounds Project, LACDPW, Los Angeles County, CA.** Cultural Principal. Dr. Bischoff managed the cultural resources record search and site visit for this public works project. (April 2013 – October 2013)
- **Los Penasquitos Wetlands Monitoring, AMEC, Del Mar, San Diego County, CA.** Principal Investigator. Dr. Bischoff managed the monitoring tasks, budgets, and professional standards for this project near the City of Del Mar as part of the Torrey Pines State Nature Reserve restoration. (October - December 2012)
- **San Gorgonio Creek Water Recharge Basin Construction Monitoring, Beaumont Cherry Valley Water District, Cherry Valley, Riverside County, CA.** Principal and Project Manager. This project involved paleontological and archaeological construction monitoring during construction, including emergency evaluation and monitoring when early 19Th Century structures and materials were unexpectedly encountered during earth moving. (February 2012 – April 2012)
- **Penmar Golf Course Water Quality Improvement Project, Pacific Hydrotech and City of Santa Monica, Santa Monica, CA.** Principal Investigator. Dr. Bischoff managed QA/QC review, budgets, and professional standards for the project in the City of Venice. Penmar was a multi-year waterline and tank improvement project in which evidence of ethnic Japanese barrios and fossil Pleistocene animal bones were discovered. (November 2011 - November 2012)
- **Oxford Retention Basin Flood Protection Project, LACDPW, Los Angeles County, CA.** Principal and Project Manager. The Oxford Basin in Marina Del Rey was receiving enhancement, and Dr. Bischoff managed the completion of the cultural survey, literature review, and construction monitoring for the project. (2011 - 2012)
- **Veterans Administration, VISN 21 On-Call, Western States, Teamed with KAL Architectes.** This project will provide cultural and biological technical services for Veterans Administration projects from October 2013 to October 2018. (October 2013 – October 2013)
- **Historic Structure Evaluations for Statewide Weatherization Efforts, sub to ICF for the State of California, All Counties, CA.** Project Manager and Principal. This project involves meeting NEPA compliance for low-income subsidized weatherization efforts throughout the State of California. Hundreds of structures will be evaluated as part of this project by a Chambers Architectural Historian using a abbreviated format. (November 2011 to October 2013)
- **CEQA Services for Improvements to Polytechnic and Wilson High Schools, LBUSD, City of Long Beach, CA.** Cultural Principal. Dr. Bischoff provided oversight and incorporation of the historic architecture technical reports into the project CEQA documents. (June 2013 – August 2013)
- **Mill Creek Crew Room Cultural Monitoring, Angeles National Forest (ANF), Los Angeles County, CA.** The County of Los Angeles Department of Public Works proposed to replace the crew room building within the Angeles Forest Mill Creek Summit Maintenance Yard facility. This CEQA/NHPA project involved the preparation of a treatment and discovery plan document, ARPA permitting, constant consultation with the ANF, construction monitoring, and a final monitoring report. (April – July 2013)

- **Review of Technical Report and CEQA Documents Relating to the Proposed Demolition of Santa Ana Public Building #16, City of Santa Ana, Santa Ana, CA.** Principal. This project involved the review of technical documents, mitigation measures, and CEQA documents relating to the demolition of a 1950s public building in the City of Santa Ana. (May 2013 – July 2013)
- **Roosevelt School, LBUSD, City of Long Beach, CA.** Cultural Principal. Dr. Bischoff provided oversight, authorship, and counsel on the EIR for the demolition of the Roosevelt Elementary School in Long Beach. This proved to be a complex project, involving an historic built environment resource evaluation and mitigation plan, legal investigation, and extensive responses to public comments. This process resulted in a HABS/HAER mitigation project. (November 2011 - June 2012)
- **Foothill Toll Road Cultural and Paleontological Monitoring, Ghiradelli and Associates, Orange County, CA.** Principal and Project Manager for cultural monitoring related to the upgrade of all tollroad payment stations in Orange County. (October 2013 – October 2013)
- **9th Street Extension Historic Structure Inventory and Evaluation, City of Holtville, Imperial County, CA.** Principal and Project Manager. Dr. Bischoff managed and provided QA/QC for this project involving a Caltrans inventory of project APE historic built environment resources, and the historic evaluation of a canal feature. Final deliverables included a Historic Resources Evaluation Report and a Historic Property Survey Report to CALTRANS standards. (June 2013 – August 2013)
- **Francisquito Bridges Replacement (3-Total), LADWP/CALTRANS, Los Angeles County, CA.** Principal. Dr. Bischoff managed and oversaw the completion of this project in the Angeles Forest. This project involved the replacement of three existing bridges on San Francisquito Canyon Road over San Francisquito Canyon Creek. The proposed improvement project involved widening the two lane bridges, improvement of approachment roadway, and the placement and installation of retaining walls, concrete barriers with tubular-steel handrails, and metal beam guardrails. (2011 – September 2013)
- **Murrieta Whitewood Road Extension, City of Murrieta, Riverside County, CA.** Principal and Project Manager. This road extension project involved a cultural resource survey and records search, a paleontolgoical field study, and native american Consultation due to the historic use of the nearby Murrieta Hot Springs by local Native Americans. (April – June 2012)
- **Nuevo Road/ I-215 Interchange Improvement in the City of Perris, CALTRANS, Riverside County, CA.** Principal. Dr. Bischoff managed and provided QA/QC for this project involving street widening and additional improvements at the Nuevo Road/ I-215 interchange. Final deliverables included a record search and a survey report to CALTRANS standards. (2011 – 2012)
- **Soledad Canyon Road Bridge Replacement Project, LACDPW, Los Angeles County, CA.** Principal. LADPW intends to replace a bridge on Soledad Canyon Road. Chambers Group completed a record search and NAHC records review for potential archaeological resources. This project is on-going and may in the future involve further work, including cultural and historic structure surveys and evaluation. (2011 – 2012)

- **Grove Lumber Facility Cultural and Paleontological Technical Studies, Thatcher Engineering, City of Perris, Riverside County, CA.** Principal for the cultural technical studies for this development project, including cultural and paleontological record searches, NAHC letters, and a cultural study (October 2013 – October 2013)
- **Newport Beach Yacht Club Evaluation, Community Development Department, City of Newport Beach, Orange County, CA.** Principal for this historic architecture project involving the built environment evaluation of the Newport Beach Yacht House. (October 2013 – October 2013)
- **Blossom Plaza Historic Structure Evaluation, China Town, City of Los Angeles, CA.** Principal for this historic architecture project involving the updating of technical reports and a standing structure evaluation. (July 2013 – September 2013)
- **Moreno Valley Residential Building Evaluation, City of Moreno Valley, Riverside, CA.** Principal for the architectural assessment of the J. Langdon Ranch located at 11761 Davis Street, in the city of Moreno Valley, Riverside County, California. (April 2013)
- **Indian Wells Tennis Court Development Project, Indian Wells, Riverside County, CA.** Principal Provided technical review of the planning documents cultural section, as well as oversaw Native American Heritage Commission communication for this project to enhance the Indian Wells Tennis Garden complex. (December 2012 – April 2013)
- **Scripps Hospital Paleontological and Archaeological Monitoring, Worley-Parsons, City of Encinitas, CA.** Principal Investigator. Dr. Bischoff managed QA/QC review, budgets, and professional standards for the cultural and paleontological monitoring of this large development project. (2011 - 2013)
- **Tehachapi Renewable Transmission Project (TRTP), Southern California Edison, Kern, Los Angeles, and San Bernardino Counties, CA.** Principal and Project Manager. Dr. Bischoff was responsible for all office and field operations that ensured the successful inventory and management of cultural resources related to this 300-mile transmission line project, including the management of standing historical structures and paleontological resources. He managed an annual budget in excess of $4 million, a staff of up to 40 persons, wrote compliance documents (Programmatic Agreement Appendices, ARPA permits, Project Agency Yearly Reports, and Management Plans), and managed hazmat situations. Dr. Bischoff completed over 150 individual projects in southern California including survey, evaluation, mitigation, and resource monitoring. He wrote individual budgets for project-specific tasks, as well as construction-related administrative tasks, each with different scopes of work and budget amounts. He reconciled all budgets on a monthly basis and coordinated them with the master construction schedule. Dr. Bischoff managed field compliance with NEPA, with TRTP-specific environmental agency agreements, and with the cultural section of the project EIR/EIS and Programmatic Agreement. He also met legal and agency guidelines for Section 106 of NHPA, CEQA, NAGPRA, and TRTP Cultural Resource Management Plan. The Angeles National Forest was the lead Federal Agency, but the CPUC and other Federal and California State Agencies were also involved. (November 2009 - June 2011)

- **East Kern Wind Resource Area (EKWRA) Power Pole Replacement Project, Southern California Edison, Kern County, CA.** Principal and Project Manager. Dr. Bischoff managed original technical studies for a project designed to replace hundreds of power poles in the Tehachapi Mountains area in support of new wind farm construction. He conducted large area surveys, some on BLM properties, and developed a management plan for dozens of archaeological sites. Bureau of Land Management was the principal Federal agency. (February 2010 - June 2011)
- **San Jose Salt Barge HAER Documentation Project, USACE and Santa Clara Valley Water District, City of San Jose, CA.** Principal. Dr. Bischoff consulted on the excavation and evaluation of a shallow-water shipwreck discovered during a wetlands rehabilitation project. This project involved USACE, San Francisco District as lead agency and the Water District as client. (January – February 2011)
- **Operations and Maintenance Contract, Southern California Edison. Southern California.** I acted as the Principal for all work orders issued to our office under the O/M contract. A major task under this contract was the response to the Crown Fire in 2010. I worked directly with SCE during and immediately after the fire to evaluate and protect cultural resources. (Jan 2010 - June 2011)
- **Crown Fire Survey and Cultural Site Update, Southern California Edison, Los Angeles County, CA.** Project Manager. Dr. Bischoff led the cultural response to the Crown Fire, which included surveying and updating known cultural sites as part of the SCE post-fire power pole and access road inspection. (August – Sept. 2010)

APPENDIX D
Historic Resource Evaluation

3411-3445 W. 8th Street,
3447-3453 W. 8th Street,
3455 W. 8th Street,
765 S. Harvard Boulevard,
767 S. Harvard Boulevard,
and 749 S. Harvard Boulevard
Los Angeles, California
Historic Resource Evaluation

October 30, 2019

Submitted by:

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2526 Eighteenth Street
Santa Monica, CA 90405

David Kaplan, Principal
Pam O'Connor, Architectural Historian

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Attachments

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EXECUTIVE SUMMARY AND PURPOSE

This report, completed by Kaplan Chen Kaplan, presents the findings of the historic resource evaluation conducted for the properties at 3411-3445 W. 8th Street, 3447-3453 W. 8th Street, 3455 W. 8th Street, 765 S. Harvard Boulevard, 767 S. Harvard Boulevard, and 749 S. Harvard Boulevard located in the Wilshire Center/Koreatown Community Redevelopment Project area which is in the Wilshire Community Plan Area of the City of Los Angeles.

The purpose of this evaluation is to determine whether these properties contain historical resources as defined by the California Environmental Quality Act (CEQA). The subject properties are proposed to be demolished.

There is no evidence that any historic persons or events are associated with any of the subject properties. None of the buildings are excellent examples of their architectural styles. While one of the buildings, 3431-3445 W. 8th Street was designed by master architect Stiles Clements, it is not an excellent example of his work. None of the other buildings were designed by a master architect. None of the buildings possess excellent craftsmanship or materials and none of the buildings are the work of a master builder.

The findings of this report are the result of thorough research, field observations and building evaluations using current technical guidance from national, state, and local historic preservation agencies. Based on this, the properties at 3411-3445 W. 8th Street, 3447-3453 W. 8th Street, 3455 W. 8th Street, 765 S. Harvard Boulevard, 767 S. Harvard Boulevard, and 749 S. Harvard Boulevard do not meet the criteria to be 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 Monuments as individual resources. There is no eligible historic district that includes the subject properties or the 3400 block of W. 8th Street/700 block of S. Harvard Avenue.

SUMMARY OF RESEARCH AND METHODOLOGY

A comprehensive methodology for researching the development history of properties and evaluation of the research to determine potential historic eligibility included conducting the following activities:

- Field review of subject properties in September 2019
- Field review of adjacent area in September 2019
- Photography of subject properties and adjacent area
- Building Permit Research
- Assessor data research
- ZIMAS records research
- Research online databases and sources
- Research Los Angeles Public Library online resources
- Review of City Directories
- Review of aerial and topographic maps
- Research online photographic databases
- Research historic newspaper databases
- Review of SurveyLA findings and HistoricPlacesLA.org

- Review of Wilshire Center/Koreatown Community Redevelopment Project Historic Resources survey
- Review of SurveyLA Historic Contexts
- Records search South Central Coastal Information Center
- Evaluation of properties in accordance with federal, state and local eligibility criteria

All of the field data and research data were analyzed and evaluated by an architectural historian who meets the Secretary of the Interior's Professional Qualification Standards for Historic Preservation and by an architect who meets the Professional Qualification Standards for Historic Architect.

REGULATORY FRAMEWORK

The importance of historic resources has been recognized by federal, state, and local governments through programs and legislation that identify and recognize buildings, structures, object, landscapes and districts that possess historic significance.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) considers historical resources part of the environment. A project that may cause a substantial adverse effect on the significance of an historical resource may have a significant effect on the environment. A property that is eligible for listing in the California Register of Historical Resources, is listed in a local register of historical resources, or has been identified as historically significant in an historic resources survey that meets specific criteria is considered a historical resource under CEQA. In order to determine if a property is a potential historical resource it must be evaluated for its eligibility for inclusion on the National Register of Historic Places, the California Register of Historical Resources and/or as a local historical resource.

National Register of Historic Places

The National Historic Preservation Act (NHPA) of 1966 established the National Register of Historic Places (National Register) as an authoritative guide "used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and indicate what properties should be afforded protection from destruction or impairment."[1] Buildings, districts, sites and structures may be eligible for listing in the National Register if they possess significance at the national, state or local level in American history, culture, architecture or archeology, and in general, are over 50 years old. Significance is evaluated using established criteria:

A. Are associated with events that have made a significant contribution to the broad patterns of our history; or
B. Are associated with the lives of persons significant in our past; or

[1] 36 Code of Federal Regulations, Section 60.

C. 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. Yield, or may be likely to yield, information important in prehistory or history.

Significance of Association National Register Bulletin 32, Guidelines for Evaluating and Documenting Properties Associated with Significant Persons, provides guidance on evaluating potential historic association with people who have "made contributions or played a role that can be justified as significant." For association with leaders or prominent families it is necessary "to explain their significant accomplishments" and they "must be compared to those of others who were active, successful, prosperous, or influential in the same field." Most properties nominated for associations with significant persons also are nominated for other reasons and a majority of properties nominated under the association criterion are also significant in the area of architecture or for the area in which the individual(s) achieved recognition.

National Register Bulletin 32 adds that the fact that we value certain professions or the contributions of certain groups historically does not mean that every property associated with or used by a member of that group is significant. Associations with one or more individuals in a particular profession, economic or social class, or ethnic group will not automatically qualify a property. The contribution must be distinctive: it is not enough to show that an individual has acquired wealth, run a successful business, or held public office, unless any of these accomplishments, or their number or combination, is a significant achievement in the community in comparison with the activities and accomplishments of others.

Integrity. Properties may be eligible for inclusion on the National Register as individual resources and/or as contributors to an historic district. *National Register Bulletin 15: How to Apply National Register Criteria for Evaluation* states that in addition to meeting at least one of the four criteria, a resource should be evaluated to assess its integrity. For individual resources to qualify for inclusion they must represent an important aspect of an area's history and possess integrity. An historic district must retain integrity as a whole, "the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished."

The seven aspects of integrity are location, design, feeling, association, setting, workmanship and materials. To "retain historic integrity a property will always possess several, and usually most, of the aspects." For a resource to be evaluated as significant for its design, a "property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique."

Historic Context. A resource must also be significant within an historic context. *National Register Bulletin 15* states that an historic context explains "those patterns, themes, or trends in history by which a specific…property or site is understood and its meaning…is made clear." To be determined eligible for listing on the National Register a property must possess significance within a historic context and possess integrity.

Historic District. According to *National Register Bulletin 15,* an historic district derives its importance from being a unified entity whose identity as a district "results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment." An historic district is "a definable geographic area that can be distinguished from surrounding properties by changes such as density, scale, type, age, style of sites, buildings, structures, and objects, or by documented differences in patterns of historic development or associations...the boundaries must be based upon a shared relationship among the properties constituting the district."[2]

California Register of Historical Resources

The California Register, based on the National Register, is the "authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and indicate which properties are to be protected." A building, site, structure, object, or historic district may be eligible for inclusion on the California Register if it meets one or more of the following 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
2. It is associated with the lives of persons important to local, California, or national history
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
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.

California Office of Historic Preservation Technical Assistance Series #6, California Register and National Register: A Comparison states that in addition to meeting one of the criteria of significance, a resource must "retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance" and "integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. " Historical resources that "have been rehabilitated or restored may be evaluated for listing."

Series 6 Guidance also states, "Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance." Historical resources that do not retain sufficient integrity to qualify for the National Register may still be eligible for listing in the California Register: "a resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data."[3]

[2] National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation, pp. 5-6, https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf
[3]California Office of Historic Preservation Technical Assistance Series #6: California Register and National Register: A Comparison, p. 3.

City of Los Angeles Historic-Cultural Monument

A City of Los Angeles Historic-Cultural Monument is 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 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, or local history;
2. Is associated with the lives of historic personages important to national, state, city, or local history
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.

City of Los Angeles Historic Preservation Overlay Zone (HPOZ)

Historic District in the City of Los Angeles are known as an Historic Preservation Overlay Zone (HPOZ), a significant concentration, linkage, or continuity of sites, buildings, structures, objects, landscape or natural feature united historically or aesthetically by plan or physical development. The criteria for the designation of an HPOZ are:

1. Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time
2. Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city
3. Retaining the building, structure, landscaping, or natural feature, would contribute to the preservation and protection of a historic place or area of historic interest in the City.

An HPOZ boundary and its contributing resources are identified through a Historic Resources Survey conducted for the HPOZ.

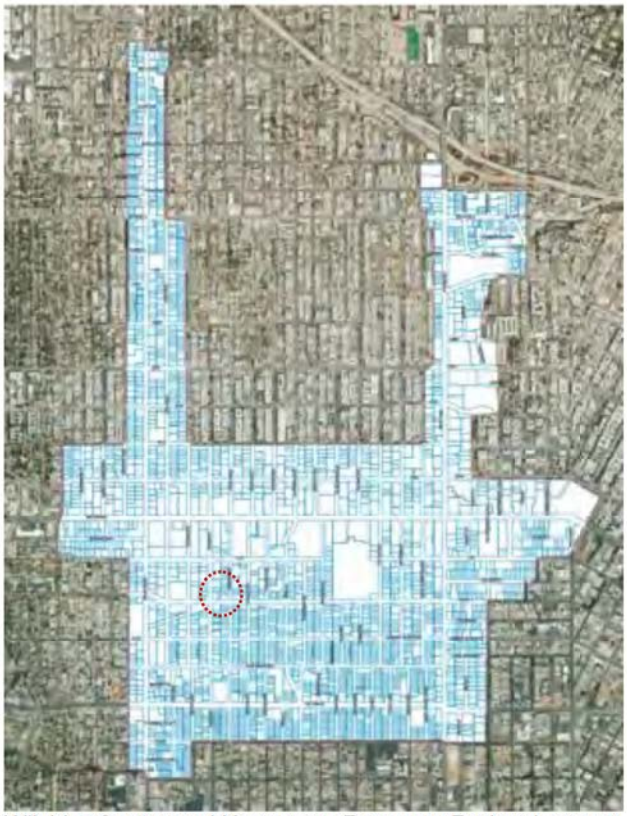
PROJECT LOCATION AND SETTING

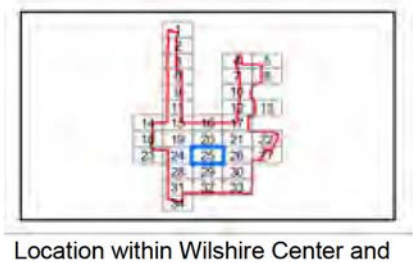
The subject properties are located in the southeast section of the Wilshire Community Plan Area of the City of Los Angeles. They are also located in the center of the Wilshire Center and Koreatown Recovery Redevelopment Area.

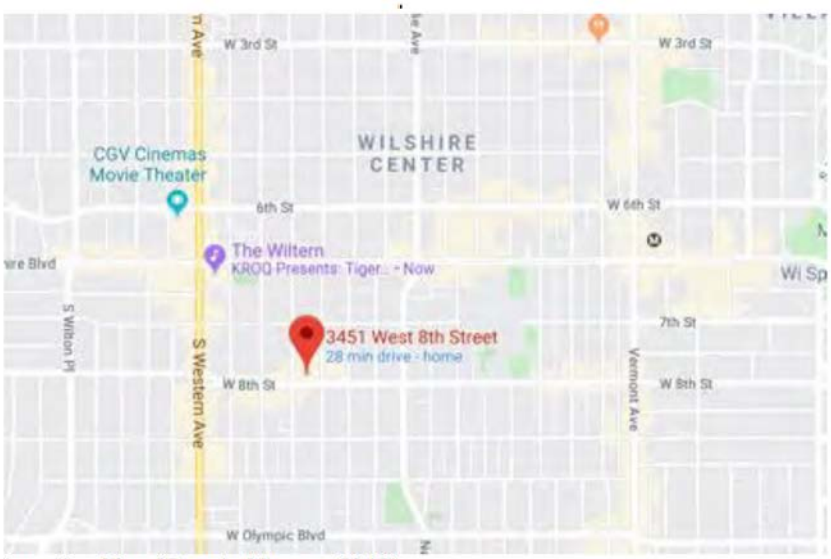


Wilshire Community Plan Area


Southeast section of Wilshire CPA


Wilshire Center and Koreatown Recovery Redevelopment Area


Location within Wilshire Center and Koreatown Redevelopment Area



Location Map (Google Maps, c 2019)


Satellite view of area (Google Earth, c 2019)

The subject properties are located along the 3400 block of W. 8th Street and the 700 block of South Harvard Avenue. West 8th Street runs east-west through much of the City of Los Angeles from the East side of the City to the border of Beverly Hills. In the Koreatown area W. 8th Street is an arterial street with two lanes of traffic in each direction and one parking lane on each side of the street and is primarily commercial and residential buildings including newer high-rise residential housing. The 3300-3500 blocks of W. 8th Street have Ficus trees planted along W. 8th Street. South Harvard Avenue runs north-south starting on the north at Los Feliz Boulevard and running intermittently through the City of Los Angeles into the South Bay cities.

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Portion of W. 8th Street through Koreatown (Google Earth, c2019)



North side of 3400 Block of W. 8th Street (Google Earth, c 2019)



South side of 3400 Block of W. 8th Street (Google Earth, c 2019)

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Oblique view of W. 8th Street subject properties looking northwest (Google Earth, c2019)



Oblique view of rear of W. 8th Street subject properties looking southwest (Google Earth, c2019)



East side of 700 block of S. Harvard Avenue (Google Earth, c 2019)



West side of 700 block of S. Harvard Avenue (Google Earth, c 2019)

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DEVELOPMENT HISTORY OF 3400 BLOCK OF W. 8th STREET/700 BLOCK OF S. HARVARD AVENUE

Tract History

The subject parcels are located in two tracts with the east half of the 3400 block of W. 8th Street and S. Harvard Avenue in the Wilshire Harvard Heights Tract and the west half of the 3400 block of W. 8th Street in Tract No. 2189.

The Wilshire Harvard Heights Tract was subdivided in 1905 for its owner, the Title Guarantee Trust Company, The Tract is four blocks long with its north border the south side of Wilshire Boulevard and its south border the north side of San Marino Street. It is also four blocks wide with both sides of Harvard Street as its west border and both sides of Irolo Street as the east border. The intervening east-west streets are 7th, 8th and 9th Streets and the north-south streets also include today's Kingsley, Ardmore and Irolo Streets.

The parcels along Wilshire Boulevard are oriented north/south with corner parcels 60 feet wide and interior parcels 50 feet wide and all with a depth of 145 feet. The rest of the parcels in the Wilshire Harvard Heights Tract, including those along the other east-west streets, are oriented east-west. The east-west running streets, including the now commercially developed W. 8th Street, have their long side parallel to the east-west street. This includes the commercial buildings in the tract along W. 8th Street. Most of these parcels are 50 feet wide with a few parcels up to 60 feet wide; all parcels are 135 feet deep.

The subject buildings 3431-3445 W. 8th Street, 765 S. Harvard Avenue, 767 S. Harvard Avenue and 749 S. Harvard Avenue are in the Wilshire Harvard Heights Tract.

Tract 2189 was subdivided in 1913 for its owner, the Title Guarantee Trust Company. This tract is 3 ½ blocks wide and four blocks long. Its north border is the south side of Wilshire Boulevard and the south border it the north side of San Marino Street. The east border includes both sides of Hobart Boulevard and the west border is the east side of Western Avenue. The intervening east-west streets are 7th, 8th and 9th Streets and the north-south streets also include Oxford and Serrano Avenues.

There is a former right-of-way that angles from southwest to northeast through the tract from west of 9th Street to 8th Street on the east. The parcels in the tract are oriented east-west and are larger than those of the Wilshire Harvard Heights Tract. with the majority 150 feet deep with widths that vary from 75 feet to 95 feet wide with some at 100 feet to 115 feet wide north of 8th Street; south of 8th Street the widths varying from 50 feet to 77 feet wide.

The subject buildings at 3447-3453 W. 8th St and 3455 W. 8th Street are in Tract 2189.



Tract No. 2189 [4]



Wilshire Harvard Heights Tract



Tract maps Image excerpt showing tracts combined



Satellite image excerpt showing tracts combined (c2019 (Google Earth)

[4] Lager images of maps in Attachments



Los Angeles County Assessor Map

The Assessor Parcel Numbers and tracts for the subject properties are:

Address	*Assessor Number*	*Tract*	*Lots*
3431-3445 W. 8th St. 765 S. Harvard Ave. 767 S. Harvard Ave.	5093-018-020	Wilshire Harvard Heights	113 and 114
749 S. Harvard Ave.	5093-018-017	Wilshire Harvard Heights	111 and 112
3447-3453 W. 8th St.	5093-018-009	Tract No. 2189	East portion of 201 and 202
3455 W. 8th St.	5093-018-008	Tract No. 2189	West portion of 201 and 202



Subject Properties

Development History

The first Sanborn Map for the area is from 1921. The Wilshire Harvard Heights Tract had been subdivided 16 years earlier in 1905 and by 1921 most of the 700 and 800 blocks of S. Harvard Avenue had been developed with modest-sized single-family dwellings including 749 S. Harvard Avenue. The parcels on the north side of the 3300 and 3400 blocks of W. 8th Street had not been developed; on the south side some of the parcels had been developed with single-family dwellings. The adjacent Tract No. 2189 was subdivided in 1913, eight years earlier than the Sanborn Map. By 1921, the 700 block of S. Hobart Boulevard had larger lots and over half of the parcels on the 700 block of S. Hobart Boulevard had been developed with single-family dwellings including the subject parcel at the northeast corner of S. Hobart Boulevard and W. 8th Street.



1921 Sanborn Map

By 1950 the parcels on the both sides of the 3400 block of W. 8th Street and the west half of the 3300 block of W. 8th Street, in both tracts, had been developed with commercial buildings, one- and two-story retail. All four corners of the intersection of W. 8th Street and S. Harvard Avenue had been developed with commercial retail buildings. All the parcels on the 700 block of S. Harvard Avenue had been developed primarily with single-family dwellings.



1950 Sanborn Map

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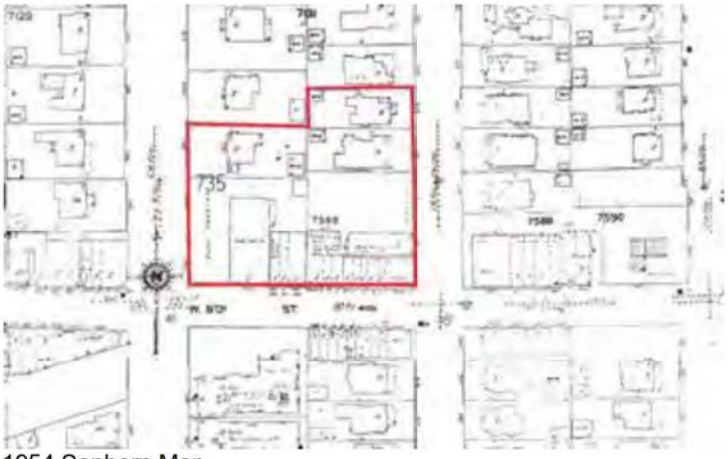


1954 Sanborn Map

The 1954 Sanborn Map shows that the dwellings on the three parcels to the north of the subject corner parcel along S. Harvard Avenue had been demolished. The Sanborn Map also shows that the corner parcel had consolidated one parcel to the north and had developed two buildings: one building, 765 S. Harvard Avenue faced the street; the other, 767 S. Harvard Avenue, was internal to the site. This configuration remained the same in 1961 as shown on the 1961 Sanborn Map. The 1961 Sanborn Map also shows that six of the parcels along the 700 block of S. Harvard Avenue had been redeveloped with multi-story, multi-family apartment buildings.



1961 Sanborn Map

The 1970 Sanborn Map shows that an additional dwelling on S. Harvard Avenue behind the corner commercial building had been demolished. The single-family dwelling at 749 S. Harvard Avenue was the first residential building to the north of the commercial buildings. To its north all the parcels on that side of the 700 block of S. Harvard Avenue but one had been redeveloped with multi-family, multi-residential apartment buildings.

Construction History

The four corners of the intersection of W. 8th Street and S. Harvard Avenue were developed as commercial properties in the late 1930s and early 1940s with additions constructed in the early 1950s.



1970 Sanborn Map



Satellite image showing four corners at intersection of W. 8th St and S. Harvard Blvd. (Google Earth (c2019)[5]

[5] As there are multiple storefronts and offices in the studied buildings, the addresses used in this report are based on building permits, Assessor records, Zimas and observation.

The first building to secure a building permit, in 1938, was 3411 W. 8th Street, located on the northeast corner. The owner was Anton Tutter of 1135 Van Nuys Building. The architect was Stiles O. Clements and the engineer was Edwin F. Rudolph. The permit was for a 65 foot by 135 foot, one-story store building. Tutter owned the building until at least 1953.



3411 W. 8th St, west and south elevations[6]



3411 W. 8th Street, south elevation

The commercial building with stores and offices located on the northwest corner at 3431-3445 W. 8th Street began construction later in 1938. The permit was for a two-story building, 42 feet by 135 feet. The owner, the Permoid Process Company, had offices in downtown Los Angeles and Van Nuys. The Van Nuys office was in the 1135 Van Nuys Building. Stiles O. Clements was the architect and the engineer was Edwin F. Rudolph.



3431-3445 W. 8th Street, south and east elevations



3431-3445 W. 8th Street, south elevation

A residential building on the southeast corner of W. 8th Street and S. Harvard Avenue at 3416 W. 8th Street was converted into stores in 1939. The owner was M. A. Doyle and the architect A.E. Harvey. The building on this parcel was recently demolished. Five

[6] Larger imagpes of photographs are in the Attachments

parcels including the corner parcel have been consolidated and a new building with the address of 800 S. Harvard Boulevard is under construction.



800 S. Harvard Avenue

The building on the southwest corner of W. 8th Street and S. Harvard Avenue at 3428 W. 8th Street was built in 1940 as stores and offices, two stories and 38 feet by 135 feet. The owner was the Permoid Process Company of 3445 W. 8th Street. There was no architect listed on the building permit; the engineer was John Mackel.



3428 W. 8th Street, east and north elevations



3428 W. 8th Street, north elevation

On the north side of the 3400 block of W. 8th Street another building was constructed for the Permoid Process Company mid-block at 3447-3453 W. 8th Street in 1940. The building is a one-story, 50 feet wide by 70 feet deep store building. The architect is listed as "none" with John E. Mackel as the engineer.



3447-3453 W. 8th Street, south elevation

Another building was constructed at the west end of the 3400 block of W. 8th Street in 1940 at 3455 W. 8th Street. The one-story store was constructed for owner Robert A. Campbell with Harold S. Johnson as architect and William D. Coffey as engineer.



3455 W. 8th Street, south elevation

The last buildings constructed on the 3400 block of W. 8th Street were two buildings constructed at the rear of 3431-3445 W. 8th Street after parcels to the north were consolidated to the corner lot by owner, the Permoid Process Company. The existing dwellings were demolished in 1951.

The first building constructed was 765 W. 8th Street with its front façade sited at the S. Harvard Avenue property line. The two-story building is 28 feet wide in front (facing S. Harvard Avenue) and 80 feet long. The long elevation faces a paved surface parking lot. The building permit lists “none” as the architect with John E. Mackel as the engineer.

On the same consolidated parcel, another building was constructed in 1951 to the west (rear) of 765 S. Harvard Avenue and to the north (rear) of 3431-3445 W. 8th Street. The building’s “front” elevation faces the surface parking lot to the north and is known as 767 S. Harvard Avenue. The building permit is for the addition of a two-story addition of 24 foot by 42 foot building to the 3431-3445 W. 8th Street Building. The owner of the addition was the Permoid Process Company then located at 3142 Wilshire Boulevard. The architect is listed as “none” and the engineer was John E. Mackel.



765 S. Harvard Avenue, east elevation



767 S. Harvard Avenue, north elevation

History of the Permoid Process Company

The building at 3431-3445 W. 8th Street and the buildings behind it at 765 S. Harvard Avenue and 767 S. Harvard Avenue were constructed for the Permoid Process Company. The buildings at 3428 W. 8th Street and 3447-3453 W. 8th Street were also constructed for the Permoid Process Company.

Limited information was found regarding the Permoid Process Company. The company was owned by Robert M. Lawson. The first listing identified for Lawson was in the 1938 City Directory where he was identified as "Building Manager" at 8th and Figueroa. The 1942 City Directory lists Lawson as in Real Estate with a business address of 3445 W. 8th Street. An advertisement in the *Los Angeles Times* in 1948 lists offices for lease in the Wilshire Ambassador District by Robert M. Lawson. Another citation listed Robert M. Lawson as owner of the Talmadge Apartment Building in 1952. Also, in 1952 an article in the *Los Angeles Times* identified Lawson as one of the members of the Board of the Wilshire Center association. A reference from May 1965 lists Robert M. Lawson Company in the real estate business located at 3445 W. 8th Street.

City and telephone directory listings for the buildings owned by the Permoid Process Company on W. 8th Street show that Robert Lawson, Real Estate occupied an office in some of these buildings between 1942 into the 2000s, but there are no listings for the Permoid Process Company located in any of the buildings that it owned. City and telephone directories show many small retail businesses and offices located in the W. 8th Street buildings owned by the Permoid Process Company. No further biographical information was found for Robert M. Lawson.

Stiles O. Clements

Stiles O. Clements was born in Centerville, Maryland in 1883. His architectural education included a Bachelor of Architecture degree from the Drexel Institute of Technology in Philadelphia, a Master's degree in Architecture from the Massachusetts Institute of Technology and coursework at the Ecole des Beaux Arts in Paris, France. After working for a few firms in New York City, Clements moved to Los Angeles around 1911 and joined the firm, then known as Morgan, Walls and Morgan as their principal designer. The firm was renamed Morgan, Walls and Clements in 1923. In 1937

Clements established his firm as Stiles O. Clements Associate Architects where he continued until his retirement in 1965; he passed away a year later.

Clements was responsible for the design of buildings in a variety of styles including Spanish Colonial Revival, Beaux Arts, period revival styles, art deco, zigzag modern and other contemporary designs. From the 1920s through the 1960s, Clements produced a number of important designs including: the Richfield Building; the Assyrian inspired Sampson Tire and Rubber company factory complex in Commerce; Security First National Bank in Santa Monica for which he won AIA awards; the Wiltern (Pellissier) Building; the Mayan, Belasco, and Music Box theaters. Other Clements' designs include: Adamson House, Malibu; Chapman Park Market; Chouinard Art Institute; Coulter's Department Store; Dominguez-Wilshire Building; El Capitan Theater and Office Building; Thomas Jefferson High School; La Fonda Restaurant. Clements designed dozens of commercial buildings in Los Angeles including many along the portion of Wilshire Boulevards known as the Miracle Mile including the "Monkey Building"; Mullen and Bluett's Miracle Mile Department Store, and Ralph's Market Miracle Mile store. Clements was involved in civic affairs serving on the Los Angeles County Regional Planning Commission and was a founder of Los Angeles Beautiful and initiate the Los Angeles Trees-in-the-Streets Program.

PROPERTY HISTORIES AND DESCRIPTIONS

3431-3445 W. 8th Street

The building at 3431-3445 W. 8th Street was constructed in 1938 for the owner, the Permoid Process Company. The 42 foot by 135 foot store and office building was designed by architect Stiles O. Clements with Edwin F. Rudolph as the engineer. There is no contractor listed on the building permit. In early 1939 another building permit was taken out to eliminate two posts and change the entrance detail. The architect is listed as "none" and the engineer was E. F. Rudolph.



3431-3445 W. 8th Street, satellite view (Google Earth, c2019)

The parcel is an east-west oriented parcel with its long side parallel to W. 8th Street which features the primary façade. The commercial building is Colonial Revival in style and consists of two major sections. The east section of the building, at the corner of W. 8th Street and S. Harvard Avenue, is one-story; the west section of the building is two-stories.



3441-3445 W. 8th St., south and east elevations [7]



3441-3445 W. 8th St., south elevation



Corner detail



Entry door detail



Entry door detail

The one-story section at the east end is designed as offices. It is brick and stucco clad with a hipped roof with boxed eaves and a wide cornice band. A chimney pops up at the east end of the ridge of the hipped roof. This portion of the building is clad with painted brick; the brick at the base is not painted. There is a non-original entry door with a door assembly featuring a classical broken pediment design. The door is an offset single panel door. A signage course that runs above the windows the length of this section; this area is stucco-clad. There is one window to the east of the door and two windows to the west of the door. One window is on the S. Harvard Avenue side of the building. Windows are slightly recessed with a concrete sill and have security screens. There are fluted columns at the corner between the signage band and ground level; one of these has been damaged and partially removed. On the S. Harvard Avenue elevation, the window detail and signage band return for a single bay; the rest of the S. Harvard Avenue elevation is stucco clad and without fenestration or architectural details.



3441-3445 W. 8th St., east elevation

[7] Larger images of photographs in Attachments

The next section of the building features a series of retail storefronts. The roof along this section is a side gable with boxed eaves. The wide cornice band continues from the corner to the two-story section of the building. Two vent dormers are located along this section of the roof.

The signage band continues above the storefront windows the length of the one-story section. The area between the signage band and the cornice band is stucco clad and is also used for display of signage. There is one entry door with a triangular pediment above at the west end of the building. Most of the bulkheads are brick. All the other storefronts and doors are varied having undergone numerous tenant changes over the decades.



3441-3445 W. 8th St., south elevation



3441-3445 W. 8th St.,, south elevation

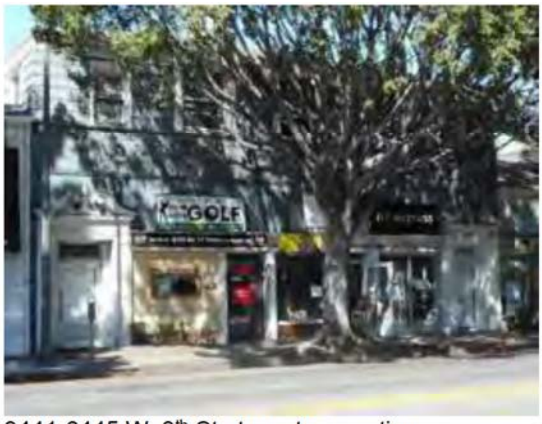
The two-story section of the building has a hipped roof. The signage band of the one-story section of the building continues along the two-story section. This two-story section has a symmetrically arranged elevation with an entry door with a classical door assembly with broken pediment located at each end of the section. In between are several storefronts which have undergone a variety of adaptations over the decades. The upper portion of this section is clad with wide clapboard. A series of double hung windows with wood surrounds are arranged along the second story. A slightly projecting sill runs the length of the building.



Storefronts at east end of one-story section.



Storefronts at west end of one-story section



3441-3445 W. 8th St., two-story section



3441-3445 W. 8th St., two-story section

City Directories, U.S. Census records, and building permits provide data on occupants and owners of the subject buildings. Later City Directory listings did not include data on occupations. The following information was identified regarding occupants of the commercial building at 3431-3445 W. 8th Street.

3431-3445 W. 8th Street

Year	*Name*	*Occupation/Use*
1942-1990	Robert M. Lawson, Real Estate	Business
1942	Howard B & Jane Lawson, Real Estate	Business
1942	William E & Lucille C. Ferguson, Real Estate	Business
1942-1958	Curries Ice Cream Co	Business
1942	Louis Sinoff, Tailor	Business
1942	Walter Neill, Real Estate	Business
1942	Elmer Richards, Real Estate	Business
1942	Belem Products Co	Business
1942-1971	Harvard Beauty Shop	Business
1942	R. W. Miller, Florist	Business
1942	Marilyn & Genevieve Moore, women's clothes & cleaners	Business
1942-1967	Charles Wagner, MD	Business

1958	Harvard Barber Shop	Business
1958	Los Angeles Stores	Business
1962	Michael Malin	No Business Listed
1962	The L & J Jewelry	Business
1962	Evelyn Cleaners	Business
1962	Lucille's Beauty Salon	Business
1962	Harvard Gift and Card Shop	Business
1962	Western Ins Service Co	Business
1962	Pratt Henry Company	Business
1962	Abe Richman, Attorney	Business
1962-1971	Sidney Unickel, Attorney	Business
1962-1985	Industrial Market Research	Business
1971	Gordon Stanley, Public Accountant	Business
1971-1981	Meier Line Auto Air Conditioning	Business
1971	A & A Beauty Salon	Business
1971	Harvard Income Tax Service	Business
1971	Grandmas Basket	Business
1981	AD IV Advertising, Graphics	Business
1981	Bora Hair Fashions	Business
1981	Grace Boutiques	Business
1981	Westron	Business
1981-1990	HO S Office of Translation	Business
1986	Jullys Cosmetics	Business
1986	Al-Anon Family Group Central	Non-Profit Organization
1986-1990	Chinusa Herbs & Acupuncture	Business

3447-3453 W. 8th Street

A building permit was taken out by owner, the Permoid Process Company in 1940 for the one-story building at 3447-3449 W. 8th Street. The building permit lists "none" as architect with John E. Mackel as the engineer. No contractor is listed. The building was one-story and 50 feet by 70 feet.

The one-story building is a one-part commercial building with Neoclassical Revival influences. It is rectangular in plan with a front shed roof and rear flat roof. There are three dormer vents with curved caps arranged across the front of the roof. Below the boxed eave is a band of rectangles each containing a small centered medallion. A fluted column is located at each end of the building. The upper level of the building is stucco clad and provides space for signage; one of the storefronts has an awning attached to that area. There is another simple panel that runs along the top of the storefront assemblies. The bulkheads are brick. There are three storefronts of varying widths; over the decades a variety of tenants occupied the storefronts and made tenant improvements/changes to the storefronts.



Satellite view



3447-3453 W. 8th St, south elevation



3447-3453 W. 8th St, storefronts



3447-3453 W. 8th St, storefronts



3447-3453 W. 8th St, storefronts

City Directories, U.S. Census records, and building permits provide data on occupants and owners of the subject buildings. Later City Directory listings did not include data on occupations. The following information was identified regarding owners and occupants of the commercial building at 3447-3453 W. 8th Street.

3447-3453 W. 8th Street

Year	*Name*	*Occupation/Use*
1942	Frank Rose, Baker	Business
1958	Graphics Process Group	Business/Office
1962	Lord Baltimore Press	Business
1962	Muirson Label Co.	Business
1962	Rowell E. N Co Inc	Business
1962	Copenhagen Bakery	Business
1971	Pizza Man	Business
1971	Evans Specialty Co	Business
1975-1991	Al-Anon Family Group Central	Non-Profit
1981	Renaissance Design Studio	Business
1981-1986	Tiffany Boutique	Business
1981	Lee Brothers Custom Home Cleaning Co	Business

3455 W. 8th Street

The building at 3455 W. 8th Street was constructed in 1940 as a one-story store, 50 feet by 110 feet. The owner was Robert A. Campbell and the architect was Harold S. Johnson with the engineer as William D. Coffey. The contractors were the Jackson Brothers-Le Sage. Another permit from 1940 was for installation of tile to the storefront with the owner listed as Jackson Brothers-Le Sage and the contractor being the Tile Seal Manufacturing Company. Later in 1940 the store was acquired by Safeway Stores, Inc. a grocery store chain and improvements such as installation of cooling tower were undertaken. In 1947 Safeway Stores made some changes including installing plate glass windows and new doors and a two foot ceramic tile bulkhead.

In 1970 the building was converted into a Bridge Club by the owner, the R.M. Lawson Company. In 1978 owner was Rickey Park converted the bridge club into a restaurant. The exterior of the building was changed to a design with oriental references.



Satellite view



3455 W. 8th Street, south elevation


Window and door detail


3455 W. 8th Street, west elevation

The one-story building is rectangular in plan and stucco clad. Originally built as a store, display windows have been removed and replaced with a row of smaller windows with double horizontal and vertical muntins along the front façade. The window bays are slightly recessed and enframed. At each end of the building's front elevation are a pair of fluted pilasters. The entry door is located at the east end of the front façade. Below the cornice of the flat roof is a slightly projecting canopy below which is a band of wood creating a decorative row. Below that band is a side area for signage. There is a short brick planter at the base of the building. The west side elevation is visible as it faces a surface parking lot. The design of the front elevation wraps around and decorates the southernmost bay; the five bays to the north are stucco clad separated by flat piers with limited fenestration.

City Directories, U.S. Census records, and building permits provide data on occupants and owners of the subject buildings. Later City Directory listings did not include data on occupations. The following information was identified regarding owners and occupants of the commercial building at 3455 W. 8th Street.

3455 W. 8th Street

Year	*Name*	*Occupation*
1940	Safeway Grocery Market	Business
1971	Kingsley Bridge Club	Business
1981-2014	Dong Il Jang Restaurant	Business

765 S. Harvard Boulevard

The office building at 765 S. Harvard Avenue was constructed in 1951 for the Permoid Process Company. The building permit identifies the building as two stories in height with a street frontage (facing Harvard Avenue) of 28 feet and a length, facing a surface parking lot to the north, as 80 feet. The building permits lists "none" as the architect; John E. Mackel was the engineer and the owner was the contractor. Later owner, the Oriental Medical Center added signs in 1975.


Satellite View (Google Earth c2019)

The building at 765 S. Harvard Avenue is a two-story office building in the Neoclassical Revival architectural style. The front elevation is narrow and faces Harvard Avenue while its long side faces the surface parking lot for it and the 3431-3445 W. 8th Street building. The building has a front facing gable with boxed eaves and a band at the base of the gable. The building's front façade is symmetrical in design with a centered doorway with a classical door assembly with broken pediment in the central bay. To each side of the centered bay is a fluted pilaster with capital; similar pilasters are at each enc of the front façade. There is a window on each side of the central bay on both the upper and lower stories of the building. The windows are four over four windows with narrow surround. There is a marble band at the base of the front of the building which turns into the recessed entry door. There is a tile floor and marble like wall in the recessed doorway.


765 S. Harvard Avenue, east elevation


765 S. Harvard Avenue, east elevation


North elevation


Window on east elevation



765 S. Harvard Ave., entry door


765 S. Harvard Ave., north elevation


765 S. Harvard Ave., north elevation

The side elevation (north) has the side gable with three curved capped vents projecting upward. There is a wide cornice band. On the first floor a series of three by four windows are organized along the elevation. At the upper lever are widows with vertical sliders.

City Directories, U.S. Census records, and building permits provide data on occupants and owners of the subject buildings. Later City Directory listings did not include data on occupations. The following information was identified regarding owners and occupants of the commercial building at 765 S. Harvard Boulevard.

765 S. Harvard Boulevard

Year	*Name*	*Occupation*
1951	Thalco Glass Fiber Products	Business
1970	Dictaphone Corporation	Business
1975-2019	Oriental Medical Center	Business
1986-1990	Eva Gabor International	Business

767 S. Harvard Boulevard

The office building at 767 S. Harvard Avenue was constructed in 1951 for the Permoid Process Company. The building permit lists the building as a rear addition to the building to the south that faces West 8th Street. The addition's north elevation faces the rear surface parking lot. The building is two-stories and 24 feet by 42 feet built as offices and retail stores. The building permit lists "none" as the architect with John E. Mackel the engineer and the Jackson Brothers as the contractors.



Satellite view (Google Earth, c2019)



767 S. Harvard Ave., north elevation



East elevation

This building is sited behind the 3431-3445 W. 8th Street building and has no elevation that faces a street; rather one elevation, the north, faces the surface parking lot. This

elevation of the stucco-clad building has four windows on the upper level. Three of the windows have a window surround with broken lintel, One other window has no surround. There are two multi-pane windows on the first level and an entry door with a classical assembly with broken pediment.

City Directories, U.S. Census records, and building permits provide data on occupants and owners of the subject buildings. Later City Directory listings did not include data on occupations. The following information was identified regarding owners and occupants of the commercial building at 767 S. Harvard Boulevard.

767 S. Harvard Boulevard

Year	*Name*	*Occupation*
1970-1995	AA Alcoholics Anonymous Central LA	Non-Profit/Service

749 S. Harvard Boulevard

According to City of Los Angeles building permits, the single-family seven room dwelling at 749 S. Harvard Avenue was constructed in 1912 for owner Paul Wagner. The architect was A. W. Stibolt. No contractor was listed on the permit. In 1928 owner Max Hartfield added a room and bath onto the building.



Satellite view (Google Earth, c2019)

The building is a one-story, Craftsman style bungalow with a cross gable roof. A broad pitched front gable roof faces the street. A partial porch is a front gable is slightly offset under the main front gable and has a lattice work triangular brace with projecting purlins and is supported by large concrete piers. The building is clad with shingles. Two steps lead up to the base of the porch. The entry door is centered, and multi-paned windows are located to each side of that door.



749 S. Harvard Ave., east elevation

A cross gable with wide overhand projects out on each side of the building. Windows are positioned along the side elevations but there are no other architectural details on the elevations. A driveway is located on the north side of the property.


749 S. Harvard Ave., east elevation


749 S. Harvard Ave., east elevation


749 S. Harvard Ave., south elevation


749 S. Harvard Ave., north elevation

City Directories, U.S. Census records, and building permits provide data on occupants and owners of the subject buildings. Later City Directory listings did not include data on occupations. The following information was identified regarding owners and occupants of the residential building at 749 S. Harvard Boulevard.

749 S. Harvard Boulevard

Year	*Name*	*Occupation*
1912	Paul Wagner	No occupation listed
1924-1933	Max Hartfield Elizabeth Hartfield	Paules & Hartfield Milliner
1937-1962	Charles De Brell Mary De Brell	Assistant Cashier Stenographer
1964	Volunteer Bureau	Unknown
1976	Lawrence Edwards	No occupation listed

REVIEW OF PREVIOUS SURVEYS

The parcels at are located in the Wilshire Center and Koreatown Recovery Redevelopment Area in the Wilshire Community Plan Area. The subject properties are located at the southeast corner Redevelopment Area.

In 2015 the SurveyLA historic resources survey project conducted a survey of the Wilshire Community Plan Area which includes the Wilshire Center and Koreatown Redevelopment Project Area. However, the 2015 SurveyLA study did not resurvey the Redevelopment Area. In 2009 the Los Angeles Community Redevelopment Agency (CRA) had commissioned a historic resources survey for the Wilshire Center and Koreatown Redevelopment Project Area, the *2009 Wilshire Center and Koreatown Recovery Redevelopment Area Survey*. The CRA had previously commissioned a historic resources survey of the area in 1995.

The 2009 survey evaluation report noted all properties that had been identified as eligible resources in the 1995 survey. None of the subject properties were included on the list of resources previously evaluated as eligible.

In the *2009 Wilshire Center and Koreatown Recovery Redevelopment Area Survey*, the subject buildings at 3447-3453 W. 8th Street, 3455 W. 8th Street and 749 S. Harvard Boulevard were evaluated as "not eligible"



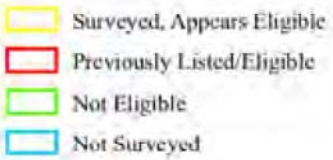
Wilshire Center and Koreatown Recovery Redevelopment Area Map[8]

[8] *Intensive Historic Resources Survey Wilshire Center and Koreatown Recovery Redevelopment Area.* June 2009, p. 5, http://preservation.lacity.org/files/Wilshire_Center_Koreatown_Recovery_Redevelopment_Area_Report_June_2009_2_of_2.pdf

However, none of the buildings on the corners of the intersection of W. 8th Street and S. Harvard Avenue including the subject buildings at 3411-3445 W. 8th Street, 765 S. Harvard Boulevard, and 767 S. Harvard Boulevard were evaluated in the *2009 Wilshire Center and Koreatown Recovery Redevelopment Area Survey*. All of the buildings were over 50 years of age at the time of the 2009 survey.



Intersection of W. 8th St. & S. Harvard Ave.



Legend

According to the Evaluation Methods section of the 2009 CRA survey, "properties 45 years of age or older with a high-level of significance and integrity were identified, photographed, studied in the field, notes were taken, and data entered into the survey database."[9] Then "properties possessing sufficient physical integrity to be included in the survey were evaluated within their applicable associated thematic context using the national, state and local evaluation criteria."[10] Most of the buildings over 45 years of age in the survey area were evaluated; there is no specific explanation provided in the 2009 survey as to why some of the over 45 years old properties, including some of the subject buildings, were not evaluated.

The *2009 Wilshire Center and Koreatown Recovery Redevelopment Area Survey* identified an eligible historic district that includes the nearby 800 and 900 South blocks of Hobart Avenue, south of w. 9th Street, as eligible in the 1995 survey. The district was given a California Historical Resource Status Code of 2D2 "Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the California Register."

The 2009 survey identified another nearby eligible historic district located four blocks to the east of the subject properties. That eligible district includes the 800 blocks of Normandie Avenue and Mariposa Avenue.

No eligible historic district was identified in either the 1995 or the 2009 surveys that included the 3400 block of W. 8th Street or the 800 block of S. Harvard Avenue.

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[9] *Intensive Historic Resources Survey Wilshire Center and Koreatown Recovery Redevelopment Area.* June 2009, p. 4.

[10] *Intensive Historic Resources Survey Wilshire Center and Koreatown Recovery Redevelopment Area.* June 2009, p. 6.

SURVEYLA CITYWIDE HISTORIC CONTEXT STATEMENTS

Los Angeles' citywide historic context statements provides the framework for identification and evaluation of historic resources. Each of the following historic contexts will be applied to the subject building it relates to.

Context 1: Individual Resource Evaluation, Neighborhood Commercial Development—Arterial Commercial Development, 1875-1980

This historic context applies to the buildings at 3431-3445 W. 8th Street, 3447-3453 W. 8th Street, 765 S. Harvard Avenue, 767 S. Harvard Avenue.

Context: Commercial Development 1850-1980
Theme: Neighborhood Commercial Development, 1875-1980
Sub-Theme: Arterial Commercial Development, 1880-1950
Property Type: One-Story Building; One-Story Commercial Strip/Storefront Block
Mixed-Use Building; Mixed-Use Commercial Strip Business Block
Commercial District

Eligibility Standards:

- Was constructed during the period of significance
- Located on streets served by modes of transportation other than streetcars, in particular by automobiles

Character Defining/Associative Features:

- Retains most of the character defining features from the period of significance
- May also be significant under themes within the Architecture and Engineering context
- Sited along corridors of transit without streetcar lines
- Contains features that reflect trends in neighborhood commercial design
- Associated with activities typical of neighborhood economic and social life
- Examples may be set to the sidewalk or may have some accommodation for the automobile
- May accommodate one or multiple tenants
- Typically, one to four stories in height
- May be located on a prominent corner
- Storefronts with large display windows; may have awnings or arcades
- For Multi-story, Mixed-Use Buildings:
  - Was historically used for both commercial and office/residential uses
  - Ground floor with storefronts and display windows
  - Ground floor exterior entrance to upper floor units
  - Fenestration on upper floor may be residential in character and remains intact
- For Commercial Districts:
  - District as a whole retains most of the essential character features from the period of significance

- District as a whole conveys a strong visual sense of overall historic environment from the period of significance
- Linear grouping with a significant concentration of one- to four-story commercial buildings which may be set to the sidewalk limit as near the street as possible
- Buildings have large storefront display windows on the ground floor
- Commercial uses may include retail, office, banking
- May include some multi-family residential and institutional buildings
- Historically served as the commercial core of a neighborhood

Integrity Considerations

- Should retain integrity of Location, Design, Materials, Feeling and Association
- Window and storefront openings remain intact
- Applied decoration is mostly intact; some decoration may be missing
- Relationship to sidewalk is maintained
- Setting may have changed (surrounding buildings and land uses)

***Context 2: Individual Resource Evaluation,* Neighborhood Commercial Development—Markets and Supermarket, 1910-1975**

This historic context applies to the building at 3455 W. 8th Street.

Context: Commercial Development 1859-1980
Theme: Neighborhood Commercial Development, 1880-1980
Sub-Theme: Markets, 1910-1975
Associated Property Type: Commercial Retail – Neighborhood Market
Commercial Retail -- Supermarket

Eligibility Standards:

- Was constructed during the period of significance
- For neighborhood markets, features pedestrian orientation
- For supermarkets, features automobile orientation, including parking
- Contains design features that reflect trends in neighborhood commercial design

Character-Defining/Associative Features:

- Retains most of the essential character-defining features from the period of significance
- Of a style or mixture of styles typical of the 1920-1975 period
    - May also be significant under themes within the Architecture and Engineering context (particularly supermarkets)
- May reflect prototype or corporate designs associated with particular supermarket chains
- May be associated with noted architects/designers
- Features site plans that locate the primary entrance off the sidewalk for

neighborhood markets and off a parking lot for supermarket
- Associated with activities typical of neighborhood economic and social life

Integrity Considerations:
- Should retain integrity of Design, Materials, Location, Feeling and Association
- Original use may have changed (surrounding buildings and land uses)
- Setting may have changed (surrounding buildings and land uses)
- Should maintain if possible original relationship to the street and to neighboring structures
- Architectural integrity should be intact, retaining original massing, significant features, and identifying details
    - Some original materials may have been altered, removed, or replaced

Context 3: Individual Resource Evaluation—Commercial Merchants, Leaders, and Builders, 1850-1980

This historic context applies to the buildings at 3431-3445 W. 8th Street, 3447-3453 W. 8th Street, 3455 W. 8th Street, 765 S. Harvard Avenue, 767 S. Harvard Avenue.

Context: Commercial Development, 1850-1980
Theme: Commercial Merchants, Leaders, and Builders, 1850-1980

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/Associative Features:
- Retains most of the essential physical features from the
- 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 accomplishments date from the last 50 years must possess exceptional significance

Integrity Considerations:
- Should retain integrity of Feeling, Association, Location, and Design from its 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)

Context 4: Individual Resource Evaluation, Early Single-Family Residential Development, 1880-1930

This historic context applies to the building 749 S. Harvard Avenue.

Context:	Residential Development and Suburbanization, 1850-1980
Theme:	Early Residential Development, 1880-1930
Sub-Theme:	Early Single-Family Residential Development, 1880-1930
Property Type:	Residential/Property Sub-Type, Single-Family Residence

Eligibility Standards:

- Dates from the period of significance
- Represents a very early period of settlement/residential development in a neighborhood or community
- Is a rare surviving example of the type in the neighborhood or community

Character-Defining/Associative Features:

- Retains most of the essential physical and character-defining features from the period of significance
- Has an important association with early settlement or residential development within a neighborhood or community
- May also be significant for its association with important early settlers
- May be within an area later subdivided and built out
- Often sited in a prominent location

Integrity Considerations:

- Should retain integrity of Location, Feeling, Design and Association
- Some original materials may be altered or removed
- For very early examples, which are increasingly rare, there may be a greater degree of alterations or few extant features
- Setting may have changed (surrounding buildings and land uses)

Context 5: Individual Resource Evaluation, Early American Colonial Revival Architecture

This historic context applies to the building 3431-3445 W. 8th Street.

Context:	Architecture and Engineering, 1895-1960
Theme:	American Colonial Revival, 1895-1960
Sub-Theme:	Early American Colonial Revival, 1900-1940
Property Type:	Commercial – Retail Building

Resources significant under this sub-theme are excellent examples of the Early Colonial Revival style of architecture in Los Angeles

Eligibility Standards:

- Clapboard or brick exteriors

- Exhibits quality of design through distinctive features
- Is an excellent example of Early American Colonial Revival architecture
- Was constructed during the period of significance

Character-Defining/Associative Features:

- Retains most of the essential character-defining features from the period of significance
- Typically, one or two stories in height
- Simple building forms
- Simple classical detailing, sometimes with exaggerated proportions
- Symmetrical façade with entryway as the primary focus
- Hipped or gabled roofs, typically with boxed eaves
- May display multiple roof dormers
- Details may include pediments; columns or pilasters; paneled front door, sometimes with sidelights and transoms; multi-paned double-hung sash windows; and fixed shutters

Integrity Considerations:

- Should retain integrity of Location, Design, materials, Workmanship, and Feeling from the period of significance
- If it is rare surviving examples of its type, or is a rare example in the community in which it is located, a greater degree of alteration or fewer character-defining features may be acceptable
- Replacement of some windows and doors may be acceptable if the openings have not been resized and original fenestration patterns have not been disrupted
- Security bars may have been added
- When a property type is situated within a grouping of similar residences, it may also be significant as a contributor to a residential district

Context 6: Individual Resource Evaluation, Craftsman Architecture

This architectural style historic context applies to the building at 749 S. Harvard Avenue.

Context:	Architecture and Engineering, 1850-1980
Theme:	Arts and Crafts Movement, 1895-1930
Sub-Theme:	Craftsman
Property Type:	Residential Associated Property Type: Residential – Single-Family and Multi-Family Residence

Resources significant under this sub-theme are excellent examples of the Craftsman style of architecture in Los Angeles

Eligibility Standards:

- Exemplifies the tenets of the Arts and Crafts movement and the Craftsman style
- Was constructed during the period of significance, 1905-1930
- Exhibits quality craftsmanship

.

Character Defining/Associative Features:

- Retains most of the essential character-defining features of the type from the period of significance
- One or two stories in height
- Building forms that respond to the site
- Shingled exteriors, occasionally clapboard or stucco
- Low-pitched gabled roofs
- Broad, overhanging eaves with exposed structural members such as rafter tail, knee braces, and king posts
- Broad front entry porches of half or full-width, with square or battered columns, sometimes second-story sleeping porches
- Extensive use of natural materials for columns, chimneys, retaining walls, and landscape features
- Casement windows situated in groups
- Represents and early or rare example of the style in the community where located

Integrity Considerations:

- Should retain integrity of Design, Workmanship, Feeling, Setting, and Materials from the period of significance
- Craftsman style buildings that have been stuccoed are excluded from individual listing under C/3/3, if they were originally shingled or clapboarded
- The most common alteration is the replacement of windows and the enclosure of porches
- Some window replacement may be acceptable if the openings have not been resized, particularly windows associated with kitchens and bathrooms on rear and side elevations
- The enclosure of porches is an acceptable alteration so long as the features such as piers and posts have not been removed
- Brick or stonework may have been painted; acceptable as it is reversible
- Building may have been moved for preservation purposes
- Original use may have changed

Context 7: Individual Resource Evaluation, Neoclassical Revival Architecture

This architectural style historic context applies to the building at 34447-3453 W. 8th Street and 765 S. Harvard Avenue.

Context:	Architecture and Engineering, 1850-1980
Theme:	Beaux Arts Classicism, Neoclassicism, and Italian Renaissance Revival Architecture, 1895-1950
Sub-Theme:	Neoclassical Revival, 1895-1940
Property Type:	Commercial – Various including: Office Building, Bank Institutional – Various including: Clubhouse, Church Industrial -- Various

Resources significant under this sub-theme are excellent examples of the neoclassical

Revival style of architecture in Los Angeles

Eligibility Standards:

- Exemplifies the tenets of the later Victorian era and the Neoclassical style
- Exhibits quality of design through distinctive features
- Was constructed during the period of significance

Character Defining/Associative Features:

- Retains most of the essential character-defining features from the period of significance
- Formal arrangement of architectural elements
- May range from to two to fourteen stories in height
- Monumental in scale, often with pedimented porticos
- Parapets incorporating balustrades
- Represents an early or rare example of the style in the community in which it is located
- Smooth stone or masonry exteriors; stucco and clapboard in residential buildings
- Windows and doors typically linteled

Integrity Considerations:

- Should retain integrity of Location, Design, Workmanship, Materials, and Feeling
- Setting may have changed (surrounding buildings and land uses)

EVALUATION OF SIGNIFICANCE

3431-3445 W. 8th Street

National Register of Historic Places

The property at 3431-3445 W. 8th Street is evaluated for eligibility for inclusion on the National Register of Historic Places under the four National Register criteria for significance.

Criterion A.

To be eligible for inclusion on the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history and cultural heritage.

The Wilshire Harvard Heights Tract was subdivided in 1905. The building at 3431-3445 W. 8th Street was constructed in 1938, 33 years after the Tract was subdivided. During those intervening years the majority of the tract was developed with residences, In the 1920s major boulevards, such as the nearby Wilshire Boulevard, were developed as commercial corridors to serve adjacent neighborhoods. It was not until the late 1930s and early 1940s that this section of W. 8th Street evolved into a commercial arterial street. There is no evidence that the building at 3431-3445 W. 8th Street was influential in stimulating the street's commercial development.

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Master architect Stiles O. Clements designed the building as well as designing the building directly across Harvard Avenue to the east. However, by the time of the development of these properties, Clements as partner in the firm of Morgan, Walls and Clements and in his own firm had designed scores of commercial buildings along commercial corridors west of downtown Los Angeles. A study of the buildings designed by Morgan, Walls and Clements sampled neighborhoods west of downtown Los Angeles and found that all of their buildings "were built when the commercial districts were 30 to 60 percent developed."[11] The building at 3431-3445 W. 8th Street was not a seminal building design or property type for the W. 8th Street commercial block or in the area.

The building is one of three buildings on the parcel that were constructed for its owner the Permoid Process Company. The other buildings on the parcel and the subject building to the west at 3447-53 W. 8th Street was also built for the Permoid Process Company as was the building at 3411 W. 8th Street, on the northeast corner of W. 8th Street and S. Harvard Avenue. While the ownership is the same, there is no physical or architectural relationship or other coordination that relates the buildings to each other. The fact that several parcels were developed by the same owner over a period of time does not rise to the threshold of historic significance.

No information was found regarding the Permoid Processing Company, While its owner, Robert M. Lawson, had offices in the 3431-3445 W. 8th Street building, all the other retail spaces and offices in the buildings owned by the Permoid Processing Company were leased to other businesses. It appears that the Permoid Processing Company was the name for Lawson's real estate business.

There is no evidence that any significant historic event occurred at the property.

The property at 3431-3445 W. 8th Street does not meet Criterion A and is not eligible for the National Register of Historic Places under this criterion.

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Criterion B

To be eligible for inclusion on the National Register under Criterion B, a property must be associated with the lives of persons significant in the past who have made an important impact on national, state or local history.

The building is one of several on the block developed and owned by businessman Robert M. Lawson. Lawson was a real estate agent and investor who was active between the late 1930s and into the 21st Century. He owned other properties in the region and was a member of a business improvement district association. However, there is no evidence that Lawson's real estate business or the Permoid Processing Company made a significant contribution to the commercial development of the area or City.

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[11] Hlava, Diane Williams. *Diversity, Conformity and Innovation: A Study of the Commercial Work of Morgan, Walls & Clements, 1920-1940." P. 171.*

There is no evidence that anyone who worked at the property would be considered a person of historic significance.

The property at 3431-3445 W. 8th Street does not meet Criterion B and is not eligible for the National Register of Historic Places under this criterion.

Criterion C

A property is eligible under Criterion C if it embodies the distinguishing characteristics of an architectural type, specimen, inherently valuable for study of a period style or method of construction. A property also is eligible if it represents notable work of a master builder, designer or architect or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinction.

The building was designed in the American Colonial Revival architectural style. The building is not an excellent example of a commercial building in the style. The American Colonial Revival details are applied to the w. 8th Street elevation. However, on the S. Harvard Avenue elevation, except for the short return at the corner, the majority of that elevation, which faces the street, is devoid of architectural details. Most of the storefronts have undergone alterations based on tenant needs and style preferences over the decades and doors located under the classical door surrounds have been replaced with incompatible assemblies and doors.

The building was designed by master architect, Stiles O. Clements. Clements body of work in the City of Los Angeles includes major projects such as the Richfield Building, the Wiltern (Pellisser) Building, Thomas Jefferson High School and the El Capitan Theater.

The building is not a rare surviving example of the work of Clements. The firms of Morgan, Walls & Clements and Clements and Stiles O. Clements, Associated Architects designed hundreds of commercial buildings. A study of their body of work in neighborhood commercial corridors concluded that "the quantity of existing commercial development also indicates that Morgan, Walls & Clements' designs did not shape the visual appearance of the neighborhood commercial districts. Instead they were planned to integrate with the existing buildings in terms of the established maximum building height and the appearance of the area."[12]

The materials are unremarkable, and the workmanship does not reflect that of a skilled builder/craftsman. The building at 3431-3445 W. 8th Street is not an excellent or rare example of the Early Colonial Revival architectural style.

The building at 3431-3445 W. 8th Street does not meet Criterion C and is not eligible for the National Register of Historic Places under this criterion.

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[12] Hlava, Diane Williams. *Diversity, Conformity and Innovation: A Study of the Commercial Work of Morgan, Walls & Clements, 1920-1940." P. 173.*

Criterion D.

This criterion applies to archaeological resources. The property was constructed during historic times, so the building on the property will not yield information important to the prehistory or early history of the area, state or nation. Thus, Criterion D is not applicable to 3431-3445 W. 8th Street under this criterion.

California Register of Historical Resources

Because the California Register criteria are based on the National Register criteria, the property at 3431-3445 W. 8th Street, evaluated above, is ineligible for listing to the California Register for the same reasons explained under the National Register evaluation.

City of Los Angeles Historic-Cultural Monument

Because the City of Los Angeles Historic-Cultural Monument (HCM) criteria are based on the National Register criteria, the property at 3431-3445 W. 8th Street evaluated above, is ineligible for designation as a City of Los Angeles HCM for the same reasons explained under the National Register evaluation.

3447-3453 W. 8th Street

National Register of Historic Places

The property at 3447-3453 W. 8th Street is evaluated for eligibility for inclusion on the National Register of Historic Places under the four National Register criteria for significance.

Criterion A.

To be eligible for inclusion on the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history and cultural heritage.

Tract No. 2189 was subdivided in 1913. The building at 3447-3453 W. 8th Street was constructed 37 years after the Tract was subdivided. During those intervening years most of the tract was developed with residences, In the 1920s major boulevards, such as the nearby Wilshire Boulevard, were developed as commercial corridors to serve nearby neighborhoods. It was not until the late 1930s and early 1940s that this section of W. 8th Street evolved into a commercial arterial street. There is no evidence that the building at 3447-3453 W. 8th Street was influential in stimulating the street's commercial development.

The building is one of four buildings on two of the subject parcels that were constructed for its owner the Permoid Process Company. Three subject buildings to the east on the parcel at 3431-3445 W. 8th Street were also built for the Permoid Process Company as was a building at 3411 W. 8th Street on the northeast corner of W. 8th Street and S. Harvard Avenue. While the ownership is the same, there is no physical or architectural

continuity, relationship or other coordination that relate the buildings together. The fact that several parcels were developed by the same owner over a period of time does not rise to the threshold of historic significance.

There is no evidence that any significant historic event occurred at the property.

The building at 3447-3453 W. 8th Street did not influence the development of the block or the Tract. There is no evidence that any significant event occurred at the property.

The property at 3447-3453 W. 8th Street does not meet Criterion A and is not eligible for the National Register of Historic Places under this criterion.

Criterion B

To be eligible for inclusion on the National Register under Criterion B, a property must be associated with the lives of persons significant in the past who have made an important impact on national, state or local history. There is no evidence that the property is associated with important early businesses or merchant. There is no evidence that anyone who worked at the property would be considered a person of historic significance.

The building is one of several on the block developed and owned by businessman Robert M. Lawson. Lawson was a real estate agent and investor who was active between the late 1930s and into the 21st Century. He owned other properties in the region and was a member of a business improvement district association. However, there is no evidence that Lawson's real estate business or the Permoid Processing Company made a significant contribution to the commercial development of the area or City.

There is no evidence that anyone who worked at the property would be considered a person of historic significance.

The property at 3447-3453 W. 8th Street does not meet Criterion B and is not eligible for the National Register of Historic Places under this criterion.

Criterion C

A property is eligible under Criterion C if it embodies the distinguishing characteristics of an architectural type, specimen, inherently valuable for study of a period style or method of construction. A property also is eligible if it represents notable work of a master builder, designer or architect or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinction.

The building at 3447-3453 W. 8th Street is not a rare surviving example of a commercial building with Neoclassical Revival style influences. The simple one-story building was constructed in the last year of the period of significance for the style. The building does not exemplify the tenets of the later Victorian era or the Neoclassical style. The Neoclassical details are limited to narrow frieze under the cornice and the pilasters at the two ends of the building.

The building was not designed by a master architect. The materials are unremarkable, and the workmanship does not reflect that of a skilled builder/craftsman. The building at 3447-3453 W. 8th Street is not an excellent or rare example of the Neoclassical Revival architectural style.

The building at 3447-3453 W. 8th Street does not meet Criterion C and is not eligible for the National Register of Historic Places under this criterion.

Criterion D.

This criterion applies to archaeological resources. The property was constructed during historic times, so the building on the property will not yield information important to the prehistory or early history of the area, state or nation. Thus, Criterion D is not applicable to 3447-3453 W. 8th Street under this criterion.

California Register of Historical Resources

Because the California Register criteria are based on the National Register criteria, the property at 3447-3453 W. 8th Street, evaluated above, is ineligible for listing to the California Register for the same reasons explained under the National Register evaluation.

City of Los Angeles Historic-Cultural Monument

Because the City of Los Angeles Historic-Cultural Monument (HCM) criteria are based on the National Register criteria, the property at 3447-3453 W. 8th Street evaluated above, is ineligible for designation as a City of Los Angeles HCM for the same reasons explained under the National Register evaluation.

3455 W. 8th Street

National Register of Historic Places

The property at 3455 W. 8th Street is evaluated for eligibility for inclusion on the National Register of Historic Places under the four National Register criteria for significance.

Criterion A.

To be eligible for inclusion on the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history and cultural heritage.

Tract No. 2189 was subdivided in 1913. The building at 3447-3453 W. 8th Street was constructed 37 years after the Tract was subdivided. During those intervening years most of the tract was developed with residences, In the 1920s major boulevards, such as the nearby Wilshire Boulevard, were developed as commercial corridors to serve nearby neighborhoods. It was not until the late 1930s and early 1940s that this section of W. 8th Street evolved into a commercial arterial street. There is no evidence that the

building at 3447-3453 W. 8th Street was influential in stimulating the street's commercial development.

The building was constructed for owner Robert Campbell but shortly after construction was acquired by Safeway stores, a grocery chain and the building was adapted as a small supermarket. Supermarkets evolved in the mid-1930s from neighborhood grocery stores. The supermarket was self-service and had provided a parking lot for customers. Architect Stiles O. Clements created an iconic new look for the supermarket around 1937 for the Ralph's grocery store chain. Safeway "was slower to move toward the supermarket, but by 1937 was constructing a chain of somewhat smaller outlets, all with a standardized design, and all with a side parking lot."[13]

The subject building is not an early or notable example of a supermarket and this building did not influence the design of supermarkets. There is no evidence that any significant historic event occurred at the property.

The property at 3455 W. 8th Street does not meet Criterion A and is not eligible for the National Register of Historic Places under this criterion.

Criterion B

To be eligible for inclusion on the National Register under Criterion B, a property must be associated with the lives of persons significant in the past who have made an important impact on national, state or local history.

There is no evidence that the property is associated with important businesses or merchants. There is no evidence that anyone who worked at the property would be considered a person of historic significance.

The property at 3455 W. 8th Street does not meet Criterion B and is not eligible for the National Register of Historic Places under this criterion.

Criterion C

A property is eligible under Criterion C if it embodies the distinguishing characteristics of an architectural type, specimen, inherently valuable for study of a period style or method of construction. A property also is eligible if it represents notable work of a master builder, designer or architect or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinction.

The building at 3455 W. 8th Street was initially constructed as a store and soon after its construction was adapted to a supermarket. Architect Stiles O. Clements had created an iconic new look for supermarkets a few years earlier for the Ralph's grocery store chain. Safeway "was slower to move toward the supermarket, but by 1937 was constructing a chain of somewhat smaller outlets, all with a standardized design, and all with a side parking lot."[14] It is unclear if the subject property used that later standardized

[13]LA Citywide Historic Context Statement, Commercial Development/Neighborhood Commercial Development, p. 61.
[14]LA Citywide Historic Context Statement, Commercial Development/Neighborhood Commercial Development, p. 61.

design as the building has undergone significant exterior alterations; it was subsequently renovated into a bridge club and then a restaurant. All original windows and doors are no longer extant, nor any original design features.

The building was not designed by a master architect. The materials are unremarkable, and the workmanship does not reflect that of a skilled builder/craftsman. The building at 3455 W. 8th Street is not an example of any architectural style and is not an early example of the supermarket property type.

The building at 3455 W. 8th Street does not meet Criterion C and is not eligible for the National Register of Historic Places under this criterion.

Criterion D.

This criterion applies to archaeological resources. The property was constructed during historic times, so the building on the property will not yield information important to the prehistory or early history of the area, state or nation. Thus, Criterion D is not applicable to 3455 W. 8th Street under this criterion.

California Register of Historical Resources

Because the California Register criteria are based on the National Register criteria, the property at 3455 W. 8th Street, evaluated above, is ineligible for listing to the California Register for the same reasons explained under the National Register evaluation.

City of Los Angeles Historic-Cultural Monument

Because the City of Los Angeles Historic-Cultural Monument (HCM) criteria are based on the National Register criteria, the property at 3455 W. 8th Street evaluated above, is ineligible for designation as a City of Los Angeles HCM for the same reasons explained under the National Register evaluation.

765 South Harvard Boulevard

National Register of Historic Places

The property at 765 South Harvard Boulevard is evaluated for eligibility for inclusion on the National Register of Historic Places under the four National Register criteria for significance.

Criterion A.

To be eligible for inclusion on the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history and cultural heritage.

The Wilshire Harvard Heights Tract was subdivided in 1905. The building at 765 S. Harvard Avenue was constructed in 1951 almost 50 years after the Tract was subdivided. During those intervening years the majority of the tract was developed with

residences, In the 1920s major boulevards, such as the nearby Wilshire Boulevard, were developed as commercial corridors to serve nearby neighborhoods. It the late 1930s and early 1940s this section of W. 8th Street developed into a commercial arterial street. As the subject building was constructed long after the Tract was subdivided and two decades after the parcel and 3400 block of W. 8th Street developed into commercial use, the building at 765 S. Harvard Avenue was not influential in stimulating the area or the street's commercial development.

The building is one of three buildings on the parcel that were constructed for its owner the Permoid Process Company. The subject building is sited on the same parcel as the 3431-3445 W. 8th Street building, to the rear of that building. The 765 S. Harvard Ave building has a narrow front elevation facing S. Harvard Avenue; its long north elevation faces a surface parking lot. .Other nearby buildings developed by the Permoid Process Company include the subject building at 3447-3453 W. 8th Street and the building at 3411 W. 8th Street. While the ownership is the same, there are no physical or architectural relationships or other coordination that relate the buildings to each other. The fact that several parcels were developed by the same owner over a period of time does not rise to the threshold of historic significance.

No information was found regarding the Permoid Processing Company, While its owner, Robert M. Lawson, had offices in the 3431-3445 W. 8th Street building, all the other retail spaces and offices in the buildings owned by the Permoid Processing Company were leased to other businesses. It appears that the Permoid Processing Company was the name for Lawson's real estate business.

There is no evidence that any significant historic event occurred at the property.

The property at 765 South Harvard Boulevard does not meet Criterion A and is not eligible for the National Register of Historic Places under this criterion.

Criterion B

To be eligible for inclusion on the National Register under Criterion B, a property must be associated with the lives of persons significant in the past who have made an important impact on national, state or local history. There is no evidence that the property is associated with important early settlers of the area. There is no evidence that anyone who lived on the property would be considered a person of historic significance.

The building is one of several on the block developed and owned by businessman Robert M. Lawson. Lawson was a real estate agent and investor who was active between the late 1930s and into the 21st Century. He owned other properties in the region and was a member of a business improvement district association. However, there is no evidence that Lawson's real estate business or the Permoid Processing Company made a significant contribution to the commercial development of the area or City.

There is no evidence that anyone who worked at the property would be considered a person of historic significance.

The property at 765 South Harvard Boulevard does not meet Criterion B and is not eligible for the National Register of Historic Places under this criterion.

Criterion C

A property is eligible under Criterion C if it embodies the distinguishing characteristics of an architectural type, specimen, inherently valuable for study of a period style or method of construction. A property also is eligible if it represents notable work of a master builder, designer or architect or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinction.

The office building was constructed in the Neoclassical Revival architectural style in 1951, well after the period of significance of this architectural style. The building does not exemplify the tenets of the later Victorian era having been constructed over a half Century after the Victorian era.

The building was not designed by a master architect. The materials are unremarkable, and the workmanship does not reflect that of a skilled builder/craftsman.

The building at 765 South Harvard Boulevard does not meet Criterion C and is not eligible for the National Register of Historic Places under this criterion.

Criterion D.

This criterion applies to archaeological resources. The property was constructed during historic times, so the building on the property will not yield information important to the prehistory or early history of the area, state or nation. Thus, Criterion D is not applicable to 765 South Harvard Boulevard under this criterion.

California Register of Historical Resources

Because the California Register criteria are based on the National Register criteria, the property at 765 South Harvard Boulevard, evaluated above, is ineligible for listing to the California Register for the same reasons explained under the National Register evaluation.

City of Los Angeles Historic-Cultural Monument

Because the City of Los Angeles Historic-Cultural Monument (HCM) criteria are based on the National Register criteria, the property at 765 South Harvard Boulevard evaluated above, is ineligible for designation as a City of Los Angeles HCM for the same reasons explained under the National Register evaluation.

767 South Harvard Boulevard

National Register of Historic Places

The property at 767 South Harvard Boulevard is evaluated for eligibility for inclusion on the National Register of Historic Places under the four National Register criteria for significance.

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Criterion A.

To be eligible for inclusion on the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history and cultural heritage.

The Wilshire Harvard Heights Tract was subdivided in 1905. The building at 765 S. Harvard Avenue was constructed in 1951 over 50 years after the Tract was subdivided. During those intervening years the tract was developed with residences, In the 1920s major boulevards, such as the nearby Wilshire Boulevard, were developed as commercial corridors to serve nearby neighborhoods. It the late 1930s and early 1940s this section of W. 8th Street developed into a commercial arterial street. As the subject building was constructed long after the Tract was subdivided and two decades after the parcel and 3400 block of W. 8th Street developed into commercial use, the building at 765 S. Harvard Avenue was not influential in stimulating the area or the street's commercial development.

The building is one of three buildings on the parcel that were constructed for its owner the Permoid Process Company. The subject building is internal to the parcel. It is sited behind the building at 3441-3445 W. 8th Street which was the first building constructed for the Permoid Process Company; the company also constructed the building subject building at 3447-3453 W. 8th Street and 3411 W. 8th Street, on the northeast corner of W. 8th Street and S. Harvard Avenue. While the ownership is the same, there are no physical or architectural relationships or other coordination that relate the buildings to each other. The fact that several parcels were developed by the same owner over a period of time does not rise to the threshold of historic significance.

No information was found regarding the Permoid Processing Company, While its owner, Robert M. Lawson, had offices in the 3431-3445 W. 8th Street building, all the other retail spaces and offices in the buildings owned by the Permoid Processing Company were leased to other businesses. It appears that the Permoid Processing Company was the name for Lawson's real estate business.

The property at 767 South Harvard Boulevard does not meet Criterion A and is not eligible for the National Register of Historic Places under this criterion.

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Criterion B

To be eligible for inclusion on the National Register under Criterion B, a property must be associated with the lives of persons significant in the past who have made an important impact on national, state or local history. There is no evidence that the property is associated with important early settlers of the area. There is no evidence that anyone who lived on the property would be considered a person of historic significance.

The building is one of several on the block developed and owned by businessman Robert M. Lawson. Lawson was a real estate agent and investor who was active between the late 1930s and into the 21st Century. He owned other properties in the region and was a member of a business improvement district association. However, there is no evidence that Lawson's real estate business or the Permoid Processing

Company made a significant contribution to the commercial development of the area or City.

There is no evidence that anyone who worked at the property would be considered a person of historic significance.

The property at 767 South Harvard Boulevard does not meet Criterion B and is not eligible for the National Register of Historic Places under this criterion.

Criterion C

A property is eligible under Criterion C if it embodies the distinguishing characteristics of an architectural type, specimen, inherently valuable for study of a period style or method of construction. A property also is eligible if it represents notable work of a master builder, designer or architect or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinction.

The building is sited to the rear of the 3431-3445 W. 8th Street building and to the rear of the 765 S. Harvard Avenue building. As such, there is no elevation that faces a public street. The north elevation faces a surface parking lot. The commercial building is of no architectural style. The building was not designed by a master architect. The materials are unremarkable, and the workmanship does not reflect that of a skilled builder/craftsman.

The building at 767 South Harvard Boulevard does not meet Criterion C and is not eligible for the National Register of Historic Places under this criterion.

Criterion D.

This criterion applies to archaeological resources. The property was constructed during historic times, so the building on the property will not yield information important to the prehistory or early history of the area, state or nation. Thus, Criterion D is not applicable to 767 South Harvard Boulevard under this criterion.

California Register of Historical Resources

Because the California Register criteria are based on the National Register criteria, the property at 767 South Harvard Boulevard, evaluated above, is ineligible for listing to the California Register for the same reasons explained under the National Register evaluation.

City of Los Angeles Historic-Cultural Monument

Because the City of Los Angeles Historic-Cultural Monument (HCM) criteria are based on the National Register criteria, the property at 767 South Harvard Boulevard evaluated above, is ineligible for designation as a City of Los Angeles HCM for the same reasons explained under the National Register evaluation.

749 South Harvard Boulevard

National Register of Historic Places

The property at 749 S. Harvard Boulevard is evaluated for eligibility for inclusion on the National Register of Historic Places under the four National Register criteria for significance.

Criterion A.

To be eligible for inclusion on the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history and cultural heritage.

The Wilshire Harvard Heights Tract was subdivided in 1905. The subject dwelling was constructed in 1912, seven years after the tract was subdivided. The 1919 Sanborn map shows the block was almost half developed with dwellings. There is no evidence that the bungalow at 749 S. Harvard Avenue stimulated or influenced the development of the block or the area. There is no evidence that any significant event occurred at the property.

The property at 749 S. Harvard Boulevard does not meet Criterion A and is not eligible for the National Register of Historic Places under this criterion.

Criterion B

To be eligible for inclusion on the National Register under Criterion B, a property must be associated with the lives of persons significant in the past who have made an important impact on national, state or local history.

The building was constructed for its owner, Paul Wagner. Nothing is known about this owner. The Hartfield family lived in the building from 1924-1933 and then another family lived in the building for 25 years, the De Brell family. There is no evidence that any of these occupants achieved historic significance. There is no evidence that anyone who lived in the buildings would be considered a person of historic significance.

The property at 749 S. Harvard Boulevard does not meet Criterion B and is not eligible for the National Register of Historic Places under this criterion.

Criterion C

A property is eligible under Criterion C if it embodies the distinguishing characteristics of an architectural type, specimen, inherently valuable for study of a period style or method of construction. A property also is eligible if it represents notable work of a master builder, designer or architect or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinction.

The building at 749 S. Harvard Boulevard was constructed as a modest single-family bungalow in the Craftsman style. The building does not exemplify the tenets of the Arts and Crafts movement and the Craftsman style of architecture. The building is sited on a

modest parcel with no natural features and the building form does not respond to the site in any significant way. There are no natural materials such as stone or bricks used for columns, chimneys, or retaining walls or elsewhere on the building. There is no significant landscaping on the property.

The building is not a rare surviving example of the Craftsman style. The building was not designed by a master architect. The materials are unremarkable, and the workmanship does not reflect that of a skilled builder/craftsman. The building at 749 S. Harvard Boulevard is not an excellent or rare example of the Craftsman architectural style.

The building at 749 S. Harvard Boulevard does not meet Criterion C and is not eligible for the National Register of Historic Places under this criterion.

Criterion D.

This criterion applies to archaeological resources. The property was constructed during historic times, so the building on the property will not yield information important to the prehistory or early history of the area, state or nation. Thus, Criterion D is not applicable to749 S. Harvard Boulevard.

California Register of Historical Resources

Because the California Register criteria are based on the National Register criteria, the property at 749 S. Harvard Boulevard, evaluated above, is ineligible for listing to the California Register for the same reasons explained under the National Register evaluation.

City of Los Angeles Historic-Cultural Monument

Because the City of Los Angeles Historic-Cultural Monument (HCM) criteria are based on the National Register criteria, the property at 749 S. Harvard Boulevard evaluated above, is ineligible for designation as a City of Los Angeles HCM for the same reasons explained under the National Register evaluation.

Historic District Evaluation

According to *National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation*" a district derives its importance from being a unified entity, even though it is often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties." In addition, "a district must be significant, as well as being an identifiable entity. It must be important for historical architectural…values." Also "the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity." And "the number of noncontributing properties a district can contain yet still convey its sense of time and place and historical development depends on how these properties affect the district's integrity."[15]

[15] https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf, p. 5.

The 700 block of S. Harvard Avenue was developed as a block of single-family dwellings beginning in the first decade of the 20th Century and was completely built out with single-family dwellings in 1950. In the second half of the 20th Century half of the parcels were redeveloped, some on consolidated lots, with multi-story, multi-family residential buildings. There is no concentration of early 20th Century residential buildings to form an historic district that includes the 700 block of S. Harvard Avenue.

The 3400 block of W. 8th Street was developed as a block of commercial buildings including offices, retail and a market. This commercial development occurred as W. 8th Street evolved into a commercial arterial corridor in the late 1930s and early 1940s. Two buildings at the intersection of W. 8th Street and S. Harvard Avenue were designed by master architect Stiles O. Clements. The building at 3428 W. 8th Street has undergone significant alterations of all of the storefronts on both the W. 8th Street and S. Harvard Avenue sides of the building and would no longer qualify as a contributing building.

In recent years new development, including large multi-story mixed use buildings, have been and are being constructed along this portion of the W. 8th Street corridor. Many commercial buildings in the area have undergone significant alterations such as 3455 W. 8th Street and 3411 W. 8th Street. As a result, there is no concentration of commercial buildings from the 1930s and 1940s to form an historic district that includes the 3400 block of W. 8th Street.

The *2009 Wilshire Center and Koreatown Recovery Redevelopment Area Survey* identified a nearby eligible historic district that includes the nearby 800 and 900 South blocks of Hobart Avenue, south of w. 9th Street, as well as another nearby eligible historic district that includes the 800 blocks of Normandie Avenue and Mariposa Avenue. The *2009 Wilshire Center and Koreatown Recovery Redevelopment Area Survey* did not identify any eligible historic district that includes the 3400 block of W. 8th Street or the 800 block of S. Harvard Avenue.

There is no cohesive pattern of development on the 3400 block of W. 8th Street/700 block of S. Harvard Avenue to meet eligibility criteria as an historic district . There is no eligible historic district that includes the 3400 block of W. 8th Street/700 block of S. Harvard Avenue.

CEQA ANALYSIS

The California Environmental Quality Act (CEQA) requires evaluation of historical resources to determine if a proposed project would have any significant adverse impact on the historic resource. Any proposed project that would physically detract, either directly or indirectly, from the integrity and significance of an historic resource, would be considered to have a significant adverse impact on the historical resource. Potential impacts to an historical resource include demolition, relocation, conversion, rehabilitation, alteration, or new construction on the site or in the vicinity of the resource.

The impacts of a proposed project are evaluated to determine if they impact a designated historical resource or an eligible historical resource (structure or site). The Secretary of the Interior's Standards for Rehabilitation are used to evaluate projects that

propose to alter and/or add to an existing historic structure or site. If the proposed project meets these Standards, then the proposed project will not result in any adverse impact to an historical resource. Demolition of an historical resource or an eligible historical resource will result in an adverse impact that cannot be mitigated.

Significance Thresholds

The State of California CEQA Guidelines (defined in §15064_5) and the City of Los Angeles CEQA Thresholds Guide provide technical guidance regarding evaluation of impacts to historical resource. Any project that would physically detract, either directly or indirectly, from the integrity and significance of an historic resource such that its eligibility for inclusion on the National Register of Historic Places, the California Register of Historical Resources or as a City of Los Angeles Historic-Cultural Monument, such that the resource would lose its historic eligibility, would be considered to be a significant adverse impact on that historical resource.

CEQA Guidelines

The State of California *CEQA Guidelines* (§15064_5(b)) states that a substantial adverse change to the historical significance of a resource occurs in the following situations:

- Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

- The significance of an historical resource is materially impaired when a project:

  A. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources; or

  B. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code (PRC) or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

  C. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

City of Los Angeles CEQA Thresholds Guide

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The City of Los Angeles *CEQA Thresholds Guide* states that a project would have a significant impact on a significant historical resource if the project would cause a substantial change in the significance of the historical resource as defined in Section 15064.5 of the State of California *CEQA Guidelines* when one or more of the following occurs:

- Demolition of a significant resource that does not maintain the integrity and significance of a significant resource;
- Relocation that does not maintain the integrity and significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity of significance of important resources on the site or in the vicinity.

CEQA Analysis

Based on the research and analyses presented in this report, there are no eligible historic resources on the subject parcels at 3411-3445 W. 8th Street, 3447-3453 W. 8th Street, 3455 W. 8th Street, 765 S. Harvard Boulevard, 767 S. Harvard Boulevard, and 749 S. Harvard Boulevard. As there is no eligible historic district that includes the subject parcels, there will be no adverse impacts to historic resources from the demolition of the existing buildings or from construction of a new building.

CONCLUSION

Based on the facts presented above, the properties at 3411-3445 W. 8th Street, 3447-3453 W. 8th Street, 3455 W. 8th Street, 765 S. Harvard Boulevard, 767 S. Harvard Boulevard, and 749 S. Harvard Boulevard are not eligible for the National Register of Historic Places, the California Register of Historical Resources, as City of Los Angeles Historic-Cultural Monuments, or as contributors to any eligible historic district as they:

- are not associated with any historic events or patterns of history;
- are not associated with any historic persons;
- are not excellent examples of their architectural styles;
- are not the work of a master architect except for 3431-3445 W. 8th Street which was designed by a master architect but is not a significant example of that master's work;
- do not possess high quality workmanship or materials;
- are not contributing buildings to an eligible historic district.

Therefore, the properties at 3411-3445 W. 8th Street, 3447-3453 W. 8th Street, 3455 W. 8th Street, 765 S. Harvard Boulevard, 767 S. Harvard Boulevard, and 749 S. Harvard Boulevard are not historical resources as defined by CEQA and there will be no adverse impacts as a result of their demolition.

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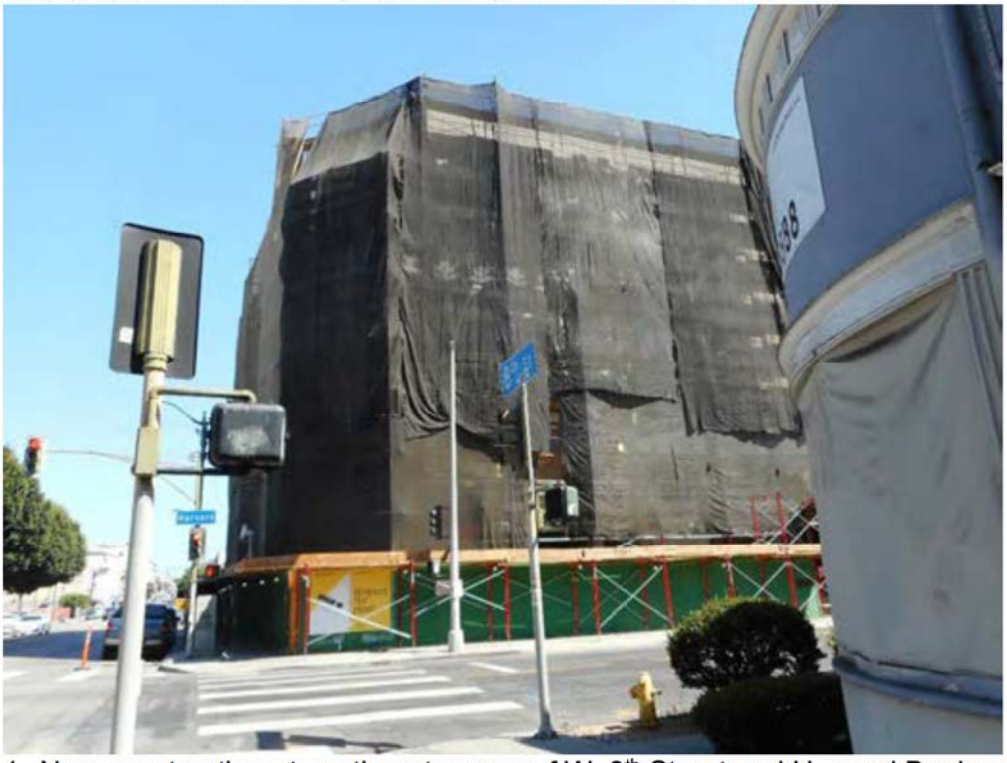
A. NEIGHBORHOOD CONTEXT PHOTOGRAPHS

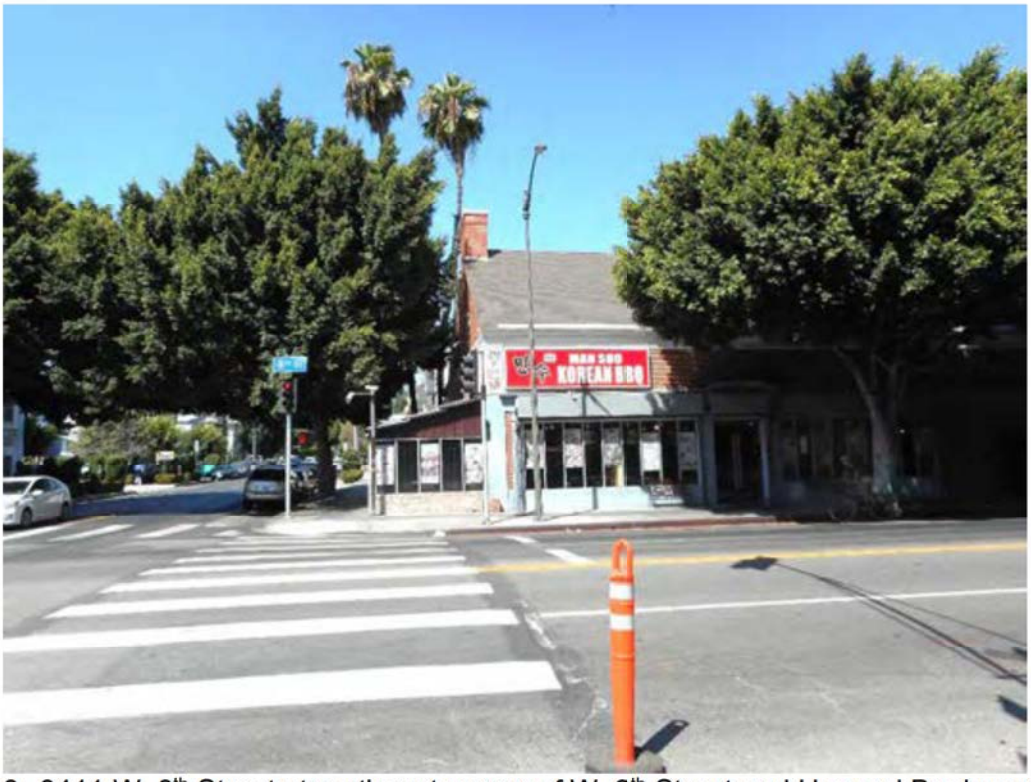
Intersection of West 8th Street and South Harvard Boulevard



1. New construction at southeast corner of W. 8th Street and Harvard Boulevard



2. 3428 W. 8th Street building on southwest corner of W. 8th Street and Harvard Boulevard



3. 3411 W. 8th Street at northeast corner of W. 8th Street and Harvard Boulevard



4. 3431 W. 8th Street at northwest corner of W. 8th Street and Harvard Boulevard

East side of 700 Block of South Harvard Boulevard



5. 3431 W. 8th Street, east elevation along S. Harvard Boulevard



6. 765 S. Harvard Boulevard



7. Surface parking lot on 759 S. Harvard Blvd parcel & south & east elevations of 749 S. Harvard Blvd



8. 749 S. Harvard Boulevard

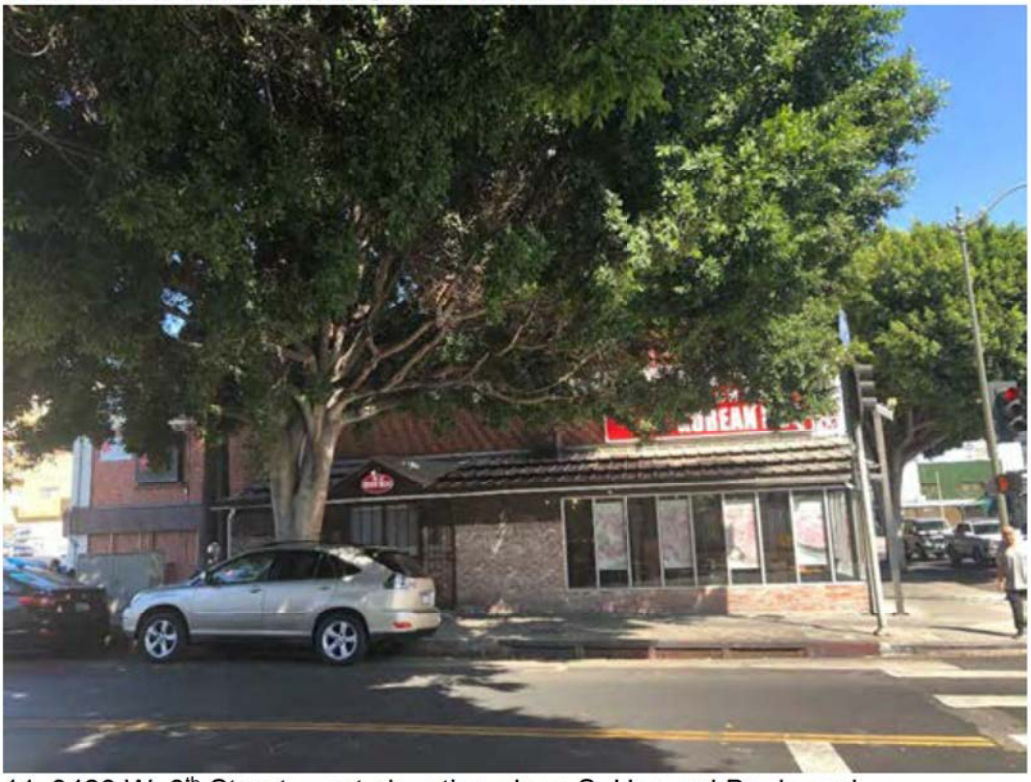


9. 743 S. Harvard Boulevard



10. 735 S. Harvard Boulevard

West side of 700 Block of South Harvard Boulevard



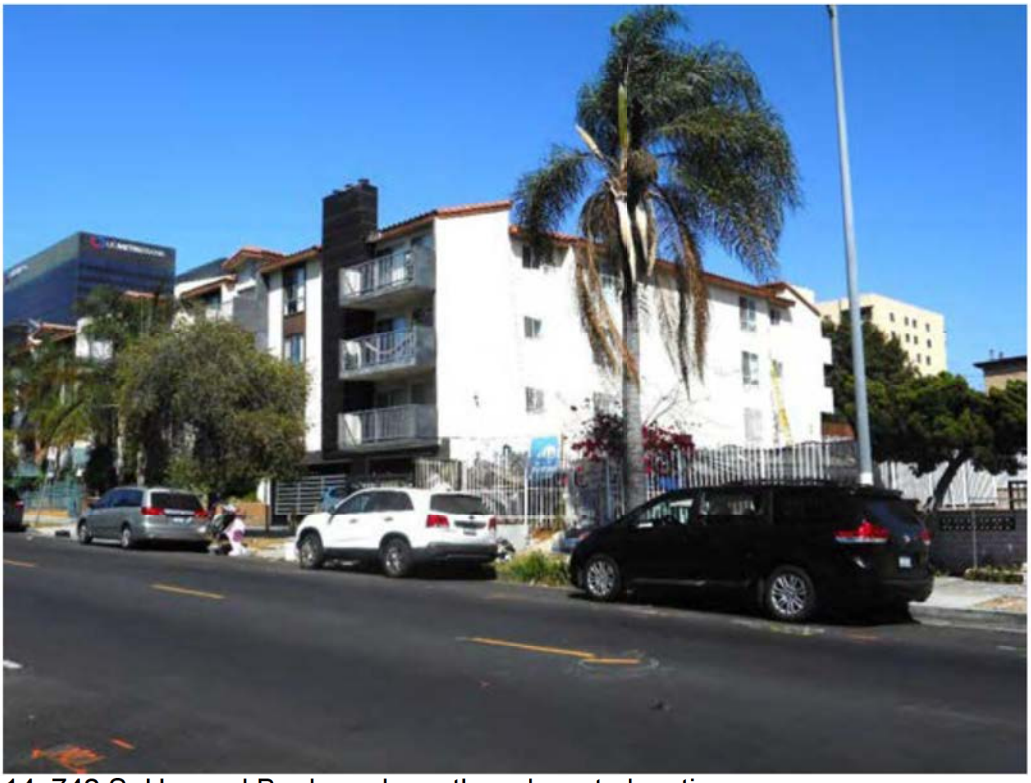
11. 3429 W. 8th Street, west elevation along S. Harvard Boulevard



12. 3429 W. 8th Street, west and north elevations from S. Harvard Boulevard



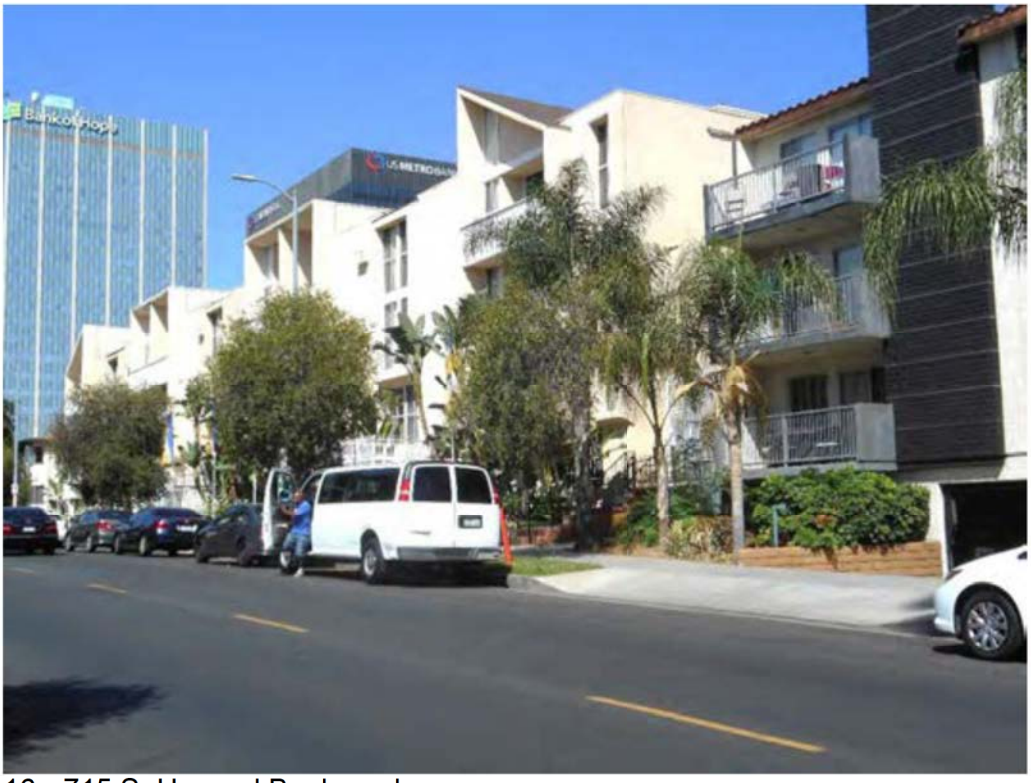
13. Surface parking lot on 758 S. Harvard Boulevard parcel



14. 742 S. Harvard Boulevard, south and west elevations



15. 742 S. Harvard Boulevard



16. 715 S. Harvard Boulevard

Intersection of West 8th Street and South Hobart Boulevard



17. 3461 W. 8th Street on northwest corner W. 8th Street and Hobart Boulevard



18. 3460 W. 8th Street on southwest corner W. 8th Street and Hobart Boulevard



19. 808 S. Hobart Boulevard on southeast corner W. 8th Street and Hobart Boulevard



20. 3455 W. 8th Street on northeast corner W. 8th Street and Hobart Boulevard

3411-3429 W. 8th Street Building



21. 3429 W. 8th Street, west and south elevations



22. 3429 W. 8th Street, south elevation



23. 3417, 3421, 3423 W. 8th Street, south elevation



24. 3415 and 3411 W. 8th Street, south and east elevations

3428-3444 W. 8th Street Building



25. 3428 W. 8th Street east and south elevations



26. 3428, 3430, 3432 W. 8th Street



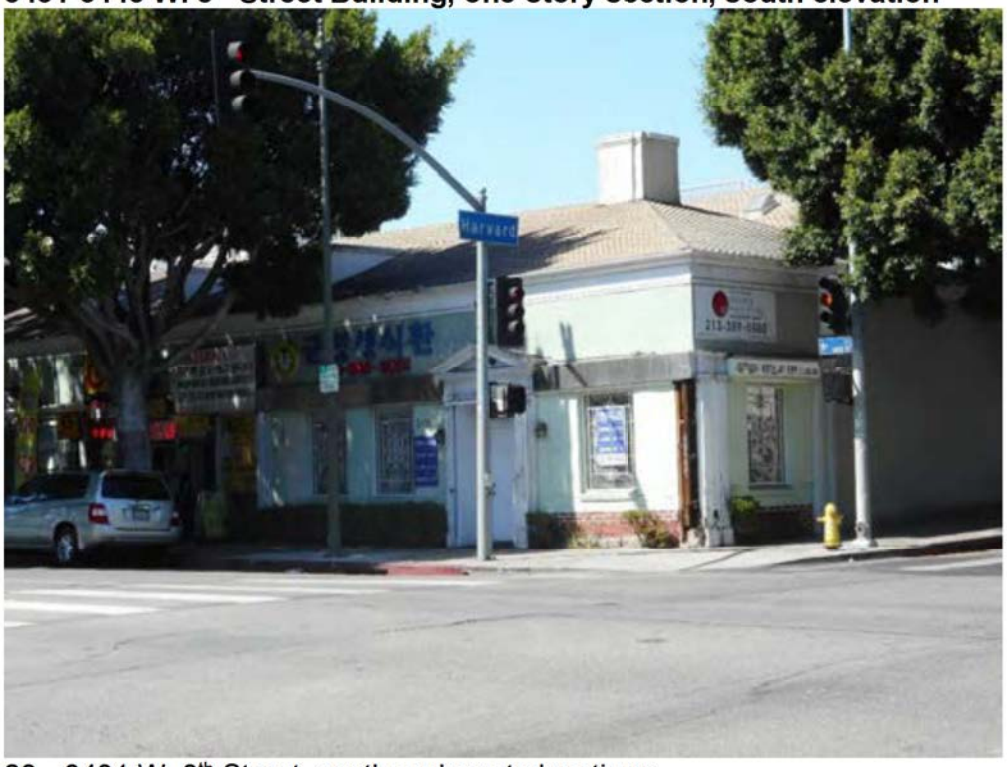
27. 3432, 3436, 3438, 3442, 3444 W. 8th Street



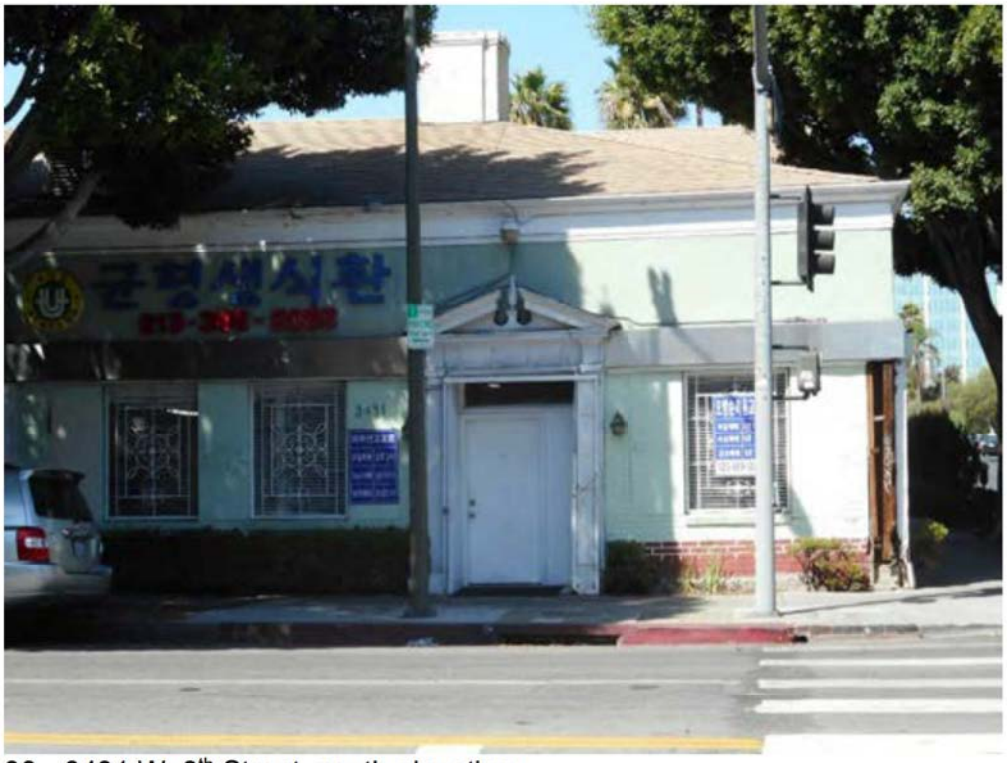
28. 3428-3444 W. 8th Street building, west elevation

B. PHOTOGRAPHS OF SUBJECT BUILDINGS

3431-3445 W. 8th Street Building, one-story section, south elevation



29. 3431 W. 8th Street, south and west elevations



30. 3431 W. 8th Street, south elevation



31. 3431 W. 8th Street, east elevation



32. 3431 W. 8th Street, west and north elevations



33. 3431 W. 8th Street, south elevation at corner


34. 3431 W. 8th Street, corner detail



35. 3431-3445 W. 8th Street building



36. 3433, 3435, 3437, 3439 W. 8th Street



37. 3431, 3433, 3435 W. 8th Street

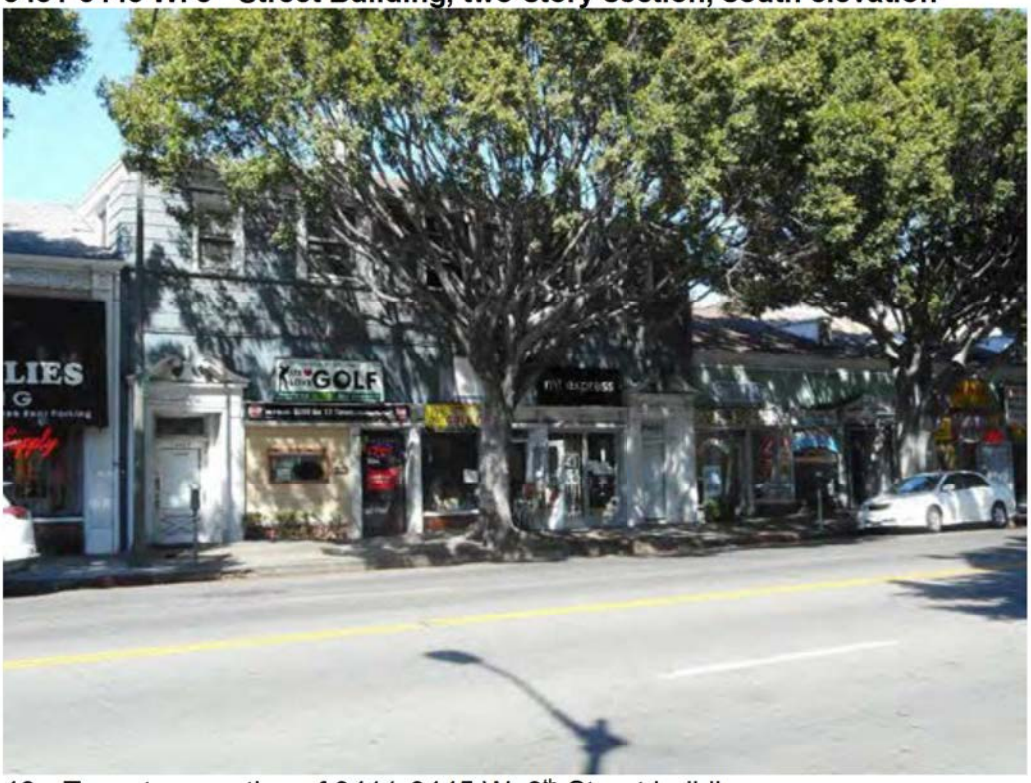


38. 3435, 3437 W. 8th Street, door detail



39. 3435, 3437, 3439 W. 8th Street

3431-3445 W. 8th Street Building, two-story section, south elevation



40. Two-story section of 3411-3445 W. 8th Street building



41. Upper story of two-story section of 3411-3445 W. 8th Street. building



42. 3441, 3443 and 3445 W. 8th Street two-story section of 3411-3445 W. 8th Street building



43. 3441 and 3443 W. 8th Street



44. 3445 W. 8th Street

3447-3453 W. 8th Street Building



45. 3447-3453 W. 8th Street



46. 3447-3453 W. 8th Street



47. 3447, 3451, 3453 W. 8th Street



48. 3453 W. 8th Street



49. 3447-3453 W. 8th Street, rear, north elevation

3555 W. 8th Street



50. 3455 W. 8th Street



51. 3455 W. 8th Street, entry door detail



52. 3455 W. 8th Street, west and south elevations and window details



53. 3455 W. 8th Street, west elevation



54. 3455 W. 8th Street, north elevation

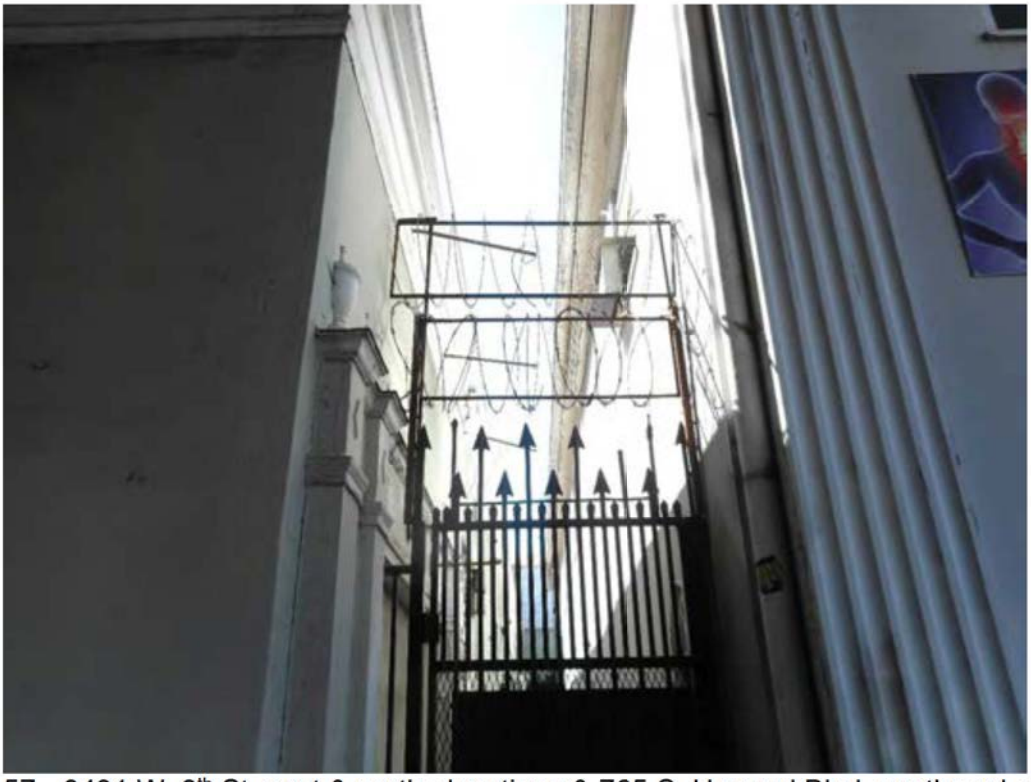


55. 3455 W. 8th Street, north and east elevations

765 S. Harvard Boulevard



56. 765 S. Harvard Boulevard, east elevation



57. 3431 W. 8th St, east & north elevations & 765 S. Harvard Blvd, south and east elevations



58. 765 S. Harvard Boulevard, east and north elevations



59. 765 S. Harvard Boulevard, north elevation



60. 765 S. Harvard Boulevard, east elevation



61. 765 S. Harvard Boulevard, window detail



62. 765 S. Harvard Boulevard, entry door



63. 765 S. Harvard Boulevard, upper story details



64. 765 S. Harvard Boulevard, east and north (side) elevations



65. 765 S. Harvard Boulevard, north (side) and west elevations

767 S. Harvard Boulevard



66. 765 S. Harvard Blvd & 767 S. Harvard Blvd with portion of rear of 3431-3445 W. 8th St building in center of photographs



67. 767 S. Harvard Boulevard, north and west elevations

749 S. Harvard Boulevard



68. 749 S. Harvard Boulevard, front (east) elevation



69. 749 S. Harvard Boulevard, front (east) elevation



70. 749 S. Harvard Boulevard, front porch, east elevation



71. 749 S. Harvard Boulevard, front porch, east elevation



72. 749 S. Harvard Boulevard, north side of front (east) elevation



73. 749 S. Harvard Boulevard, south side of front (east) elevation

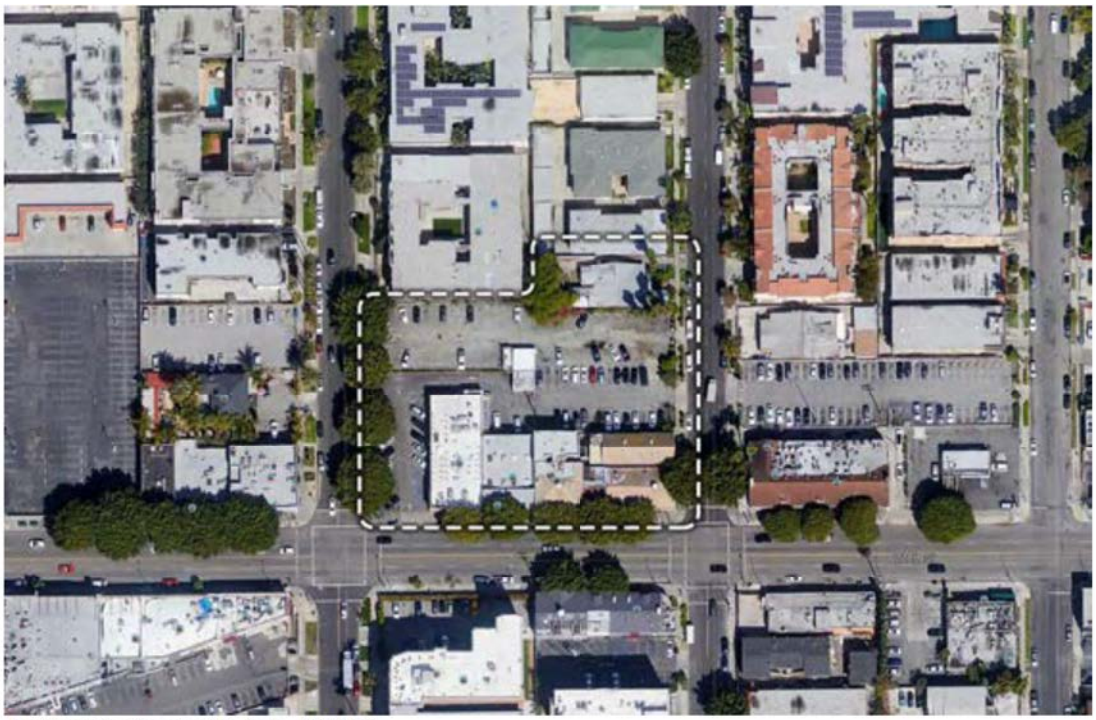


74. 749 S. Harvard Boulevard, east and north elevations



75. 749 S. Harvard Boulevard, south elevation

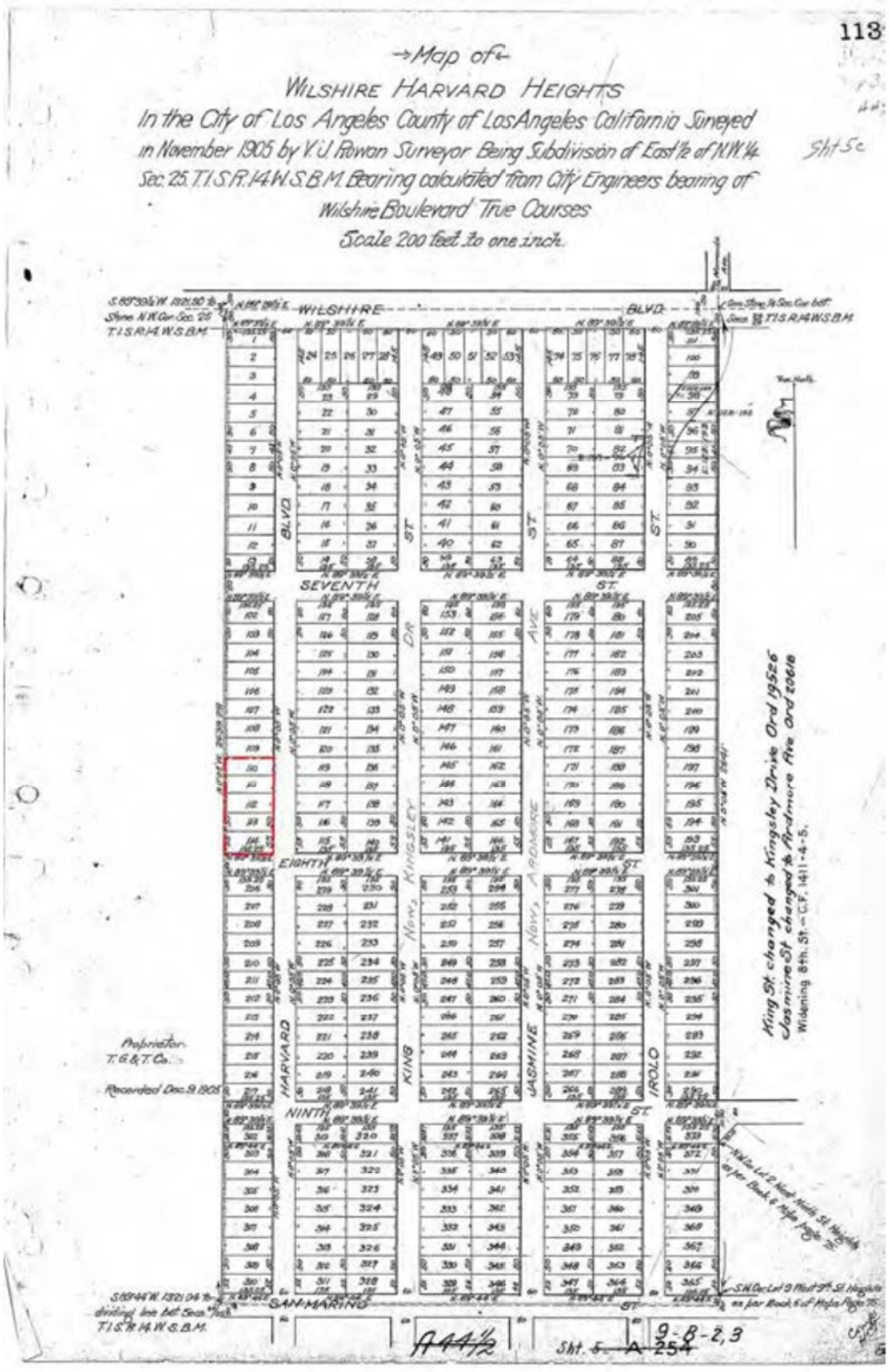
Attachment B: Maps



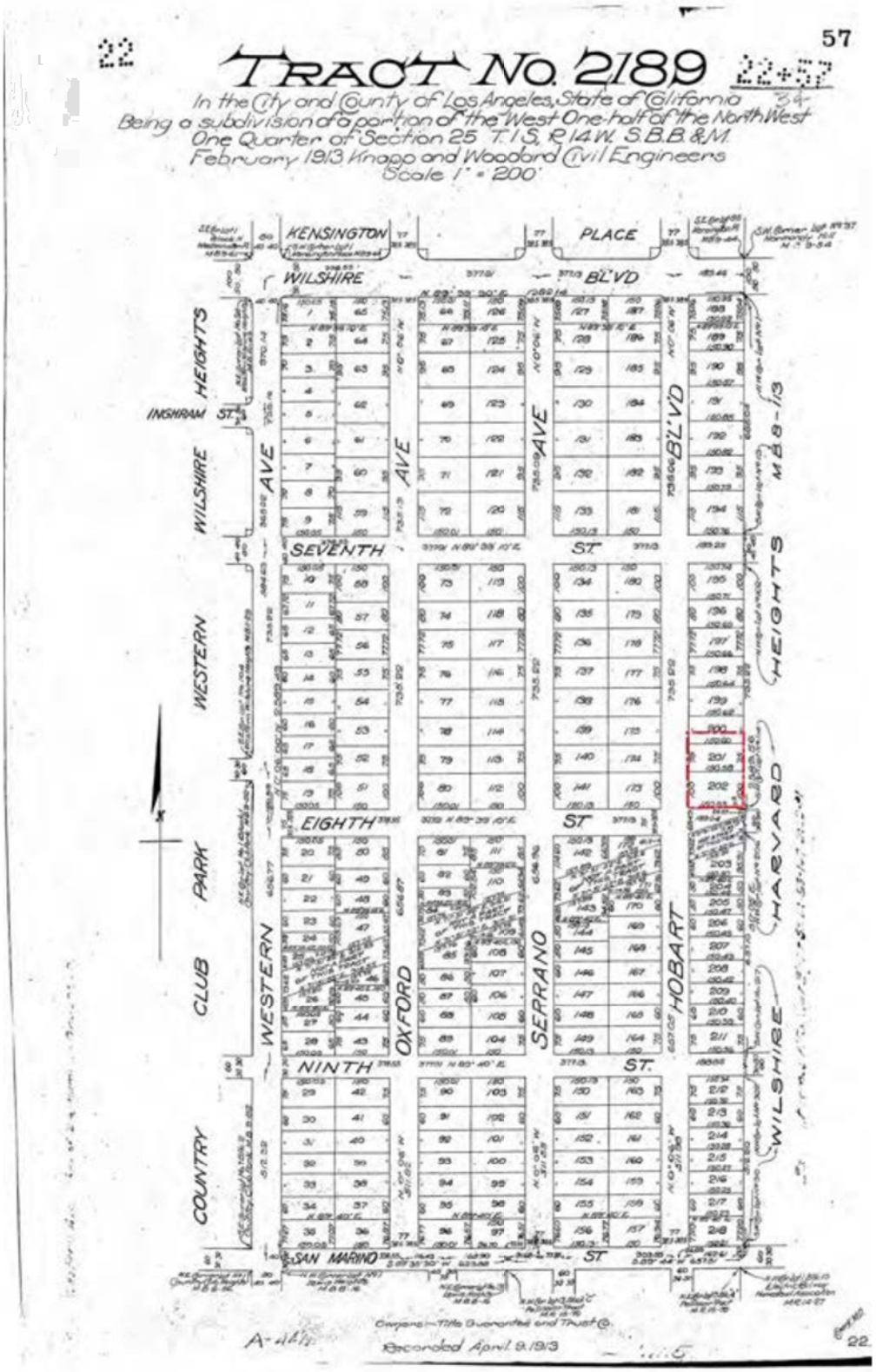
Aerial photograph (ca. 2018)



Los Angeles County Assessor's Map



Original Tract Map (page 1)



Original Tract Map (page 2)

ATTACHMENT C: Building Permits

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WEDNESDAY: 9:00 AM to 4:30 PM

Metro	Van Nuys
201, N. Figueroa St. 1st Floor, Room 110 Record Counter Los Angeles,CA 90012	6262 Van Nuys Blvd Record Counter Van Nuys,CA 91401

Address: 3431 - 3455 W 8TH ST

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BUILDING PERMIT	BLDG-ALTER/REPAIR	5/15/1940	1940LA19191	IDIS: P5329 00723 0000 thru P5329 0001 HIST: P1323 002 1446	
BUILDING PERMIT	BLDG-ALTER/REPAIR	6/11/1940	1940LA22733	HIST: P1325 001 0240	
BUILDING PERMIT	BLDG-ALTER/REPAIR	6/11/1940	1940LA22733	IDIS: P5330 01669 0000 thru P5330 0001 HIST: P1325 001 0240	
BUILDING PERMIT	BLDG-ALTER/REPAIR	6/14/1940	1940LA23281	HIST: P1325 001 1345	
BUILDING PERMIT	BLDG-ALTER/REPAIR	6/14/1940	1940LA23281	IDIS: P5330 02217 0000 thru P5330 0001 HIST: P1325 001 1345	
BUILDING PERMIT	BLDG-NEW	7/24/1940	1940LA29065	HIST: P1327 001 1953	
BUILDING PERMIT	BLDG-NEW	7/24/1940	1940LA29065	HIST: P1327 001 1953	
BUILDING PERMIT	NEW CONSTRUCTION	7/24/1940	1940LA29065	IDIS: P5332 02488 0000 thru P5332 0001 HIST: P1327 001 1953	
BUILDING PERMIT	BLDG-ALTER/REPAIR	11/17/1941	1941LA25846	IDIS: P5350 02494 0000 thru P5350 0001 HIST: P1345 001 2505	
BUILDING PERMIT	BLDG-ALTER/REPAIR	3/17/1943	1943 01695	HIST: P1360 001 1703	
BUILDING PERMIT	BLDG-ALTER/REPAIR	6/17/1947	1947LA20811	IDIS: P5423 01653 0000 thru P5423 0001 HIST: P	
BUILDING PERMIT	BLDG-ALTER/REPAIR	7/31/1951	1951 15451	HIST: P1449 001 1567	
BUILDING PERMIT	BLDG-ALTER/REPAIR	7/31/1951	1951 15451	HIST: P1449 001 1567	
BUILDING PERMIT	BLDG-ADDITION	7/31/1951	1951LA15451	IDIS: P5518 01565 0000 thru P5518 0001 HIST: P1449 001 1567	
BUILDING PERMIT	BLDG-ALTER/REPAIR	7/1/1955	1955LA19439	HIST: P1644 001 2895	
BUILDING PERMIT	BLDG-ALTER/REPAIR	7/1/1955	1955LA19439	IDIS: P5747 03538 0000 thru P5747 0001 HIST: P1644 001 2895	
BUILDING PERMIT	BLDG-ALTER/REPAIR	4/18/1957	1957LA69321	HIST: P1663 001 0266	
BUILDING PERMIT	BLDG-ALTER/REPAIR	4/18/1957	1957LA69321	IDIS: P5766 01336 0000 thru P5766 0001 HIST: P1663 001 0266	

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame	
BUILDING PERMIT	ALTERATION	8/10/1965	1965LA02671	HIST: P1740 002 0557 HIST: P1740 002 1906	
BUILDING PERMIT	BLDG-ADDITION	8/23/1965	1965LA02671	IDIS: P5854 02598 0000 thru P5854 0001 HIST: P1740 002 1906	
BUILDING PERMIT	ALTERATION	2/10/1966	1966LA19328	HIST: P1745 002 0772	
BUILDING PERMIT	BLDG-ALTER/REPAIR	2/21/1966	1966LA19328	IDIS: P5861 00368 0000 thru P5861 0001 HIST: P1745 002 0772	
BUILDING PERMIT	ALTERATION	9/10/1968	1968LA73734	HIST: P1767 006 0240	
BUILDING PERMIT	BLDG-ALTER/REPAIR	9/10/1968	1968LA73734	IDIS: P5881 01536 0000 thru P5881 0001 HIST: P1767 006 0240	
BUILDING PERMIT	ALTERATION	9/10/1968	1968LA73934	HIST: P1767 006 0662	
BUILDING PERMIT	ALTERATION	9/10/1968	1968LA74472	HIST: P1768 001 1001	
BUILDING PERMIT	SIGN	9/12/1968	1968LA73934	IDIS: P5881 01736 0000 thru P5881 0001 HIST: P1767 006 0662	
BUILDING PERMIT	BLDG-ALTER/REPAIR	9/19/1968	1968LA74472	IDIS: P5881 02278 0000 thru P5881 0001 HIST: P1768 001 1001	
BUILDING PERMIT	BLDG-ALTER/REPAIR	7/1/1970	1970LA11502	IDIS: P5902 00032 0000 thru P5902 0001 HIST: P1785 002 0061	
BUILDING PERMIT	BLDG-ALTER/REPAIR	7/10/1970	1970LA11502	HIST: P1785 002 0061	
BUILDING PERMIT	ALTERATION	5/17/1978	1978LA63221	HIST: 00000 000 0000 HIST: P1846 002 0011	
BUILDING PERMIT	BLDG-ALTER/REPAIR	5/17/1978	1978LA63221	IDIS: P5957 02562 0000 thru P5957 0002 HIST: P1846 002 0011	
BUILDING PERMIT	BLDG-ADDITION	12/6/1978	1978LA74283	HIST: 00000 000 0000 HIST: P1850 002 1635	
BUILDING PERMIT	BLDG-ADDITION	12/6/1978	1978LA74283	IDIS: P5960 02148 0000 thru P5960 0001 HIST: P1850 002 1635	
BUILDING PERMIT	SIGN	1/11/1989	1989LA21173	HIST: P0221 003 0263	
BUILDING PERMIT	SIGN	1/11/1989	1989LA21173		
BUILDING PERMIT	SIGN	1/11/1989	1989LA21173	IDIS: P6149 00612 0000 thru P6149 0001 HIST: P0221 003 0263	
BUILDING PERMIT	ALTERATION	1/23/1997	97016-10000-01819	HIST: P0604 004 0496	
BUILDING PERMIT	BLDG-ALTER/REPAIR	1/23/1997	97016-10000-01819	IDIS: P6359 00363 0000 thru P6359 0004 HIST: P0604 004 0496	
BUILDING PERMIT	ALTERATION	1/30/1997	97016-50000-02269	HIST: P0605 004 0324	
BUILDING PERMIT	BLDG-ALTER/REPAIR	1/30/1997	97016-50000-02269	IDIS: P6360 00310 0000 thru P6360 0005 HIST: P0605 004 0324	
BUILDING PERMIT	BLDG-ALTER/REPAIR	11/3/2006	06016-40000-22321		
CERTIFICATE OF OCCUPANCY		2/25/1952	1951LA15451	IDIS: O0794 00248 0000 HIST: O361	

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame	
CERTIFICATE OF OCCUPANCY		5/8/1970	1968LA73734	HIST: O273 1 0499	
CERTIFICATE OF OCCUPANCY		5/8/1970	1968LA73734	IDIS: O0794 00263 0000 HIST: O361	
CERTIFICATE OF OCCUPANCY		12/10/1973	1970LA11502	HIST: O273 1 0501	
CERTIFICATE OF OCCUPANCY		12/10/1973	1970LA11502	IDIS: O0794 00264 0000 HIST: O361	
CERTIFICATE OF OCCUPANCY		8/3/1979		HIST: O0021 012 0072	
CERTIFICATE OF OCCUPANCY		8/3/1979	1978LA74283	IDIS: O0515 00225 0000	
CERTIFICATE OF OCCUPANCY		8/3/1979	1978LA74283	IDIS: O0754 02425 0000 HIST: O0210 00120 0072	
CERTIFICATE OF OCCUPANCY		11/5/1984	1978LA63221	HIST: M0065 002 0106 IDIS: O2017 02040 0000	
COMMISSION	BAAB BOARD FILE	12/31/1978	BF 782135	HIST: B0110 003 1761	
GRADING	SOILS & GEOLOGY FILE	1/25/2019			
RANGE FILE	MISCELLANEOUS	7/10/1983		HIST: R0159 004 0457	
RANGE FILE	MISCELLANEOUS	6/28/1985		HIST: M0108 008 0115	
RANGE FILE	MISCELLANEOUS	6/28/1985		HIST: M0108 008 0115 thru M0108 0119	
RANGE FILE	MISCELLANEOUS	8/28/1990		HIST: M0529 003 0125	
RANGE FILE	MISCELLANEOUS	8/2/2001		HIST: M1367 003 0171	
RANGE FILE	MISCELLANEOUS	8/2/2001		HIST: M1367 003 0168	
RANGE FILE	MISCELLANEOUS	8/2/2001		HIST: M1367 003 0162	
RANGE FILE	MISCELLANEOUS	8/2/2001		HIST: M1367 003 0156	
RANGE FILE	MISCELLANEOUS	8/2/2001		HIST: M1367 003 0171 thru M1367 0173	
RANGE FILE	MISCELLANEOUS	8/2/2001		HIST: M1367 003 0168 thru M1367 0170	
RANGE FILE	MISCELLANEOUS	8/2/2001		HIST: M1367 003 0162 thru M1367 0164	
RANGE FILE	MISCELLANEOUS	8/2/2001		HIST: M1367 003 0156 thru M1367 0158	
RANGE FILE	MISCELLANEOUS	8/22/2001		HIST: M1368 004 0495	
RANGE FILE	MISCELLANEOUS	8/22/2001		HIST: M1368 004 0490	
RANGE FILE	MISCELLANEOUS	8/22/2001		HIST: M1368 004 0485	
RANGE FILE	MISCELLANEOUS	8/22/2001		HIST: M1368 004 0495 thru M1368 0499	
RANGE FILE	MISCELLANEOUS	8/22/2001		HIST: M1368 004 0490 thru M1368 0494	
RANGE FILE	MISCELLANEOUS	8/22/2001		HIST: M1368 004 0485 thru M1368 0489	

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame	
RANGE FILE	MISCELLANEOUS	8/23/2001		HIST: M1368 003 0215	
RANGE FILE	MISCELLANEOUS	8/23/2001		HIST: M1368 003 0215 thru M1368 0219	

All applications must be filled out by applicant.

WARD 4

Applicant must indicate the Building Line or Lines clearly and distinctly on the drawings.

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

Application for Erection of Frame Buildings

CLASS "D"

Application is hereby made to the Chief Inspector of Buildings of the City of Los Angeles, for the approval of the detailed statement of the specifications and plans 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) F B Moiso

FEB 8 1910

Los Angeles, Cal., Feb 7, 1910

TAKE TO ROOM NO 6 FIRST FLOOR

ASSESSOR PLEASE VERIFY

Lot No. 113 Block

Wilshire Hanard Heights

[illegible]

District No. 21 M. B. page 129 F. B. page 117

TAKE TO ROOM NO. 34 THIRD FLOOR

ENGINEER PLEASE VERIFY

No. Harvard Boulevard No 765 ~~Street~~ OKB.

Residence

1. PURPOSE OF BUILDING ~~To Sell~~ Number of rooms 8
2. OWNER'S NAME F B Moiso
3. Owner's address 642 N Hill St.
4. Architect's name Arthur S. Heineman
5. CONTRACTOR'S NAME F B Moiso
6. Contractor's address 642 N Hill St.
7. ENTIRE COST OF PROPOSED BUILDING, $ $3500.00
8. Size of lot 50 x 135 Size of building 38 x 68
9. Will building be erected on front or rear of lot? 2 to set back 25 ft
10. NUMBER OF STORIES IN HEIGHT 1 Height to highest point of roof 15 ft
11. Height of first floor joist above curb level? 2 ft
12. Character of ground: rock, clay, sand, filled, etc. Dobry soil less 1 ft fill
13. Of what material will FOUNDATION and cellar walls be built? concrete
14. GIVE depth of FOUNDATION below the surface of ground 6 in
15. GIVE dimensions of FOUNDATION and cellar wall footings 12 "
16. GIVE dimensions of FOUNDATION and cellar walls at top 6 "
17. NUMBER and KIND of chimneys 2 Number of flues 3
18. Number of inlets to each flue 1 Interior size of flues 8 x 8 x 8 x 12
19. Give sizes of following materials: MUDSILLS 2 x 6 Girders and stringers 4 x 4
    EXTERIOR STUDS 2 x 4 BEARING STUDS 2 x 2 Interior studs 2 x 3
    Ceiling joist 2 x 3 Roof rafters 2 x 4 FIRST FLOOR JOISTS 2 x 6
    SECOND FLOOR JOIST — Third floor joist — Fourth floor joist —
20. Will the roof be peak, flat or mansard? mansard Material of roofing asbestos

Permit No. 1012

2

OVER

21. Will cellar or basement ceiling be plastered? Yes Metal or wood lath? No

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

RECEIVED Emk

765 Harvard Blvd

All applications must be filled out by applicant.

WARD 4

PLANS and SPECIFICATIONS and other data must also be filed.

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

Application to Alter, Repair or Demolish

Application is hereby made to the Board of Public Works (Chief Inspector of Buildings) of the City of Los Angeles, for the approval of the detailed statement of specifications herewith submitted for the alteration, repair or demolition of the building herein described. All provisions of the Building Ordinances shall be complied with in the alteration, repair or demolition of said building, whether specified herein or not.

(SIGN HERE) A R Roberts

Los Angeles, Cal., DEC 28 1910 191

CITY ASSESSOR: Please Verify

TAKE TO ROOM NO. 6 FIRST FLOOR

REMOVED FROM	REMOVED TO
Lot 113 Block	Lot Block
Tract Gilspire Harvard Heights Tract.	Tract
Book 21 Page 12 F. B. Page 17	Book Page F. B. Page

TAKE TO ROOM NO. 34 THIRD FLOOR

CITY ENGINEER: Please Verify Street Number

From No. 765 Harvard Blvd No.

1. Owner's name B X Dawson
2. Owner's address 765 Harvard Blvd
3. Architect's name
4. Contractor's name
5. Contractor's address
6. Entire cost of the Proposed Improvements, $ 250.00
7. Purpose of the building Sleeping room
8. Class of building frame No. of rooms at present 7
9. No. of stories in height one ½ Size of present building X
10. Size of new addition 18 X 24
11. Material of foundation Concrete Size Footing 16" Size of wall 8"
12. Size of exterior studs 2 X 4 Interior studs 2 X 4
13. Size of mud sills X Bearing studs X
14. Size of first floor joist X Second floor joist 2 X 10
15. STATE ON FOLLOWING LINES JUST WHAT YOU WANT TO DO:—

To add 18' x 24' second story on top of present one story cottage

PERMIT NO. 10657 Date DEC 28 1910, 191

Application Rec'd

RECEIVED

3

APPLICATION TO ALTER, REPAIR, OR DEMOLISH AND FOR A Certificate of Occupancy

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Lot No. #113

Tract ~~Block~~ Wilshire Harvard Heights

Location of Building 765 S. Harvard (House Number and Street)

Between what cross streets 7 & 8

Approved by City Engineer

Deputy

USE INK OR INDELIBLE PENCIL

1. Present use of building Dwelling (Store, Dwelling, Apartment House, Hotel or other purpose) Families 1 Rooms 9
2. State how long building has been used for present occupancy about 30 years
3. Use of building AFTER alteration or moving Dwelling Families 1 Rooms 9
4. Owner E. S. Boyer (Print Name) Phone
5. Owner's Address 765 S. Harvard Blvd P. O.
6. Certificated Architect State License No. Phone
7. Licensed Engineer State License No. Phone
8. Contractor Wilbur F. Gerlach State License No. 64500 Phone WE-10191
9. Contractor's Address 6215 Melrose Ave
10. VALUATION OF PROPOSED WORK (including all labor and material and all permanent heating, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon) $ 500.00
11. State how many buildings NOW on lot and give use of each. 2 - House & Garage (Store, Dwelling, Apartment House, Hotel or other purpose) 1
12. Size of existing building 30 x 60 Number of stories high 1 Height to highest point 15'
13. Material Exterior Walls Wood (Wood, Steel or Masonry) Exterior framework Wood (Wood or Steel)
14. Describe briefly all proposed construction and work:
Replace section of roof damaged by fire
Total square 2 1/2 Squares
4 pcs Jacks
Roy Van Buyn

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 the above application is correct and that the 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 Edward Wilbur (Owner or Authorized Agent)

DISTRICT OFFICE ___ By ___

FOR DEPARTMENT USE ONLY

PLAN CHECKING
Date ___
Receipt No. ___
Valuation $ ___
Fee Paid $ ___

CHANGE OF OCCUPANCY
Area of Bldg. ___ Sq. Ft.
Date ___
Receipt No. ___
Fee Paid $ ___

FEES
Bldg. Per. 350
Cert. of Occupancy ___
Total 350

TYPE	GROUP	Maximum No. Occupants	Inside Lot / Corner Lot	Key Lot / Corner Lot Keyed	Lot Slope	Ft. over alley / into alley	Chart
V-B	12				50x155		B-12

REINFORCED CONCRETE: Plain Concrete ___ Take all Rebars (except Stirrup Steel) ___

PERMIT No. 14457

Plans and Specifications checked ___
Correction Numbers ___
Plans, Specifications and Applications recommended and approved ___
Fee Plans Rec'd ___ Fee Paid ___

Zone R-3
Bldg. Line 10' Ft.
Application checked and approved ___
Continuous Inspection ___

Key Interest No. ___
Street Widening ___ Ft. ___ Ft.
SPRINKLER: Specified—Required ___ Valuation Included Yes ___ No ___

District Map No. 72 85
Change Zone Sheet Permit is issued
MAR - 4 1954
Inspector ___

No Additions

ELECT. DIV.
3
LEVIN E. YOAKUM
ELECTRICAL INSPECTOR

APPLICATION TO ALTER, REPAIR OR DEMOLISH AND FOR A Certificate of Occupancy

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Lot No. 16

Tract W. L. Stimson Estate and Plat "C"

Location of Building 763- 765 So. Harvard Blvd. 65 ft. 65 ft. = 767-½
(Street Number and Street)

Between what cross streets 7th. and 8th. St.

Approved by City Engineer
Deputy.

USE INK OR INDELIBLE PENCIL

1. Present use of building Residence (Store, Dwelling, Apartment House, Hotel or other purpose) Families 1 Rooms 6
2. State how long building has been used for present occupancy 30 Years
3. Use of building AFTER alteration or moving Six Apartments Families 6 Rooms 14
4. Owner Edwin I. Spegan (Print Name) Phone RI 7-2956
5. Owner's Address 765 S. Harvard Blvd P. O. L. A.
6. Certificated Architect State License No. Phone
7. Licensed Engineer State License No. Ph.
8. Contractor State License No. Phone
9. Contractor's Address
10. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent fixtures, heating, ventilating, water supply, plumbing, gas, fire sprinkler, electrical work and service equipment; therein or thereon.) $ 7,500.00
11. State how many buildings NOW on lot and give use of each. One Residence (Store, Dwelling, Apartment House, Hotel or other purpose)
12. Size of existing building 36 x 71 Number of stories high 1 Height to highest point 14
13. Material Exterior Walls Wood (Wood, Steel or Masonry) Exterior framework Wood (Wood or Steel)
14. Describe briefly all proposed construction and work:
Addition of new building 29'x35' in the front, with one new apartments with sun deck on the roof. The existing building to be divided into four apartments, of one and two rooms.

NEW CONSTRUCTION

15. Size of Addition 29' x 35' Size of Lot 50 x 135 Number of Stories when complete 1
16. Footings: Width 1' 6" Depth in Ground 18" Width of Wall 8" Size of Floor Joists 2 x 6
17. Size of Studs 2 x 4 Material of Floor Wood Size of Rafters 2 x 6 Type of Roofing Comp.

I hereby certify that to the best of my knowledge and belief the 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 Edwin I. Spegan
(Owner or Authorized Agent)

By

FOR DEPARTMENT USE ONLY

PLAN CHECKING
Dates
Receipt No. 5114
Valuation $ 7500
Fee Paid $ 24.25

REINFORCED CONCRETE
Bldg. Comment
Tons of Reinforcing Steel

FEES
Bldg. Per. 31.50
Cert. of Occupancy
Total

TYPE	GROUP	Maximum No. Occupants	Lot No.	Map Ref.	Lot area	Front rate after	Class
V	H-2	5 Fam.			50'x135'	ft. rate after	

PERMIT No. L 415174

Plans and Specifications checked

Corrections Verified

Plans Specifications and Application Examined and approved

PLANS

Zone R-3 | Fire District No. — | District Map No. 72-35

Bldg. Line 10' ft. | Street Widening — ft.

Application checked and approved MAY 15 1950

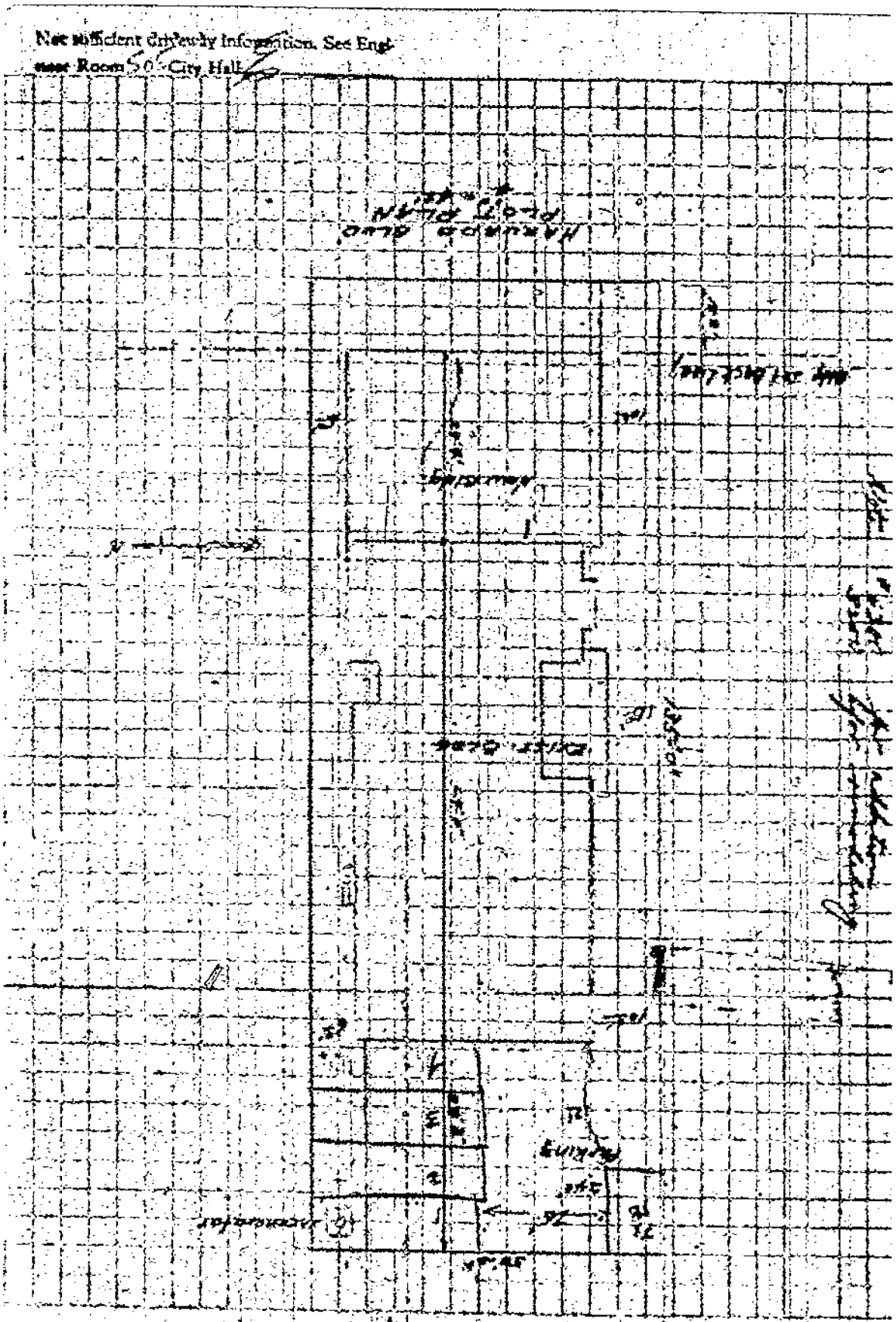
Certificate of Inspection

EXPIRATION Specified—Required Valuation Included Yes—No

Issued MAY 15

Inspector

Not sufficient driveway information. See Engr
ment Room 50 City Hall



CHECKED BY
PLANNING AND
DEVELOPMENT
DIVISION

1

ELVIN E. YOAKUM
ELECTRICAL INSPECTOR

APPLICATION TO ERECT A NEW BUILDING AND FOR A CERTIFICATE OF OCCUPANCY

Form B-1
CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Lot No. 112 & 113
Walburne
Tract ~~Harvard Hts~~ Harvard Hts Tract

Location of Building 765 S. HARVARD BLVD (House Number and Street)
Between what cross streets 7th St & 8th Sts.

Approved by City Engineer
Deputy.

USE INK OR INDELIBLE PENCIL

1. Purpose of building Offices (Store, Dwelling, Apartment House, Hotel, or other purpose) Families — Rooms —
2. Owner PERMOLD PROCESS CO. (Print Name) Phone DU 91164
3. Owner's address 3142 Wilshire Bl P.O. LA.
4. Certificated Architect None State License No. — Phone —
5. Licensed Engineer John E. Mackel State License No. 3701 Phone DU 81183
6. Contractor Owner State License No. — Phone —
7. Contractor's address —
8. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment thereto or thereon.) $1500.00
9. State how many buildings NOW on lot and give use of each. None (Store, Dwelling, Apartment House, Hotel or other purpose)
10. Size of new building 28 x 80 No. Stories 2 Height to highest point 27 Size lot — x 135
11. Material Exterior Walls Frame & Stucco Type of Roofing Comp Q
12. For Accessory Buildings and similar structures (a) Footing: Width — Depth in Ground — Width of Wall —
(b) Size of Studs None Material of Floor —
(c) Size of Floor Joists — x — Size of Rafters —

I hereby certify that to the best of my knowledge and belief the 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 Permold Process Co (Owner or Authorized Agent)
By John E. Mackel

Plans, Specifications and other data must be filed.

FOR DEPARTMENT USE ONLY

PLAN CHECKING
Date 8-7-51
Receipt No. 80
Valuation $1500.00
Fee Paid $ 2.50

REINFORCED CONCRETE
Bbls. Cement
Tons of Reinforcing Steel

FEES
Bldg. Per. 4.00
Cert. of Occupancy —
Total 4.00

TYPE	GROUP	Maximum No. Occupants	Inside Lot / Corner Lot	Key Lot / Corner Lot Reversed	Lot Line	Ft. near alley / Ft. from alley	Clerk
V	G-1	35			100+135		

PERMIT No. LA 55083
Plans and Specifications checked MA Sept
Corrections Verified Mackey
Plans, Specifications and Application rejected and approved
PLANS
Fee Plans Returned — Plans with —

Zone R-3
Bldg. Line 10' Ft.
Fire District No. —
Street Widening — Ft.
Application checked and approved E T Brown Clerk
Conditions, Exceptions, Deposition None
SPECIAL

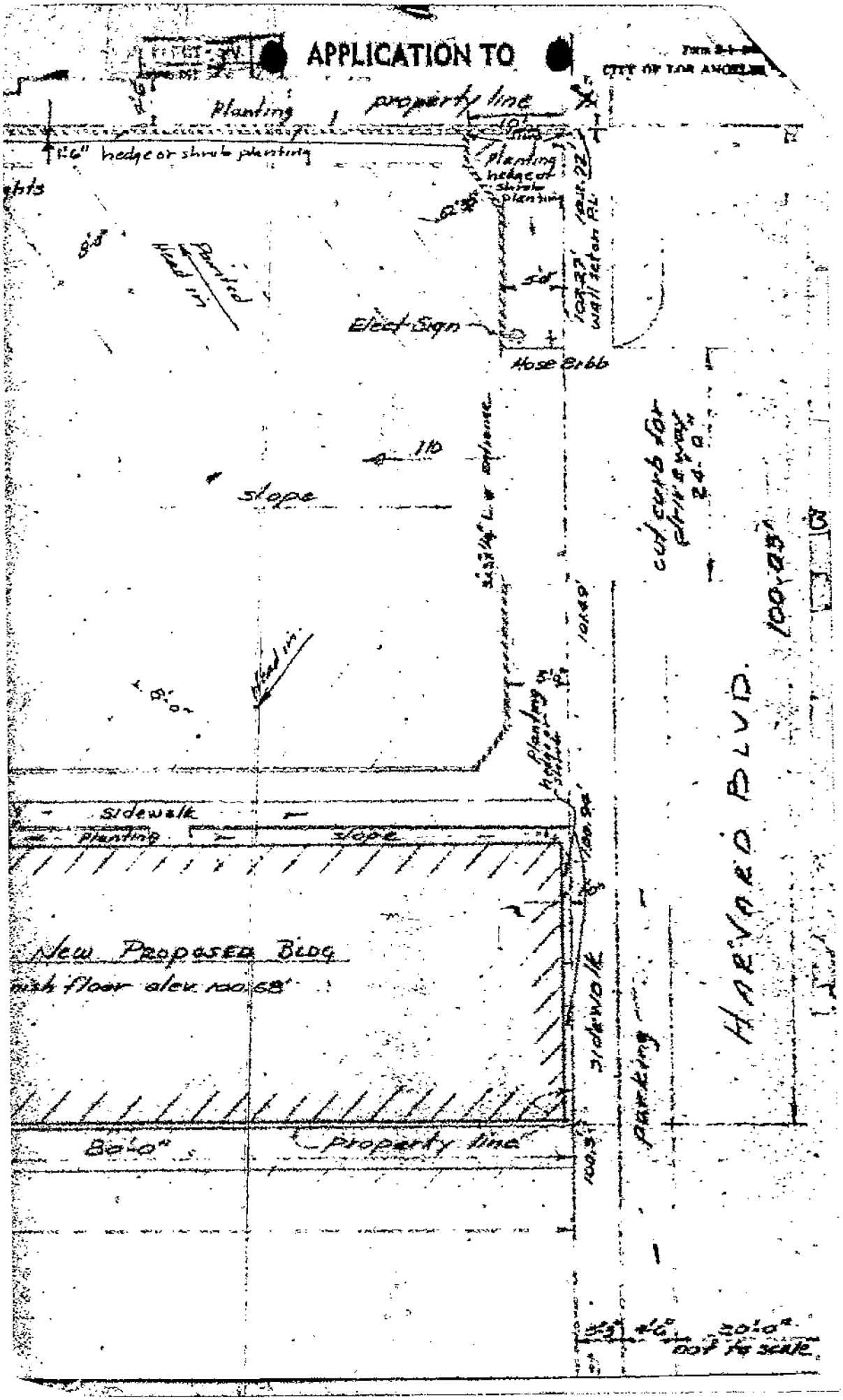
District Map No. 7285
Stamp here when Permit is issued
Inspector

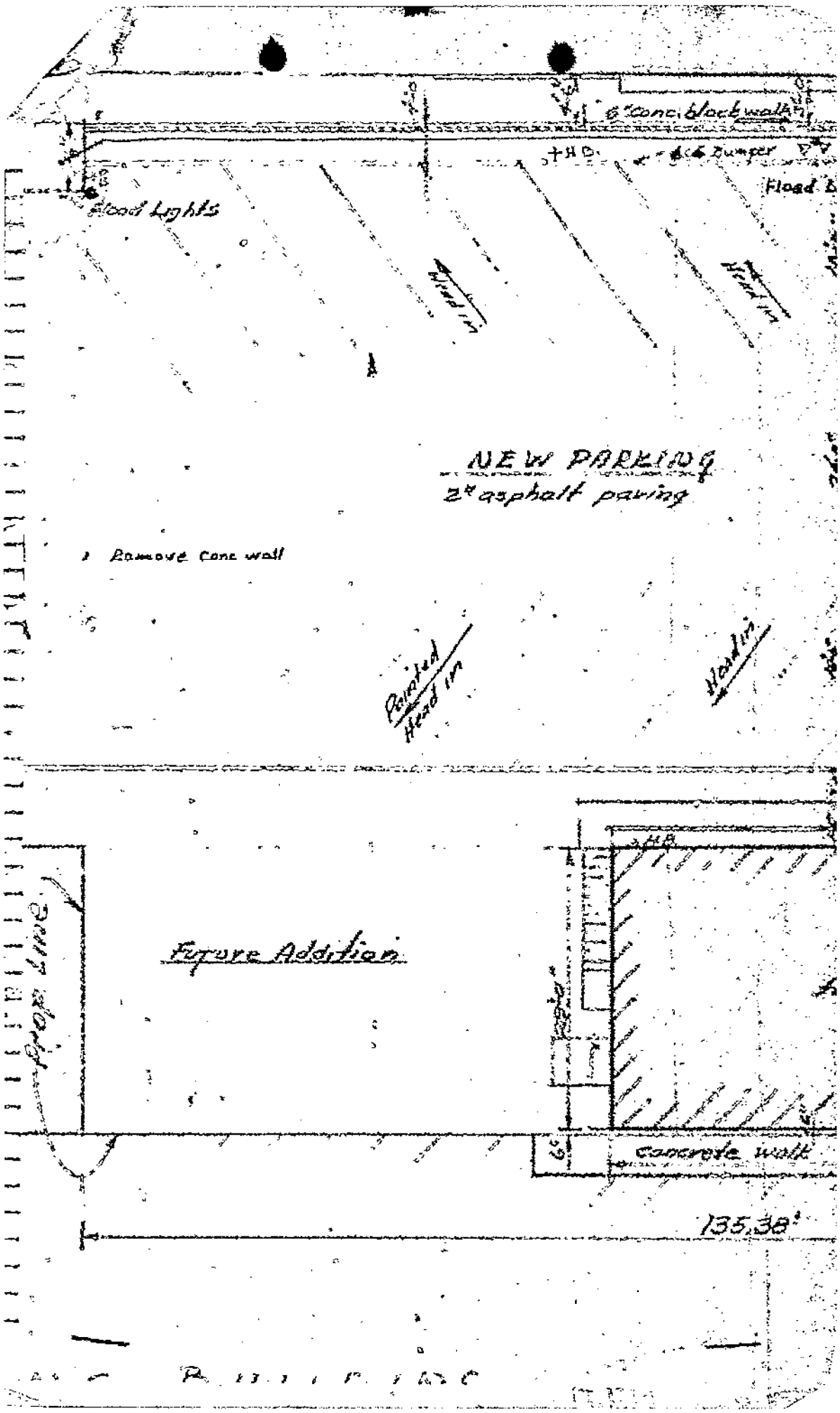
ZA 11583

PLANS FILE
20 11583
Dec 3/13/51

APPLICATION TO

CITY OF LOS ANGELES




6" Conc. block wall
Flood Lights
NEW PARKING
2" asphalt paving
Remove Conc wall
Painted Head in
Future Addition
Property Line
Concrete walk
135.38'

S CITY OF LOS ANGELES

PERMIT APPLICATION FOR INSPECTION OF SIGNS

B&S 9-5 R.8-74

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.
2. Plot Plan Required on Back of Original.

1. LOT LEGAL DESCR. 113	BLK.	TRACT Wilshire Bl	DIST. MAP 7285 / CENSUS TRACT 2125.00
2. TYPE OF SIGN OR NEW WORK (99) Projecting Sign	☐ RESIDENTIAL	☒ COMMERCIAL	ZONE C2-4
3. JOB ADDRESS 765 S. Harvard Bl			FIRE DIST. 2
4. BETWEEN CROSS STREETS 7th St AND 8th St.			LOT (TYPE) int
5. OWNER'S NAME Oriental Medical Center		PHONE	LOT SIZE irreg
6. OWNER'S ADDRESS same	CITY	ZIP	
7. ARCHITECT OR ENGINEER	ACTIVE STATE LICENSE NO.	PHONE	ALLEY /
8. QUALIFIED INSTALLER Three Star Sign Co	ACTIVE STATE LICENSE NO. 218174	PHONE MA6-6767	BLDG. LINE /
9. BRANCH LENDER	ADDRESS	CITY	AFFIDAVITS CCPD

10. SIZE OF EXISTING BUILDING WIDTH LENGTH	TYPE V	STORIES 2	EXT. WALL CONST. STUCCO	ROOF CONST.	
11. SIZE OF SIGN 3X5	TOTAL COPY AREA 30	OVERALL HEIGHT	FROM GRADE 19	FROM ROOF	
12. MATERIAL OF SIGN CONSTRUCTION	SUPPORTING FRAME stl	FRAME OF COPY	SURFACE OF SIGN plex		

S

13. JOB ADDRESS 765 S Harvard Bl		DIST. OFFICE LA
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN $ 500		GRADING /
15. TYPE OF SIGN OR NEW WORK Projecting Sign	☐ SINGLE FACE ☒ DOUBLE FACE	CONS. /
16. ILLUMINATION ☐ None ☒ INTERNAL ☐ EXTERNAL	☐ FLASHING ☐ REVOLVING ☐ OTHER NONE	ZONED BY HMyers
17. NO. OF SIGNS OR GAS TUBE SYSTEMS 1	NO. OF ADDITIONAL BRANCH CIRCUITS 0	NO. OF CONTROL DEVICES 0

FREEWAY CHECKED

CLEARANCES AND/OR APPROVALS REQUIRED

	Yes	No
FREEWAY SURVEY	☐	☐
TRAFFIC DEPT.	☐	☐
BOARD	☐	☐

ELECTRICAL PERMIT FEES

SIGNS/G.T. SYSTEMS	6 25
ADDITIONAL CIRCUITS	—
CONTROL DEVICES	—
BLDG. PERMIT	8 25
ISSUING FEE	5 00

PLANS CHECKED

PLANS APPROVED

APPLICATION APPROVED

CONT. INSP. LIC FAB

INSP. ACTIVITY E

FREEWAY CLEARED STAMPED

DATE 2-26-75

FILED WITH

INSPECTOR

TYPIST sj

P.C.	S.P.C.	E.P. TOTAL	I.F.	G.P.I.
7.01		19 50	/	

P.C. NO.

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.

FEB-26-75 54002 E 4050 U — 6 CK 7.01
FEB-26-75 54003 E 4050 U 11 — CK 19.50

CASHIER'S USE ONLY

STATEMENT OF RESPONSIBILITY

I certify that in doing the work specified herein, 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 of an authoriszation 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 warrantly 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.)

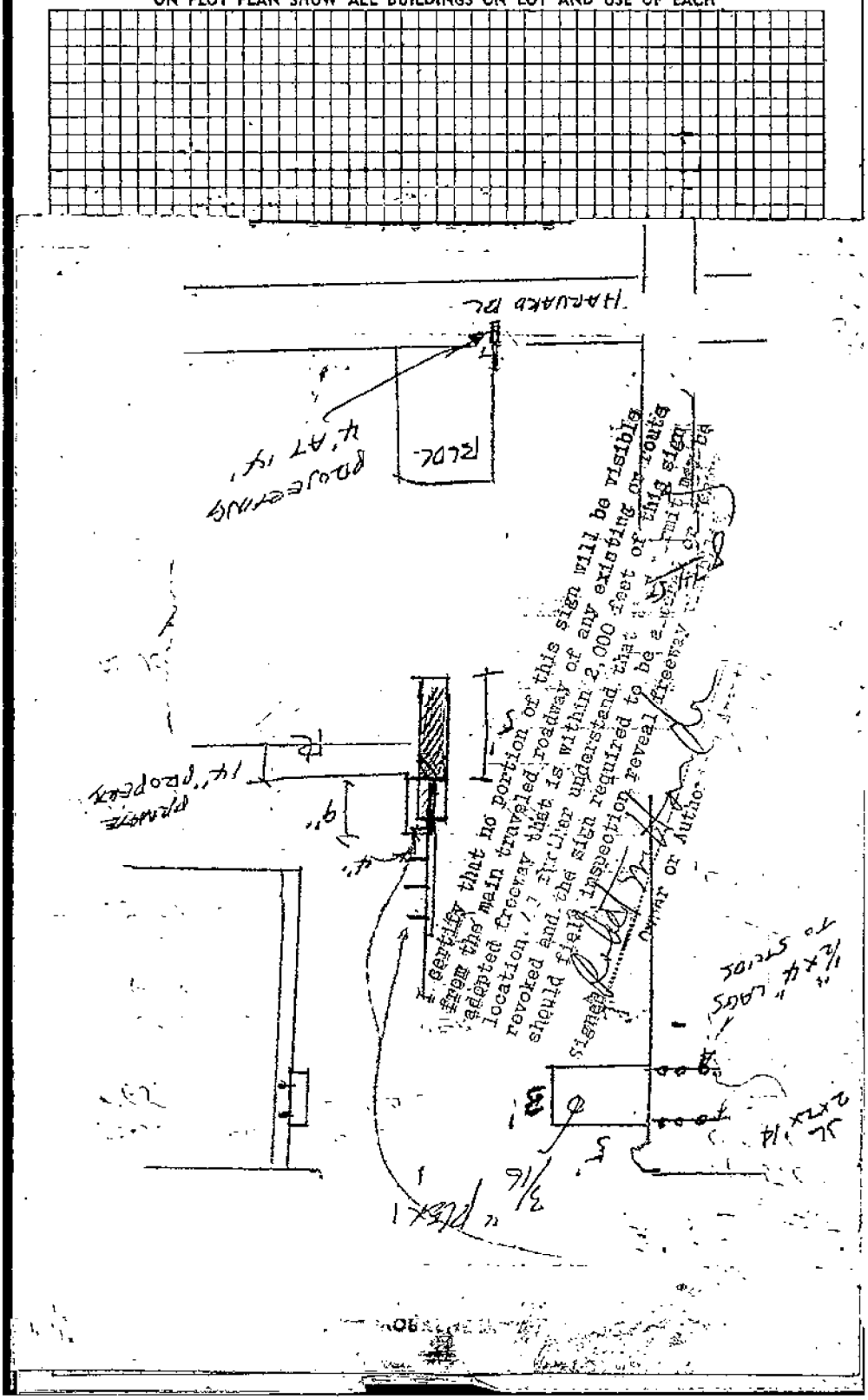
Signed [signature] (Owner or Agent)

		Signature/Date
Bureau of Engineering	ADDRESS APPROVED	Dalton 2-24-75
Conservation	APPROVED FOR ISSUE ☐ NO FILE ☐	
Traffic	APPROVED FOR ISSUE	
Municipal Arts	APPROVED FOR ISSUE	
Planning	APPROVED UNDER CASE #	

Board of Building and Safety Commissioners File #

LEGAL DESCRIPTION

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



S PERMIT APPLICATION FOR INSPECTION OF SIGNS

B&S B-5—R.8-74

S 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.

5-1

1. LOT / LEGAL DESCR. 113	BLK.	TRACT Wilshire Bl	DIST. MAP 7285 / CENSUS TRACT 2125.00
2. TYPE OF SIGN OR NEW WORK (30) Ele Sign	☐ RESIDENTIAL	☒ COMMERCIAL	ZONE C2-4
3. JOB ADDRESS 765 S. Harvard Bl			FIRE DIST. 2
4. BETWEEN CROSS STREETS 7th St AND 8th St.			LOT (TYPE) int
5. OWNER'S NAME Oriental Medical Center		PHONE	LOT SIZE irreg
6. OWNER'S ADDRESS same	CITY	ZIP	
7. ARCHITECT OR ENGINEER BARRY BARON & ASSO.	ACTIVE STATE LICENSE NO. H059	PHONE 788-0197	ALLEY
8. QUALIFIED INSTALLER three Star Sign Co.	ACTIVE STATE LICENSE NO. 218174	PHONE MA6-6767	BLDG. LINE
9. BRANCH / LENDER	ADDRESS	CITY	AFFIDAVITS CCPD

10. SIZE OF EXISTING BUILDING WIDTH / LENGTH	TYPE	STORIES	EXT. WALL CONST.	ROOF CONST.	
11. SIZE OF SIGN 3X5	TOTAL COPY AREA 15	OVERALL HEIGHT ⟹	FROM GRADE 15	FROM ROOF	
12. MATERIAL OF SIGN CONSTRUCTION ⟹	SUPPORTING FRAME stl	FRAME OF COPY M+1	SURFACE OF SIGN plex		

S 13. JOB ADDRESS 765 S. Harvard Bl. — DIST. OFFICE LA

VALUATION TO INCLUDE ALL FIXED EQUIPMENT
14. REQUIRED TO OPERATE AND USE PROPOSED SIGN $ 450 — GRADING /

15. TYPE OF SIGN OR NEW WORK Pole Sign ☐ SINGLE FACE ☒ DOUBLE FACE — CONS. /

16. ILLUMINATION ☐ None ☒ INTERNAL ☐ EXTERNAL ☐ FLASHING ☐ REVOLVING ☐ OTHER None — ZONED BY

17. NO. OF SIGNS OR GAS TUBE SYSTEMS 1 | NO. OF ADDITIONAL BRANCH CIRCUITS 0 | NO. OF CONTROL DEVICES 0 — FREEWAY CHECKED

CLEARANCES AND/OR APPROVALS REQUIRED

	Yes	No
FREEWAY SURVEY	☐	☒
TRAFFIC DEPT.	☐	☒
BOARD	☐	☒

ELECTRICAL PERMIT FEES

SIGNS/G.T. SYSTEMS	6.25
ADDITIONAL CIRCUITS	
CONTROL DEVICES	
BLDG. PERMIT	9.75
ISSUING FEE	3.00
E.P. TOTAL	19.50

PLANS CHECKED — FREEWAY CLEARED
PLANS APPROVED — DATE 4-12-75
APPLICATION APPROVED — FILED WITH
CONT. Lic INSP. Feb — INSP. ACTIVITY E — INSPECTOR

P.C.	S.P.C.	I.F.	C.P.I.	TYPIST
7.01		/		sj

P.C. NO. — 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-16-75 65909-E ◦ 6351 $ 6 CK 7.01
APR-16-75 65910-E ◦ 6351 $ 11 CK 19.50

STATEMENT OF RESPONSIBILITY

I certify that in doing the work specified herein, 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 of 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.)

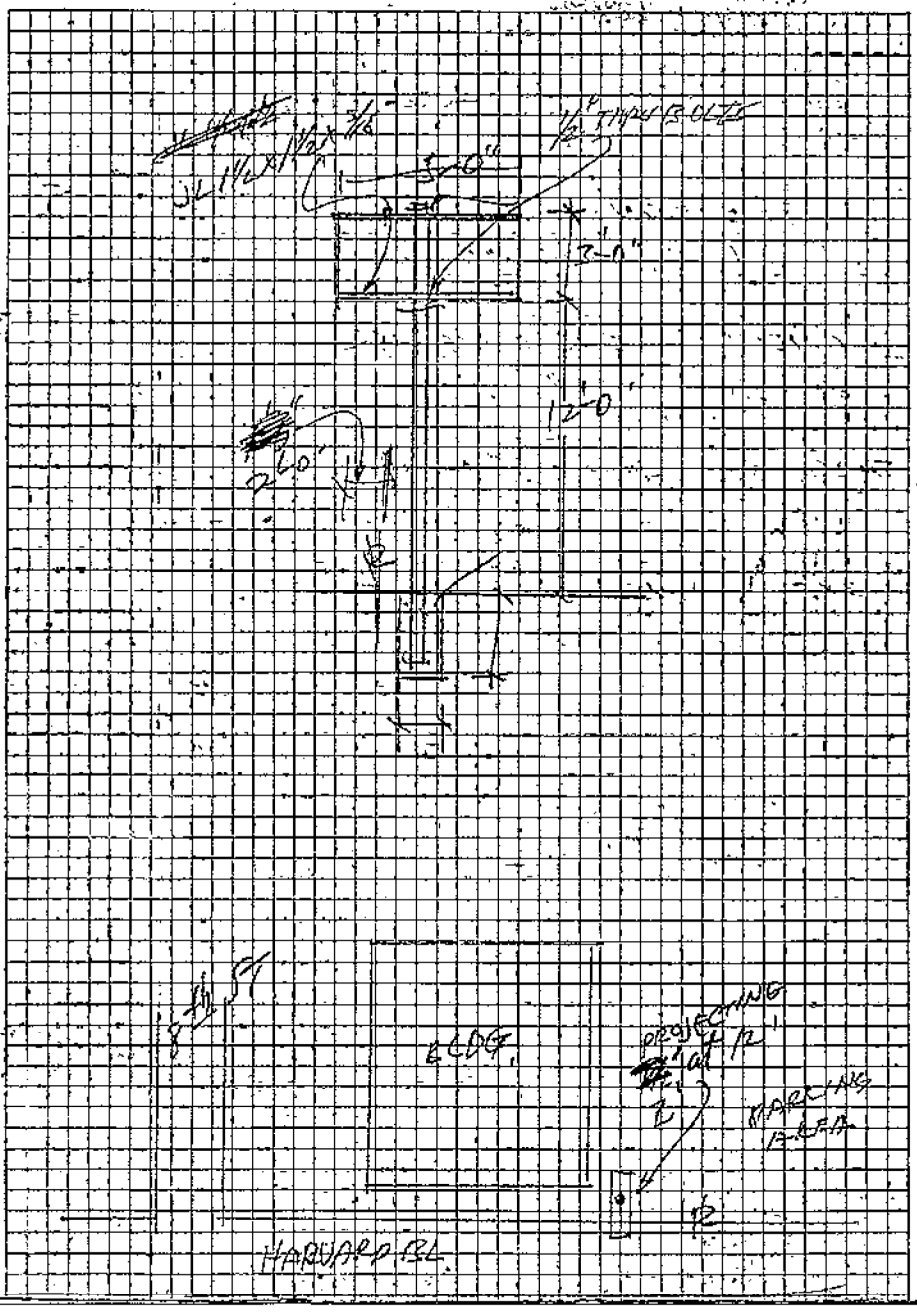
Signed Robert [illegible] (Owner or Agent) — Signature/Date

Bureau of Engineering	ADDRESS APPROVED	see LA4050/75
Conservation	APPROVED FOR ISSUE ☐ NO FILE ☐	
Traffic	APPROVED FOR ISSUE	
Municipal Arts	APPROVED FOR ISSUE	
Planning	APPROVED UNDER CASE #	

Board of Building and Safety Commissioners File #

LEGAL DESCRIPTION

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

CERTIFICATE OF OCCUPANCY

Address of Building 759-65 S. Harvard Blvd.

Permit No. and Year LA 5505 - 1951

Certificate Issued February 7, 1952

NOTE: Any change of use or occupancy Must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

2 Story, Type V, 28x80 Office Building;
G-1 Occupancy

Owner: Permoid Process

Owner's Address: 3142 Wilshire Boulevard
Los Angeles 17, California

Form B-955a—20M—10-51 G. E. MORRIS, Superintendent of Building By JOHN D. MILLER msl

Address of Building: 3431-51 W. 8th St. 767 S. Harvard Blvd.

Permit No. and Year: LA 15451 - 1951

Certificate Issued: February 25, 1952

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy Must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

2 Story, Type V, 24x42, Retail Store and Office
Addition to existing Store, G-1 Occupancy

Owner: Permoid Process Co.

Owner's Address: 3142 Wilshire Blvd.
Los Angeles 5, California

JOHN D. MILLER msl

Form B-95a—20M—10-51 G. E. MORRIS, Superintendent of Building By .....

Bldg. Form 2

2

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Application for the Erection of a Building
OF
CLASS "D"

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

Lot No. Part Lot #114

Tract Wilshire Harvard Heights

Location of Building 771-773 S. Harvard Blvd
N. W. Corner W. 8th St. & Harvard Blvd.
(House Number and Street)

Between what cross streets #150 #431-41 W. 8th St.

Approved by City Engineer
Deputy.

USE INK OR INDELIBLE PENCIL

1. Purpose of building Store and office building Families Rooms
(Store, Residence, Apartment House, Hotel, or any other purpose)
2. Owner (Print Name) Permold Process Co. Phone
3. Owner's address 1135 Van Nuys Blvd. 7th & Spring Sts.
4. Certificated Architect Stiles O. Clements State License No. 7913 Phone TR. 7091
5. Licensed Engineer Edwin F. Rudolph State License No. 777 Phone Mi. 4926
6. Contractor [illegible] State License No. Phone
7. Contractor's address [illegible]
8. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ 10,500 10,000.00
9. State how many buildings NOW on lot and give use of each None
10. Size of new building 44'-0" x 135'0" (Store, Residence, Apartment House, Hotel, or any other purpose) No. Stories 2 Height to highest point 28' Size lot 44'3" x 135'3"
11. Type of soil Sandy loam Foundation (Material) Conc. Depth in ground 2'-0"
12. Width of footing See Det. Width of foundation wall See Det Size of redwood sill x
13. Material exterior wall 2" x 6" Size of studs: (Exterior) conc.slab 2"x14"x12" x (Interior bearing) 2" x 6" x
14. Joist: First floor x Second floor x Rafters 2" x 8" Material of roof Wood shingles
15. Chimney (Material) None Size Flue - x - No. inlets each flue - Depth footing in ground -

I have carefully examined and read the above completed Application and know the same is true and correct, and hereby certify and agree that if a permit is issued all the provisions of the Building Ordinance and State Laws will be complied with whether herein specified or not; I also certify that plans and specifications filed will conform to all the Building Ordinances and State Laws.

EX 1164 W. Jansen

Sign here Stiles O. Clements
(Owner or Authorized Agent)

By Arthur E. Mann

Plans, Specifications and other data must be filed if required.

1-24-38

FOR DEPARTMENT USE ONLY 7285

PERMIT NO.	Plans and Specifications checked	Zone	Fire District	Fee
18199	W.M.Taggart	R4	3	33.00
	Corrections verified W.M.Taggart	Bldg. Line	Street Dedication	Stamp here when Permit is issued
	Plans, Specifications and Application checked and approved	Height, Use, Fire District and approved		JUN 15 1938
PLANS Lot 34 1	For Plan Check	Filed with	Inspector	

79494

FOR DEPARTMENT USE ONLY

Application WMT	Fire District WMT	Bldg. Line [illegible]	Forced Draft Ventil
Construction WMT	Zoning WMT	Street Widening N	

(1) **REINFORCED CONCRETE**

Barrels of Cement 66

Tons of Reinforcing Steel 4 1/2

(2) The building referred to in this Application will be more than 100 feet from

..... Street

Sign Here.....
(Owner or Authorized Agent)

(3) This building will be not less than 10 feet from any other building used for residential purposes on this lot.

Sign here.....
(Owner or Authorized Agent)

(4) There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here.....
(Owner or Authorized Agent)

REMARKS: When Contract is let, Contractor will be a legally licensed contractor.

Stiles O. Clements
Per. A. F. Mann

Plan Approved by City Plan Commission
1/21/38 W N Thorpe

Council Resolution — OK in #3 FD and R 4 Zone
See Council Communications
#199(1936) + 2407(1937)

PLAN CHECKING
RECEIPT No. 18643
VALUATION $ 10000.00
FEE PAID $ 20.00

APPROVED March 4 1938
L. W. ARMSTRONG
ENGINEER OF STORM DRAINS
BY U. Swan assistant Eng.

I hereby certify that there is no general contractor for this building or work.
(Signed) [illegible]

Items 3-4-5-6-7 Approved by City Plan Commission
W N Thorpe Div.

Bldg. Form 5

3

USE INK OR INDELIBLE PENCIL

CITY OF LOS ANGELES

DEPARTMENT OF BUILDING AND SAFETY

BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM	REMOVED TO
Lot 115-116 PART of LOTS 139-140	Lot
Tract WILSHIRE HARVARD HGTS.	Tract

Present location of building } 3411-3433 W. 8th St. (House Number and Street)

New location of building } (House Number and Street)

Between what cross streets } HARVARD & KINGSLEY DR.

Approved by City Engineer.

Deputy.

1. Purpose of PRESENT building STORES (Store, Residence, Apartment House, Hotel, or any other purpose) Families Rooms
2. Use of building AFTER alteration or moving SAME Families Rooms
3. Owner (Print Name) ANTON TUTTER Phone TR 7091
4. Owner's Address 1135 VAN NUYS BLDG.
5. Certificated Architect STILES CLEMENTS State License No. 813B Phone TR 7091
6. Licensed Engineer EDW. RUDOLF State License No. 777 Phone MI. 4926
7. Contractor — None State License No. Phone
8. Contractor's Address — None
9. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ 14000.00
10. State how many buildings NOW on lot and give use of each. } ONE - UNFINISHED STORE BLDG. (Residence, Hotel, Apartment House, or any other purpose)
11. Size of existing building 65 x 135 Number of stories high ONE Height to highest point 35'
12. Class of building C Material of existing walls CONC BRICK Exterior framework CONC. (Wood or Steel)

Describe briefly and fully all proposed construction and work:

Complete all store rooms in bldg consisting of store fronts, cement floors, plastering, inclosing walls, plumbing, electric wiring, painting etc all as per plans

Fill in Application on other Side and Sign Statement (OVER)

PERMIT NO.	FOR DEPARTMENT USE ONLY 7285			Fee 4.00
22779	Plans and Specifications checked [signature]	Zone [illegible]	Fire District No. 3	Stamp here when Permit is issued
	Corrections verified [signature]	Bldg. Line 10' on Harvard Street Widening Ft.		JUL 21 1938
PLANS [illegible]	Plans, Specifications and Applications reckoned and approved [signature]	Application checked and approved 7/21/38 [signature] Clerk		
	For Plans See	Filed with 1469/38	SPRINKLER Required Valuation included Specified Fee—No	Inspector [signature]

Card Or 79198

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition None x Size of Lot x Number of Stories when complete

Material of Foundation Width of Footing Depth of footing below ground

Width Foundation Wall Size of Redwood Sill x Material Exterior Walls

Size of Exterior Studs x Size of Interior Bearing Studs x

Joists: First Floor x Second Floor x Rafters x Roofing Material

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here Stiles O. Clements
(Owner or Authorized Agent)

By [signature]

FOR DEPARTMENT USE ONLY			
Application P	Fire District P	Bldg. Line P	Termite Inspection
Construction P	Zoning P	Street Widening	Forced Draft Ventil

(1) REINFORCED CONCRETE

Barrels of Cement

Tons of Reinforcing Steel

(2) The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from

Street

Sign Here
(Owner or Authorized Agent)

(3) No required windows will be obstructed.

Sign Here
(Owner or Authorized Agent)

(4) There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here
(Owner or Authorized Agent)

REMARKS:

PLAN CHECKING

RECEIPT NO. 21518

VALUATION $ 14000.00

FEE PAID $ 25.00

Note - Stores in Rd Zone was approved for permit # 7469/38

[signature]

I hereby certify that there is no general contractor for this building or work.

(Signed) Stiles Clements

By R. E. [signature]

Bldg. Form 2

USE INK OR INDELIBLE PENCIL

3

CITY OF LOS ANGELES

DEPARTMENT OF BUILDING AND SAFETY

BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM	REMOVED TO
Lot 115-116 Part of Lots 139-140	Lot
Tract Wilshire Harvard Heights	Tract

Present location of building: 3411-3433 W. 8th St. (Hours Number and Street)

New location of building: (Hours Number and Street)

Between what cross streets: Harvard Blvd & Kingsley Ave.

Approved by City Engineer.

Deputy.

1. Purpose of PRESENT building Stores (Store, Residence, Apartment House, Hotel, or any other purpose) Families Rooms
2. Use of building AFTER alteration or moving Restaurant Families Rooms
3. Owner (Print Name) Anton Tutter Phone
4. Owner's Address 1135 Van Nuys Bldg.
5. Certificated Architect Stiles O. Clements State License No. 813B Phone TR 7091
6. Licensed Engineer Edward Rudolph State License No. 777 Phone Mi 4926
7. Contractor None State License No. Phone
8. Contractor's Address Stores
9. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ 1600.
10. State how many buildings NOW on lot and give use of each. One - Stores (Residence, Hotel, Apartment House, or any other purpose)
11. Size of existing building 65 x 135 Number of stories high One Height to highest point 35'
12. Class of building C Material of existing walls Brick Exterior framework Conc (Wood or Steel)

Describe briefly and fully all proposed construction and work:

Construct partitions for kitchen and toilet rooms in Store #6 -
Change window openings in rear wall of Store #6.

10/7/38

Fill in Application on other Side and Sign Statement (OVER)

FOR DEPARTMENT USE ONLY 7285

PERMIT NO.	Plans and Specifications checked	Zone	Fire District	Fee
33226	Corrections verified	Bldg. Line 15' Harvard Ft.	Street Widening NO Ft.	Stamp here when Permit is issued OCT 10 1938
PLANS	Plans, Specifications and Applications rechecked and approved	Application checked and approved 10/7/38 Clerk		
Rec'd	For Plans See / Filed with	SPRINKLER Required Valuation Included / Specified Yes—No		Inspector

79.148878.069

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

None

Size of Addition.....x.....Size of Lot.....x.....Number of Stories when complete.....

Material of Foundation.....Width of Footing.....Depth of footing below ground.....

Width Foundation Wall.....Size of Redwood Sill.....x.....Material Exterior Walls.....

Size of Exterior Studs.....x.....Size of Interior Bearing Studs.....x.....

Joists: First Floor.....x.....Second Floor.....x.....Rafters.....x.....Roofing Material.....

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here STILES O. CLEMENTS ARCHITECT
(Owner or Authorized Agent)

By [signature]

FOR DEPARTMENT USE ONLY			
Application	Fire District	Bldg. Line	Termite Inspection .....
Construction	Zoning	Street Widening	Forced Draft Ventil .....

(1) REINFORCED CONCRETE

Barrels of Cement.....

Tons of Reinforcing Steel.....

(2) The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from

.....Street

Sign Here.....
(Owner or Authorized Agent)

(3) No required windows will be obstructed.

Sign Here.....
(Owner or Authorized Agent)

(4) There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here.....
(Owner or Authorized Agent)

REMARKS:

APPROVED
DATE 10-7-38
DEPARTMENT OF HEALTH
BUREAU OF SANITATION
[signature]

as per plans 2 water closets wks 1st & one water

PC #23687 06
1606
308

I hereby certify that there is no general contractor for this building or work.
(Signed) [signature]

Bldg. Form 3

USE INK OR INDELIBLE PENCIL

3

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION
Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM	REMOVED TO
Lot	Lot
Tract	Tract

Present location of building: 771-773 S Howard Blvd 3431-41 W 8th St (House Number and Street)

New location of building: (House Number and Street)

Between what cross streets: N.W. Cor 8th & Howard Sts

Approved by City Engineer. Deputy.

1. Purpose of PRESENT building: Store & Office Families Rooms (Store, Residence, Apartment House, Hotel, or any other purpose)
2. Use of building AFTER alteration or moving: Store Office Families Rooms
3. Owner (Print Name): PERMOID PROCSS Co Phone
4. Owner's Address: 3431-41 W. 8th
5. Certificated Architect: none State License No. Phone
6. Licensed Engineer: E F Rudolph State License No. 777 Phone MH 926
7. Contractor: none State License No. Phone
8. Contractor's Address: none
9. VALUATION OF PROPOSED WORK (including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ 100.00 OKWMT
10. State how many buildings NOW on lot and give use of each: One (Residence, Hotel, Apartment House, or any other purpose)
11. Size of existing building x Number of stories high 2 Height to highest point
12. Class of building D Material of existing walls Stucco Exterior framework Wood (Wood or Steel)

Describe briefly and fully all proposed construction and work:

See plans — two 4"x6" posts eliminated — Entrance detail changed.

Fill in Application on other Side and Sign Statement (OVER)

PERMIT NO.	FOR DEPARTMENT USE ONLY 7285			Fee 1.50
759	Plans and Specifications checked: Taggart	Zone: R4	Fire District No. 5	Stamp here when Permit is issued
	Corrections verified: Taggart	Bldg. Line: no Ft.	Street Widening: no Ft.	
	Plans, Specifications and Applications rechecked and approved: [signature]	Application checked and approved: 1/6/39 [signature]		JAN -9 1939
PLANS Rec'd	For Plans See	Filed with 18199/38	Required Valuation Included / Specified Yes—No	Inspector [signature]

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition.....x.....Size of Lot.....x.....Number of Stories when complete.....

Material of Foundation.....Width of Footing.....Depth of footing below ground.....

Width Foundation Wall.....Size of Redwood Sill.....x.....Material Exterior Walls.....

Size of Exterior Studs.....x.....Size of Interior Bearing Studs.....x.....

Joists: First Floor.....x.....Second Floor.....x.....Rafters.....x.....Roofing Material.....

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here..... Edwin F. Rudolph
(Owner or Authorized Agent)

By..... E. P. Rapoo

FOR DEPARTMENT USE ONLY

Application	Fire District.....	Bldg. Line	Termite Inspection.....
Construction.....	Zoning	Street Widening.....	Forced Draft Ventil.....

(1)
REINFORCED CONCRETE

Barrels of Cement.....

Tons of Reinforcing Steel.....

(2)
The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from

.....Street

Sign Here.....
(Owner or Authorized Agent)

(3)
No required windows will be obstructed.

Sign Here.....
(Owner or Authorized Agent)

(4)
There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here.....
(Owner or Authorized Agent)

REMARKS: .....

Bldg. Form 3

USE INK OR INDELIBLE PENCIL

CITY OF LOS ANGELES

DEPARTMENT OF BUILDING AND SAFETY

BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the descriptions and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the issuance of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure thereon described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure thereon described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM	REMOVED TO
Lot.....	Lot.....
.....	.....
Tract.....	Tract.....

Present location of building } 3443 W. 8th Street (House Number and Street) PLANS

New location of building } ..... (House Number and Street)

Between what cross streets } Harvard & Holmes

Approved by City Engineer.

Deputy.

1. Purpose of PRESENT building Store (Store, Dwelling, Apartment House, Hotel, or any other purpose) Families..... Rooms.....
2. Use of building AFTER alteration or moving ~~Store~~ Office Medical Families 2 Rooms 4
3. Owner (Print Name) Permold Process Co. Phone 24-1164
4. Owner's Address 3445 W 8th Street
5. Certificated Architect none State License No..... Phone.....
6. Licensed Engineer none State License No..... Phone.....
7. Contractor none State License No..... Phone.....
8. Contractor's Address none OR owner
9. VALUATION OF PROPOSED WORK (including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ 300.00
10. State how many buildings NOW on lot and give use of each. One (Residence, Hotel, Apartment House, or any other purpose)
11. Size of existing building..... x..... Number of stories high 2 Height to highest point.....
12. Class of building D Material of existing walls Lath & Plaster and concrete Exterior framework Wood (Wood or Steel)

Describe briefly and fully all proposed construction and work:

Partition store room into small offices on first floor and treatment room on second floor

Fill in Application on other Side and Sign Statement (OVER)

FOR DEPARTMENT USE ONLY				
PERMIT NO. 24583	Plans and Specifications checked O.K. Sexton O.K. WM	Zone R4	Fire District No. 3	Fee 3.50 Stamp here when Permit is issued N 21 1933
	Corrections verified D.W. Taggart	Bldg. Line No Ft.	Street Widening No Ft.	
PLANS Rec'd.....	Plans, Specifications and Applications rechecked and approved	Application checked and signed by Clerk		Inspector O.E. Carlson
	For Plans See	Filed with 295598	EXTRA FEES: Required Valuation Included	Permit Fee

O.K. # 77566.

PLANS, SPECIFICATIONS and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition None Size of Lot ... x ... Number of Stories when complete ...

Material of Foundation ... Width of Footing ... Depth of footing below ground ...

Width Foundation Wall ... Size of Redwood Sill ... x ... Material Exterior Walls ...

Size of Exterior Studs ... x ... Size of Interior Bearing Studs ... x ...

Joists: First Floor ... x ... Second Floor ... x ... Rafters ... x ... Roofing Material ...

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here Paramount Process Co.
(Owner or Authorized Agent)

By Robert M. Lawson

FOR DEPARTMENT USE ONLY			
Application Normal	Fire District Normal	Bldg. Line ...	Termite Inspection ...
Construction ...	Zoning ...	Street Widening ...	Forced Draft Ventil ...

(1) REINFORCED CONCRETE

Barrels of Cement ...

Tons of Reinforcing Steel ...

(2) The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from ... Street

Sign Here ...
(Owner or Authorized Agent)

(3) No required windows will be obstructed.

Sign Here ...
(Owner or Authorized Agent)

(4) There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here ...
(Owner or Authorized Agent)

REMARKS: Zone OK by Krause
GEN

June 20, 1939 - Occupancy for general professional offices approved by resolution of the Board in regular session June 20 by Board of City Planning Commissioners
Agnes B. Jurmain

Bldg. Form 8

USE INK OR INDELIBLE PENCIL

3

CITY OF LOS ANGELES

DEPARTMENT OF BUILDING AND SAFETY

BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM	REMOVED TO
Lot.....	Lot.....
.....	.....
Tract.....	Tract.....

Present location of building } 3436 W. 8th Street Los Angeles (House Number and Street)

New location of building } ..... (House Number and Street)

Between what cross streets } .....

Approved by City Engineer.

Deputy.

1. Purpose of PRESENT building Flower Shop Families.....Rooms..... (Store, Residence, Apartment House, Hotel, or any other purpose)
2. Use of building AFTER alteration or moving.....Families.....Rooms.....
3. Owner (Print Name) Riv Miller Phone.....
4. Owner's Address 3435 W. 8th Street
5. Certificated Architect..... State License No.....Phone.....
6. Licensed Engineer..... State License No.....Phone.....
7. Contractor HUNTINGTON PARK AWNING CO. State License No. 18006 Phone JE 4159
8. Contractor's Address 6253 LONG BEACH BLVD. SOUTH GATE, CALIF.
9. VALUATION OF PROPOSED WORK {Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.} $ ~~86.61~~ 37.00
10. State how many buildings NOW on lot and give use of each. ..... (Residence, Hotel, Apartment House, or any other purpose)
11. Size of existing building.....x.....Number of stories high.....Height to highest point.....
12. Class of building.....Material of existing walls.....Exterior framework..... (Wood or Steel)

Describe briefly and fully all proposed construction and work:

Canvas awning, metal frame, collepsible, not more thn 7 feet from wall of building, at least 1 foot from curb. Frame 8 feet above sidewalk, bottom of fringe 7 feet above. Complies with ordinance.

Fill in Application on other Side and Sign Statement (OVER)

FOR DEPARTMENT USE ONLY

PERMIT NO. 29404	Plans and Specifications checked	Zone	Fire District No.
	Corrections verified	Bldg. Line Ft.	Street Widening Ft.
	Plans, Specifications and Applications rechecked and approved	Application checked and approved 7/27/39 Clerk	
PLANS Rec'd.....	For Plans See	Filed with	SPRINKLER Required / Valuation Included / Omitted Yes—No

For 10.00

Stamp here when Permit is issued

JUL 27 1939

Inspector

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition.....x.....Size of Lot.....x.....Number of Stories when complete.....

Material of Foundation.....Width of Footing.....Depth of footing below ground.....

Width Foundation Wall.....Size of Redwood Sill.....x.....Material Exterior Walls.....

Size of Exterior Studs.....x.....Size of Interior Bearing Studs.....x.....

Joists: First Floor.....x.....Second Floor.....x.....Rafters.....x.....Roofing Material.....

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

HUNTINGTON PARK AWNING CO.

Sign Here.....8253 LONG BEACH BLVD.
(Owner or Authorized Agent)
SOUTH GATE, CALIF.

By.....R. S. Bachman

FOR DEPARTMENT USE ONLY			
Application	Fire District.....	Bldg. Line	Termite Inspection.....
Construction.....	Zoning	Street Widening	Forced Draft Ventil.....

(1)
REINFORCED CONCRETE

Barrels of Cement.....

Tons of Reinforcing Steel.....

(2)
The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from

.....Street

Sign Here.....
(Owner or Authorized Agent)

(3)
No required windows will be obstructed.

Sign Here.....
(Owner or Authorized Agent)

(4)
There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here.....
(Owner or Authorized Agent)

REMARKS: .....

Bldg. Form 8

USE INK OR INDELIBLE PENCIL

3

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION
Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM	REMOVED TO
Lot 114	Lot
	PLANS
Tract	Tract

Present location of building: 3431 West 8th St (House Number and Street)

New location of building: (House Number and Street)

Between what cross streets: Ea Harvard & 8th ST

Approved by City Engineer.

Deputy.

1. Purpose of PRESENT building Store (Ice Cream) Families ... Rooms ...
(Store, Residence, Apartment House, Hotel, or any other purpose)
2. Use of building AFTER alteration or moving Same Families ... Rooms ...
3. Owner (Print Name) R. M. LAWSON Phone EX. 1164
4. Owner's Address 3445 West 8th St
5. Certificated Architect ... State License No. ... Phone
6. Licensed Engineer ... State License No. ... Phone
7. Contractor ... State License No. ... Phone
8. Contractor's Address ... 300.00 OK
9. VALUATION OF PROPOSED WORK (including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ [illegible]
10. State how many buildings NOW on lot and give use of each. ... (Residence, Hotel, Apartment House, or any other purpose)
11. Size of existing building ... x ... Number of stories high 1 ... Height to highest point ...
12. Class of building ... Material of existing walls Stucco Exterior framework Wood (Wood or Steel)

Describe briefly and fully all proposed construction and work:

(1) A partition to be installed across the rear of store Room from wall to wall. Floor to ceiling with 2 doors and three Ventilators

(2) toilet partition as per plan

Interior alteration only

Fill in Application on other Side and Sign Statement (OVER)

9/26/39 Ord 77566

PERMIT NO.	FOR DEPARTMENT USE ONLY			Fee 2
37749	Plans and Specifications checked [signature]	Zone R4	Fire District No. 3	Stamp here when Permit is issued
	Corrections verified [signature]	Bldg. Line 10' Ft.	Street Widening — Ft.	26 [illegible]
	Plans, Specifications and Applications rechecked and approved [signature]	Application checked and approved 9/26/39 [signature] Clerk		
PLANS Rec'd	For Plans See / Filed with	SPRINKLER Required / Valuation Included / Specified Ver. No.		Inspector [signature]

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition.....None.....Size of Lot.....x.....Number of Stories when complete.....

Material of Foundation.....Width of Footing.....Depth of footing below ground.....

Width Foundation Wall.....Size of Redwood Sill.....x.....Material Exterior Walls.....

Size of Exterior Studs.....x.....Size of Interior Bearing Studs.....x.....

Joists: First Floor.....x.....Second Floor.....x.....Rafters.....x.....Roofing Material.....

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here.....
(Owner or Authorized Agent)

By.....

FOR DEPARTMENT USE ONLY

Application	Fire District	Bldg. Line	Termite Inspection.....
Construction.....	Zoning	Street Widening	Forced Draft Ventil.....

(1)
REINFORCED CONCRETE

Barrels of Cement.....

Tons of Reinforcing Steel.....

(2)
The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from

.....Street

Sign Here.....
(Owner or Authorized Agent)

(3)
No required windows will be obstructed.

Sign Here.....
(Owner or Authorized Agent)

(4)
There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here.....
(Owner or Authorized Agent)

REMARKS: .....

Bldg. Form 2

2

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Application for the Erection of a Building

OF

CLASS "D"

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

Lot No. 202 E and part of 201 (S/y 40 ft.)

Tract 2189

Location of Building 3455 West 8th. St. (House Number and Street)

Between what cross streets N.E. Cor. 8th. St. & Hobart Blvd.

Approved by City Engineer WHD Deputy.

USE INK OR INDELIBLE PENCIL

1. Purpose of building Store (Store, Residence, Apartment House, Hotel, or any other purpose) Families — Rooms —
2. Owner (Print Name) ROBERT A. CAMPBELL Phone
3. Owner's address 1001 - Architects Bldg - L.A.
4. Certificated Architect HAROLD S. JOHNSON State License No. 61 Phone MI. 9253
5. Licensed Engineer WM. D. COFFEY State License No. 61 Phone TU. 8086
6. Contractor JACKSON BROS - LE SAGE State License No. 15022 Phone YO. 5141
7. Contractor's address 547 - So. FAIRFAX
8. VALUATION OF PROPOSED WORK (including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ 12,000.00
9. State how many buildings NOW on lot and give use of each. None (Store, Residence, Apartment House, Hotel, or any other purpose)
10. Size of new building 50 x 110 No. Stories 1 Height to highest point 22 6 Size lot 100 x 135
11. Type of soil Foundation (Material) Depth in ground
12. Width of footing 12" Width of foundation wall 6" Size of redwood sill 2 x 6
13. Material exterior wall plast Size of studs: (Exterior) 2 x 6 (Interior bearing) x
14. Joist: First floor Dk Second floor x Rafters 1 x 4 Material of roof Compo.
15. Chimney (Material) Size Flue x No. inlets each flue Depth footing in ground

I have carefully examined and read the above completed Application and know the same is true and correct, and hereby certify and agree that if a permit is issued all the provisions of the Building Ordinance and State Laws will be complied with whether herein specified or not; I also certify that plans and specifications filed will conform to all the Building Ordinances and State Laws.

Sign here Harold S. Johnson (Owner or Authorized Agent)

By Thor Gullerand

Plans, Specifications and other data must be filed if required

ord 82248 F.

PERMIT NO.	FOR DEPARTMENT USE ONLY 72805			Fee 39.00
11216	Plans and Specifications checked	Zone R1	Fire District No. NO	Stamp here when Permit is issued
	Corrections verified	Bldg. Line NO Ft.	Street Widening Ft.	MAR 26 1940
PLANS	Plans, Specifications and Application rechecked and approved	Application checked and approved MAR 25 40 Clerk		
Rec'd 29/40	For Plans See / Filed with	SPRINKLER Required Valuation Included / Specified Yes—No		Inspector

ORD 82248

FOR DEPARTMENT USE ONLY

Application	Fire District	Bldg. Line	Forced Draft Ventil .....
Construction	Zoning	Street widening	

(1) REINFORCED CONCRETE

Barrels of Cement .....

Tons of Reinforcing Steel .....

(2) The building referred to in this Application will be more than 100 feet from

..... Street

Sign here .....
(Owner or Authorized Agent)

(3) This building will be not less than 10 feet from any other building used for residential purposes on this lot.

Sign here .....
(Owner or Authorized Agent)

(4) There will be an unobstructed passageway at least 10 feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign here .....
(Owner or Authorized Agent)

REMARKS: .....

NOTICE - If there is any excavation of Hill Land of more than 50 cubic yards or any filling of Hill Land of more than 20 cubic yards in connection with this building, it is required under Sec. [illegible] of the Municipal Code that permits for the excavation and filling be obtained at the City Engineer's Office, [illegible], City Hall, Storm Drain Division, or at the District Office of the City Engineer in the district where the work is to be done.

PLAN CHECKING
RECEIPT NO. 34954
VALUATION $ 12000 00
FEE PAID $ 25 00

Mar 13-40.
Plot plan and elevation approved by the Board of City Planning Commissioners on Feb 28-40.
G Wm Kroondruff

Bldg. Form 1

1

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION
Application for the Erection of a Building
OF
CLASS "A", "B" OR "C"

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

Lot No. .....

Tract .....

Location of building 3455 - West 8th St. (House Number, and Street) — Approved by City Engineer

Between what cross streets Hobart & Harvard — Deputy.

USE INK OR INDELIBLE PENCIL

1. Purpose of building Retaining Wall (Store, Residence, Apartment House, Hotel, or any other purpose) Families ..... Rooms .....
2. Owner (Print Name) Robt A. Campbell Phone .....
3. Owner's address 1001 - Arch. Bldg. 5th & Figueroa
4. Certificated Architect Harold S. Johnson State License No. ..... Phone .....
5. Licensed Engineer Wm D. Coffey State License No. ..... Phone .....
6. Contractor Jackson Bro - LeSage State License No. 15022 Phone Yo 5141
7. Contractor's address 547 - So. Fairfax
8. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ 200.00 W.G.
9. State how many buildings NOW on lot and give use of each. Permit # 11216 (Store, Residence, Apartment House, Hotel or any other purpose)
10. Size of new building ..... x ..... No. Stories ..... Height to highest point 4' 6"
11. Size of lot 150' x ..... Type of soil .....
12. Foundation (Material) Concrete Depth in ground 10"
13. Material Exterior Walls Brick Skeleton framework ..... (Structural Steel, Reinforced Concrete)
14. Material of floors ..... Roofing material .....

I have carefully examined and read the above completed Application and know the same is true and correct and hereby certify and agree that if a permit is issued all the provisions of the Building Ordinances and State Laws will be complied with, whether herein specified or not; I also certify that plans and specifications filed will conform to all the Building Ordinances and State Laws.

Sign here Jackson Bro - LeSage (Owner or Authorized Agent)

By [signature]

Plans, Specifications and other data must be filed.

3-[illegible]-40

PERMIT NO.	FOR DEPARTMENT USE ONLY			Fee 2.00
11902	Plans and Specifications checked: Penn	Zone: R4	Fire District No.: No	Stamp here when Permit is issued
	Corrections verified: Penn	Bldg. Line: No Ft.	Street Widening: No Ft.	APR -1 1940
PLANS	Plans, Specifications and Application checked and approved: [signature]	Application checked and approved: 3/29/40 [signature] Clerk		
Rec'd	For Plans See	Filed with: NE 16/40	SPRINKLER Required Valuation Included / Specified Yes—No	Inspector [signature]

FOR DEPARTMENT USE ONLY			
Application D	Fire District 7	Bldg. Line	Forced Draft Ventil
Construction	Zoning	Street widening	

(1)
REINFORCED CONCRETE

Barrels of Cement 10

Tons of Reinforcing Steel 4

(2)
The building referred to in this Application will be more than 100 feet from

Street

Sign here
(Owner or Authorized Agent)

(3) This building will be not less than 10 feet from any other building used for residential purposes on this lot.

Sign here
(Owner or Authorized Agent)

(4)
There will be an unobstructed passageway at least 10 feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign here
(Owner or Authorized Agent)

REMARKS:

Bldg. Form 3

USE INK OR INDELIBLE PENCIL

3

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM	REMOVED TO
Lot.....	Lot.....
Tract.....	Tract.....

Present location of building: 3455 W. 8th Street (House Number and Street)

New location of building: ..... (House Number and Street)

Between what cross streets: .....

Approved by City Engineer.

Deputy.

1. Purpose of PRESENT building: Store (Store, Residence, Apartment House, Hotel, or any other purpose) ..... Families..... Rooms.....
2. Use of building AFTER alteration or moving..... Families..... Rooms.....
3. Owner (Print Name): Jackson Bros – Le Sage, ... Phone.....
4. Owner's Address: 647 S. Fairfax Ave., ...
5. Certificated Architect..... State License No..... Phone.....
6. Licensed Engineer..... State License No..... Phone.....
7. Contractor: TILE SEAL MFG. CO. State License No. 24061 Phone.....
8. Contractor's Address: 910 N. Orange Dr. City T-544 Tile Setting Ord.
9. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ Fee $1.00 Contractors
10. State how many buildings NOW on lot and give use of each: ..... (Residence, Hotel, Apartment House, or any other purpose) Reg. No.....
11. Size of existing building.....x.....Number of stories high.....Height to highest point.....
12. Class of building.....Material of existing walls.....Exterior framework (Wood or Steel)

Describe briefly and fully all proposed construction and work:

Install tile store front.

Fill in Application on other Side and Sign Statement (OVER)

PERMIT NO.	FOR DEPARTMENT USE ONLY			Fee 1.00
19191	Plans and Specifications checked	Zone	Fire District No.	Issuing hours when Permit is issued
	Corrections verified	Bldg. Line Ft.	Street Widening Ft.	MAY 15 1940
	Plans, Specifications and Applications rechecked and approved	Application checked and approved Clerk		
PLANS Rec'd	For Plans See	Filed with	SPRINKLER Required Valuation Included	Specified Yes—No	Inspector K. J. Wann

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition.....x.....Size of Lot.....x.....Number of Stories when complete.....

Material of Foundation.....Width of Footing.....Depth of footing below ground.....

Width Foundation Wall.....Size of Redwood Sill.....x.....Material Exterior Walls.....

Size of Exterior Studs.....x.....Size of Interior Bearing Studs .....x.....

Joists: First Floor.....x.....Second Floor.....x.....Rafters.....x.....Roofing Material.....

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws. TILE SEAL MFG. CO.

Sign Here.....(Los Angeles, California)

By Catherine Doherty

FOR DEPARTMENT USE ONLY

Application	Fire District	Bldg. Line	Termite Inspection.....
Construction.....	Zoning	Street Widening	Forced Draft Ventil.....

(1) REINFORCED CONCRETE

Barrels of Cement.....

Tons of Reinforcing Steel.....

(2) The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from

.....Street

Sign Here.....(Owner or Authorized Agent)

(3) No required windows will be obstructed.

Sign Here.....(Owner or Authorized Agent)

(4) There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here.....(Owner or Authorized Agent)

REMARKS: .....

Bldg. Form 8

USE INK OR INDELIBLE PENCIL

3

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM	REMOVED TO
Lot	Lot
Tract	Tract

Present location of building: 3455 W. 8th St. (House Number and Street)

New location of building: Same (House Number and Street)

Between what cross streets: Hobart & Harvard

Approved by City Engineer.

Deputy.

1. Purpose of PRESENT building: Store (Store, Residence, Apartment House, Hotel, or any other purpose) Families ..... Rooms 1
2. Use of building AFTER alteration or moving ..... Families ..... Rooms .....
3. Owner (Print Name): SAFEWAY STORES INC Phone CE 29251
4. Owner's Address: 1925 East Vernon ave
5. Certificated Architect: none State License No. ..... Phone .....
6. Licensed Engineer: none State License No. ..... Phone .....
7. Contractor: VERNON REFRIGERATION & ELECTRIC CO. 5408 Santa Fe Ave. - Los Angeles, Calif. State License No. 56283 Phone KI 8535
8. Contractor's Address .....
9. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon) $ 45.00 [illegible]
10. State how many buildings NOW on lot and give use of each: One Store (Residence, Hotel, Apartment House, or any other purpose)
11. Size of existing building: 50 x 110 Number of stories high: 1 Height to highest point: —
12. Class of building: C Material of existing walls: Brick Exterior framework: Wood (Wood or Steel)

Describe briefly and fully all proposed construction and work:

Erect 3'0" x 3'0" x 10'0" Metal Cooling tower on roof

Fill in Application on other Side and Sign Statement (OVER)

PERMIT NO.	FOR DEPARTMENT USE ONLY			Fee 1.00 Stamp here when Permit is issued
22783	Plans and Specifications checked	Zone 63	Fire District No. NC	
	Corrections verified	Bldg. Line NO Ft.	Street Widening NO Ft.	11 1940
	Plans, Specifications and Applications rechecked and approved	Application checked and approved JUN 1 1940	Clerk	
PLANS Rec'd.	For Plans See / Filed with	SPRINKLER Required Valuation Included	Specified Yes—No	Inspector [illegible]

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition..... ....x.....Size of Lot.....x..... ...Number of Stories when complete.....

Material of Foundation.....Width of Footing.... .....Depth of footing below ground.....

Width Foundation Wall.... . ...Size of Redwood Sill. .....x..... .....Material Exterior Walls.....

Size of Exterior Studs.....x..... .....Size of Interior Bearing Studs..... .....x.....

Joists: First Floor.. ....x.... ..Second Floor.....x.....Rafters.....x.....Roofing Material.....

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here..... VERNON REFRIGERATION & ELECTRIC CO.

5408 Santa Fe Ave. or Los Angeles, Calif.

By.....

FOR DEPARTMENT USE ONLY

Application	Fire District.....	Bldg. Line	Termite Inspection.....
Construction	Zoning	Street Widening	Forced Draft Ventil.....

(1) REINFORCED CONCRETE

Barrels of Cement.....

Tons of Reinforcing Steel.....

(2) The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from

.....Street

Sign Here.....
(Owner or Authorized Agent)

(3) No required windows will be obstructed.

Sign Here.....
(Owner or Authorized Agent)

(4) There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here.....
(Owner or Authorized Agent)

REMARKS: .....

Bldg. Form 3

USE INK OR INDELIBLE PENCIL

3

CITY OF LOS ANGELES

DEPARTMENT OF BUILDING AND SAFETY

BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM	REMOVED TO
Lot.....	Lot.....
Tract.....	Tract.....

Present location of building } 3455 West Eighth Street (House Number and Street)

New location of building } (House Number and Street)

Between what cross streets } At Hobart

Approved by City Engineer.

Deputy.

1. Purpose of PRESENT building Store (Store, Residence, Apartment House, Hotel, or any other purpose) Families Rooms

2. Use of building AFTER alteration or moving Families Rooms

3. Owner (Print Name) Safeway Stores, Inc. Phone CE 29251

4. Owner's Address 1925 East Vernon

5. Certificated Architect None State License No. Phone

6. Licensed Engineer None State License No. ~~29456~~ Phone ~~CL 64311~~

7. Contractor National Awning Company State License No. 29456 Phone CL 64311

8. Contractor's Address 6415 Carvanza Avenue

9. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinklers, electrical wiring and/or elevator equipment therein or thereon.) $ 120.00

10. State how many buildings NOW on lot and give use of each. (Residence, Hotel, Apartment House, or any other purpose)

11. Size of existing building x Number of stories high Height to highest point

12. Class of building Material of existing walls Exterior framework (Wood or Steel)

Describe briefly and fully all proposed construction and work:

Install crank type lateral arm awning to comply with City Ordinance

BKCR

Fill in Application on other Side and Sign Statement

2.00 (OVER)

FOR DEPARTMENT USE ONLY

PERMIT NO.	Plans and Specifications checked	Zone	Fire District No.	Fee
23281	Corrections verified	Bldg. Line Ft.	Street Widening Ft.	Stamp here when Permit is Issued JUN 14 1940
PLANS Filed	Plans, Specifications and Applications rechecked and approved	Application checked and approved Irene 6/13/40 Clerk		
	For Plans Fee	Filed with	SPRINKLER Required Valuation Included	Specified Yes—No

Inspector R. T. Morris.

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition.....x.....Size of Lot.....x.....Number of Stories when complete.....

Material of Foundation.....Width of Footing.....Depth of footing below ground.....

Width Foundation Wall.....Size of Redwood Sill.....x.....Material Exterior Walls.....

Size of Exterior Studs.....x.....Size of Interior Bearing Studs.....x.....

Joists: First Floor.....x.....Second Floor.....x.....Rafters.....x.....Roofing Material.....

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here.....NATIONAL AWNING COMPANY.....
(Owner or Authorized Agent)

By.....P. P. Brochero.....

FOR DEPARTMENT USE ONLY			
Application	Fire District	Bldg. Line.....	Termite Inspection.....
Construction.....	Zoning	Street Widening	Forced Draft Vent'l.....

(1) REINFORCED CONCRETE

Barrels of Cement.....

Tons of Reinforcing Steel.....

(2) The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from

.....Street

Sign Here.....
(Owner or Authorized Agent)

(3) No required windows will be obstructed.

Sign Here.....
(Owner or Authorized Agent)

(4) There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here.....
(Owner or Authorized Agent)

REMARKS: .....

RECEIVED BLDG. & SAFETY
CITY

Bldg. Form 2

2

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

CITY PLANNING ARCHITECTURAL OK IS REQUIRED

Application for the Erection of a Building

OF

CLASS "D"

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

Lot No. Easterly fifty (50) feet of the northerly ninety-five (95) feet of Lot 202 and easterly fifty (50) feet of the southerly forty (40) feet of Lot 201,

Tract 2189

Location of Building 3447-3119-3451 W. 8th STREET (House Number and Street)

Between what cross streets Harvard & Hobart

Approved by City Engineer — Deputy.

USE INK OR INDELIBLE PENCIL

1. Purpose of building Store Building (Store, Residence, Apartment House, Hotel, or any other purpose) Families ..... Rooms .....
2. Owner (Print Name) Permoid Process Company Phone EX. 1164
3. Owner's address 3445 W. 8th St., Los Angeles, California
4. Certificated Architect None State License No. ..... Phone .....
5. Licensed Engineer John E. Mackel State License No. 3701 Phone GR. 8048
6. Contractor Not let State License No. ..... Phone .....
7. Contractor's address .....
8. VALUATION OF PROPOSED WORK (including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ 4800.00
9. State how many buildings NOW on lot and give use of each. None (Store, Residence, Apartment House, Hotel, or any other purpose)
10. Size of new building 50 x 70 No. Stories 1 Height to highest point 20' Size lot 50 x 135
11. Type of soil Loam Foundation (Material) Concrete Depth in ground 6"
12. Width of footing 12" Width of foundation wall 6" Size of redwood sill 3" x 4"
13. Material exterior wall Stucco Size of studs: (Exterior) 2" x 4" (Interior bearing) 2" x 4"
14. Joist: First floor Slab x Second floor None x Rafters 2 x 8 Material of roof Composition
15. Chimney (Material) None Size Flue None x No. inlets each flue None Depth footing in ground None

I have carefully examined and read the above completed Application and know the same is true and correct, and hereby certify and agree that if a permit is issued all the provisions of the Building Ordinance and State Laws will be complied with whether herein specified or not; I also certify that plans and specifications filed will conform to all the Building Ordinances and State Laws.

Ord # 82248

Plans, Specifications and other data must be filed if required.

7/8/40

INSIDE LOT — KEY LOT Part 1 — CORNER LOT — CORNER LOT KEYED

95 x 150 Ft. rear alley — No Ft. side alley — None

Sign here Permoid Process Co (Owner or Authorized Agent)

By J. E. Mackel

PERMIT NO.	FOR DEPARTMENT USE ONLY			Fee 17.40
29065	Plans and Specifications checked: [signature]	Zone R1	Fire District No. No	Stamp here when Permit is issued
	Corrections verified: [signature]	Bldg. Line No Ft.	Street Widening No Ft.	
PLANS Rec'd 7/8/40	Plans, Specifications and Application rechecked and approved: [signature]	Application checked and approved: 1/30/40 [signature]		
	For Plans See / Filed with	SPRINKLER Required Valuation Included / Specified Yes—No		Inspector R. T. Morris

FOR DEPARTMENT USE ONLY			
Application	Fire District	Bldg. Line	Forced Draft Ventil .....
Construction	Zoning	Street Widening	

(1) REINFORCED CONCRETE

Barrels of Cement .....

Tons of Reinforcing Steel .....

(2) The building referred to in this Application will be more than 100 feet from

..... Street

Sign Here .....
(Owner or Authorized Agent)

(3) This building will be not less than 10 feet from any other building used for residential purposes on this lot.

Sign here .....
(Owner or Authorized Agent)

(4) There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here .....
(Owner or Authorized Agent)

REMARKS: NOTICE-If there is any excavation of Hill Land of more than 50 cubic yards or any filling of Hill Land of more than 20 cubic yards in connection with this building, it is required under Sec. 64.24 of the Municipal Code that permits for the excavation and filling be obtained at the City Engineer's Office, Room 608, City Hall, Storm Drain Division, or at the District Office of the City Engineer in the district where the work is to be done.

PLAN CHECKING

RECEIPT NO. 3P4V6

VALUATION $ 4800

FEE PAID $ 10 00

7-24-40 Approved by Bd C.P.C. under provisions of Ord. # 82,248

Agnes B Freeman
by J.E.R.

Bldg. Form 3

USE INK OR INDELIBLE PENCIL

CITY OF LOS ANGELES

DEPARTMENT OF BUILDING AND SAFETY

BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM	REMOVED TO
Lot	Lot
Tract	Tract

Present location of building: 3457 W 8th St (House Number and Street)

New location of building: (House Number and Street)

Between what cross streets:

Approved by City Engineer.

Deputy.

1. Purpose of PRESENT building: Store (Store, Residence, Apartment House, Hotel, or any other purpose) Families ... Rooms ...
2. Use of building AFTER alteration or moving: ... Families ... Rooms ...
3. Owner (Print Name): Three Sisters Candies Phone ...
4. Owner's Address: 3457 W. 8th St
5. Certificated Architect ... State License No. ... Phone ...
6. Licensed Engineer ... State License No. ... Phone ...
7. Contractor: D+H Awning Co State License No. 12802 Phone PR9774
8. Contractor's Address: ...
9. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ 43.00
10. State how many buildings NOW on lot and give use of each: ... (Residence, Hotel, Apartment House, or any other purpose)
11. Size of existing building ... x ... Number of stories high ... Height to highest point ...
12. Class of building ... Material of existing walls ... Exterior framework ... (Wood or Steel)

Describe briefly and fully all proposed construction and work:

one Roller Complete

Fill in Application on other Side and Sign Statement 10¢ (OVER)

FOR DEPARTMENT USE ONLY

PERMIT NO. 25846	Plans and Specifications checked	Zone	Fire District No.
	Corrections verified	Bldg. Line Ft.	Street Widening Ft.
PLANS Rec'd	Plans, Specifications and Applications rechecked and approved	Application checked and approved Price 11/17/41 Clerk	
	For Plans See / Filed with	SPRINKLER Required Valuation Included / Specified Yes—No	Inspector Kelso 11

Fee 1.

Stamp here when Permit is issued

NOV 17 1941

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition.....x.....Size of Lot.....x.....Number of Stories when complete.....

Material of Foundation.....Width of Footing.....Depth of footing below ground.....

Width Foundation Wall.....Size of Redwood Sill.....x.....Material Exterior Walls.....

Size of Exterior Studs.....x.....Size of Interior Bearing Studs.....x.....

Joists: First Floor.....x.....Second Floor.....x.....Rafters.....x.....Roofing Material.....

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here.....D & H. Realty Co.....
(Owner or Authorized Agent)

By.....Ella S. Davis.....

FOR DEPARTMENT USE ONLY			
Application	Fire District.....	Bldg. Line	Termite Inspection.....
Construction.....	Zoning	Street Widening	Forced Draft Ventil.....

(1)
REINFORCED CONCRETE

Barrels of Cement.....

Tons of Reinforcing Steel.....

(2)
The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from

.....Street

Sign Here.....
(Owner or Authorized Agent)

(3)
No required windows will be obstructed.

Sign Here.....
(Owner or Authorized Agent)

(4)
There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here.....
(Owner or Authorized Agent)

REMARKS: .....

3

APPLICATION TO ALTER, REPAIR OR DEMOLISH AND FOR A Certificate of Occupancy

Form [illegible]
CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Lot No. _____

Tract _____

Location of Building 3455 W. EIGHTH ST. (House Number and Street) — Approved by City Engineer

Between what cross streets SERRANO + HOBART — Deputy.

USE INK OR INDELIBLE PENCIL

1. Present use of building GROCERY (Store, Dwelling, Apartment House, Hotel or other purpose) Families _____ Rooms 1
2. State how long building has been used for present occupancy SEVERAL YEARS
3. Use of building AFTER alteration or moving SAME Families _____ Rooms _____
4. Owner BRAMWELL CONST - DIV SAFEWAY STORES (Print Name) Phone _____
5. Owner's Address 1007 W SANTA BARBARA AVE P. O. _____
6. Certificated Architect _____ State License No. _____ Phone _____
7. Licensed Engineer _____ State License No. _____ Phone _____
8. Contractor VERN R. HUCK State License No. _____ Phone 10.12104
9. Contractor's Address 3021 ROWENA, LA. 26 [illegible]
10. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) $ 1800.00
11. State how many buildings NOW on lot and give use of each. 1 (Store, Dwelling, Apartment House, Hotel or other purpose)
12. Size of existing building 50x108 Number of stories high 1 Height to highest point 18
13. Material Exterior Walls BRICK (Wood, Steel or Masonry) Exterior framework _____ (Wood or Steel)
14. Describe briefly all proposed construction and work:
REMOVE ACCORDIAN DOORS - INSTALL PLATE GLASS - 1 PAIR DOORS - 24" CERAMIC TILE BULKHEAD

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 the 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 Vern R. Huck (Owner or Authorized Agent)

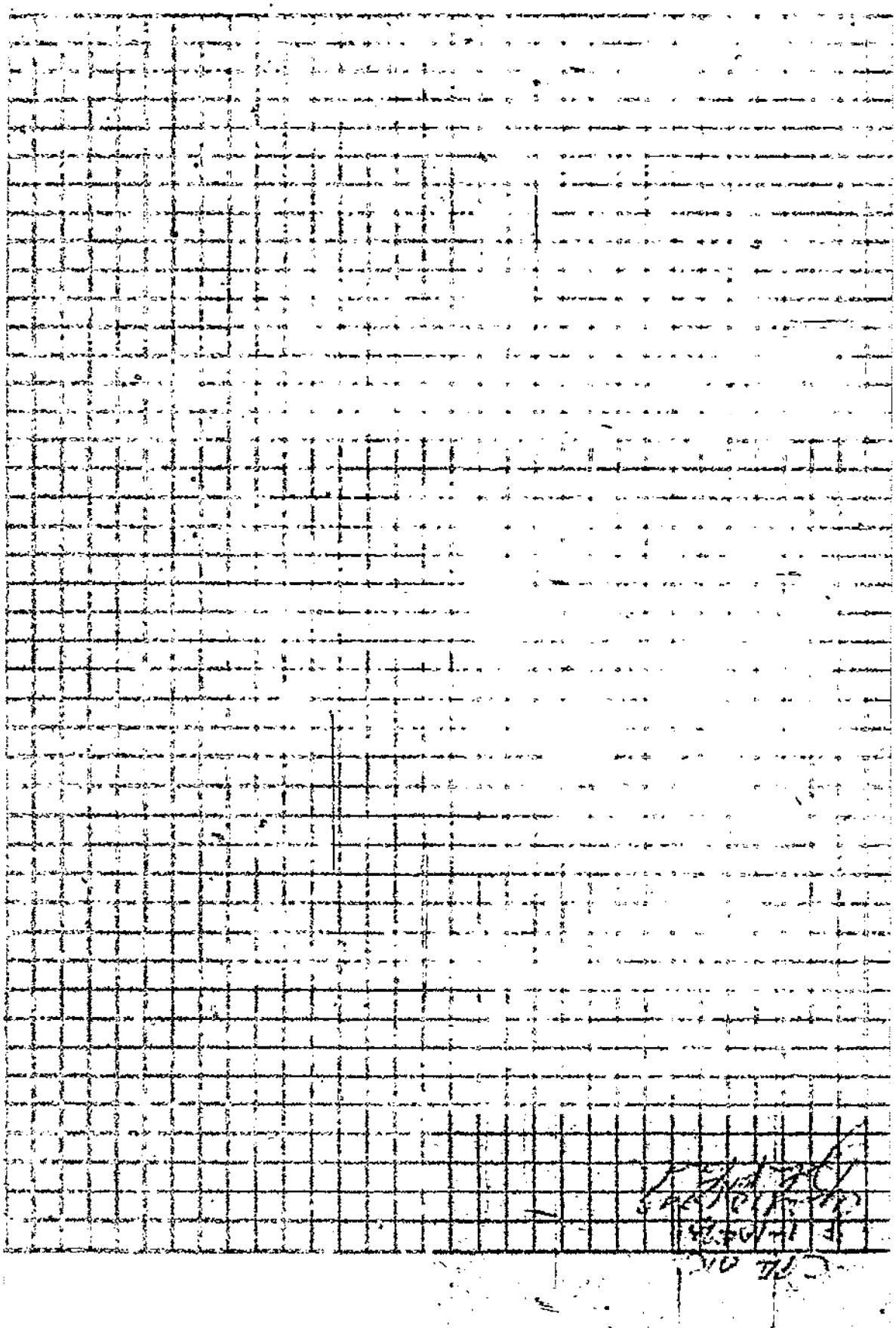
By Howard [illegible]

FOR DEPARTMENT USE ONLY

PLAN CHECKING		REINFORCED CONCRETE	FEES	
Date: JUN 17 1947		Bbls. Cement _____		Bldg. Per. _____
Receipt No. 10051		Tons of Reinforcing Steel _____		Cert. of Occupancy _____
Valuation $ 1800.00				Total 8.40
Fee Paid $ 3.00				

TYPE	GROUP	Maximum No. Occupants	Inside Lot / Corner Lot	Key Lot / Corner Lot Keyed	Lot Size	Foot rear alley / Ft. side alley	Clerk
IIIA	C-1						68

PERMIT No.	Plans and Specifications checked	Zone	Fire District No.	District Map No.
20811	Mahoney	C-2	2	7285
	Correction Verified: W. F. Schnetter	Bldg. Line _____ Ft.	Street Widening _____ Ft.	Stamp here when Permit is issued: JUN 17 1947
PLANS	Plans, Specifications and Application rechecked and approved: W. F. Schnetter	Application checked and approved: Bell 20 12 [illegible] Clerk		
Rec'd	For Plans See / Filed with	Continuous Inspection	SPRINKLER Specified—Required Valuation Included Yes—No	Inspector [illegible]



Plans Ltr 3

3 ELECT DIV

APPLICATION TO ALTER, REPAIR, or DEMOLISH
AND FOR A
Certificate of Occupancy

Form 80
CITY OF LOS ANGELES
DEPARTMENT OF
BUILDING AND SAFETY
BUILDING DIVISION

Lot No. 112, 113 & 114 — E 44 ft of Lot 112
Tract E 42.09' pt 202 & E 50' of Sly 40' of 201 Tr 2189 Wilshire Harvard Heights Tr.
Location of Building 3431 - 3445 W. 8th ST. (Street Number and Street)
Between what cross streets? HARVARD BL & HOBART BL
Approved by City Engineer — Deputy.

USE INK OR INDELIBLE PENCIL

1. Present use of building RETAIL STORES & OFFICES (Store, Dwelling, Apartment House, Hotel or other purpose) Families — Rooms —
2. State how long building has been used for present occupancy 12 YEARS
3. Use of building AFTER alteration or moving SAME Families — Rooms —
4. Owner PERMOID PROCESS Co Phone
5. Owner's Address 3142 Wilshire BL P. O. LA
6. Certificated Architect None State License No. Phone
7. Licensed Engineer John E. Mackel State License No. 3701 Phone DU 71183
8. Contractor JACKSON BROS. State License No. Phone DU 72133
9. Contractor's Address 3475 W. 8th ST LA 5
10. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment thereto or thereon.) $ 12000.00
11. State how many buildings NOW on lot and give use of each (2) 1 Retail Stores 1 Offices (Store, Dwelling, Apartment House, Hotel or other purpose)
12. Size of existing building 40 x 135 Number of stories high 2 Height to highest point 29'
13. Material Exterior Walls Frame & Stucco (Wood, Steel or Masonry) Exterior framework Wood (Wood or Steel)
14. Describe briefly all proposed construction and work:

Add 2 story Frame + Stucco addition
to rear of Bldg (24 x 92)

NEW CONSTRUCTION

15. Size of Addition 24 x 42 Size of Lot [illegible] x 135 Number of Stories when complete 2
16. Footing: Width 1'-4" Depth in Ground 1'-6" Width of Wall 8" Size of Floor Joists 2 x 12
17. Size of Studs 2 x 4 Material of Floors [illegible] Size of Rafters 2 x 6 Type of Roofing Comp

I hereby certify that to the best of my knowledge and belief the 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 Permoid Process Co
(Owner or Authorized Agent)
By John E. Mackel

DISTRICT OFFICE

FOR DEPARTMENT USE ONLY

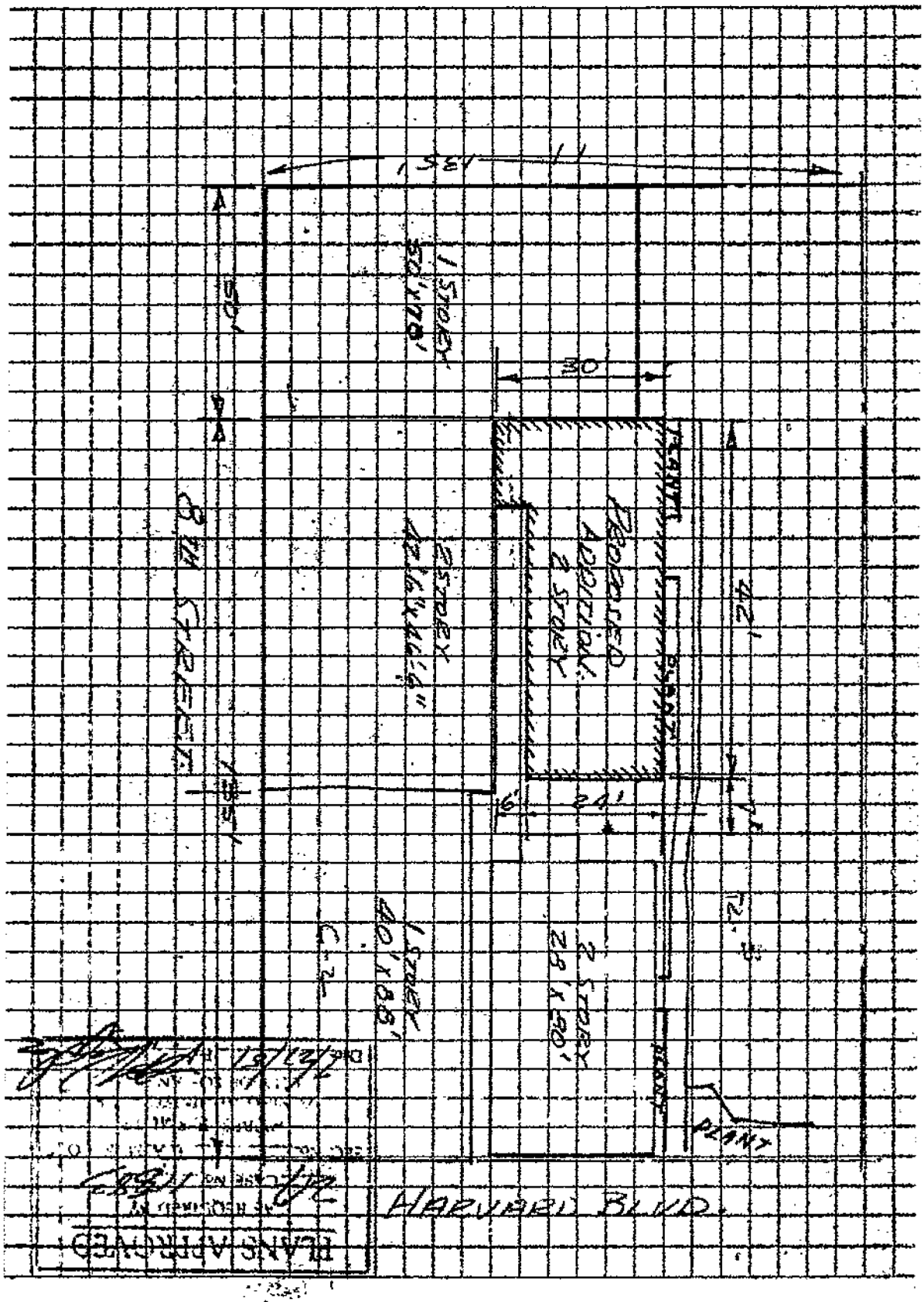
PLAN CHECKING	OCCUPANCY SURVEY
Valuation $ 12,000	Area of Bldg. Sq. Ft.
Fee $ 25.00	Fee $

Investigation Fee $
Cert. of Occupancy Fee $
Bldg. Permit Fee $
Total $ 39.00

TYPE V	Maximum No. Occupants All 20	Inside Lot Corner Lot	Key Lot Corner Lot Keyed	Lot Size 165+ x 42+	Present Use	Stories 2	Clerk
GROUP G-1	Plans and Specifications Checked Marking		Zone C-2 R-3	Fire District 2 Map ZA 119 23		Historical Map No. 7285	
Fee Plans Fee	Inspection Verified Marking		Bldg. Line 10' Ft.	Street Widening Ft.		Application checked and approved	
Filed with	Plans, Specifications and application reviewed and approved		Conference on Inspection None	ENGINEER Specialty — Required Valuation Included Fee — No		Signature	

Case No. 6076-5054 DO NOT WRITE BELOW THIS LINE

TYPE OF RECEIPT	DATE ISSUED	TRACER NO. (M)	RECEIPT NO.	CODE	FEE PAID
Plan Checking	JE 16		6294		
Supplemental Plan Checking					
Building Permit	JE 31		LA18451		



135'
50'
1 STORY
50'x78'
30'
PROPOSED
ADDITION
2 STORY
PLANT
42'
8TH STREET
2 STORY
42'6"x46'6"
6'
24'
1 STORY
40'x88'
2 STORY
28'x90'
PLANT
HARVARD BLVD.
PLANS APPROVED

3

APPLICATION TO ALTER - REPAIR - DEMOLISH 5.00
AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

DIST. MAP	1. LEGAL LOT	BLK.	TRACT
ZONE C	2. BLDG. ADDRESS 3431½ W. 8th St.		APPROVED
FIRE DIST.	3. BETWEEN CROSS STS. Normandie AND Western		
INSIDE KEY	4. PRESENT USE OF BLDG. Store	NEW USE OF BLDG.	
COR. LOT REV. COR.	5. OWNER Harvart Barber Shop		
LOT SIZE X	6. OWNER'S ADDRESS 3431½ W. 8th St.		
REAR ALLEY SIDE ALLEY	7. CERT. ARCH.	STATE LICENSE NUMBER	
BLDG. LINE	8. LIC. ENG.	STATE LICENSE NUMBER	
AFFIDAVITS	9. CONTRACTOR Canvas Specialty Mfg. Co 640 So. San Pedro, Los Angeles	STATE LICENSE NUMBER	
BLDG. AREA	10. SIZE OF EX. BLDG. X STORIES HEIGHT		
SPRINKLERS REQ'D. SPECIFIED	11. MATERIAL EXT. WALLS: ☐ WOOD ☐ METAL ☐ CONC. BLOCK XX STUCCO ☐ BRICK ☐ CONCRETE	ROOF CONST: ☐ WOOD ☐ STEEL ☐ CONC. ☐ OTHER	

3 3431½ W. 8th St

VALIDATION LA19439

TYPE	GROUP	MAX. OCC.			
			M--1-55	●●●●●	A — 1 CK 5.00

DIST. OFFICE	
C. OF O. ISSUED	5.00

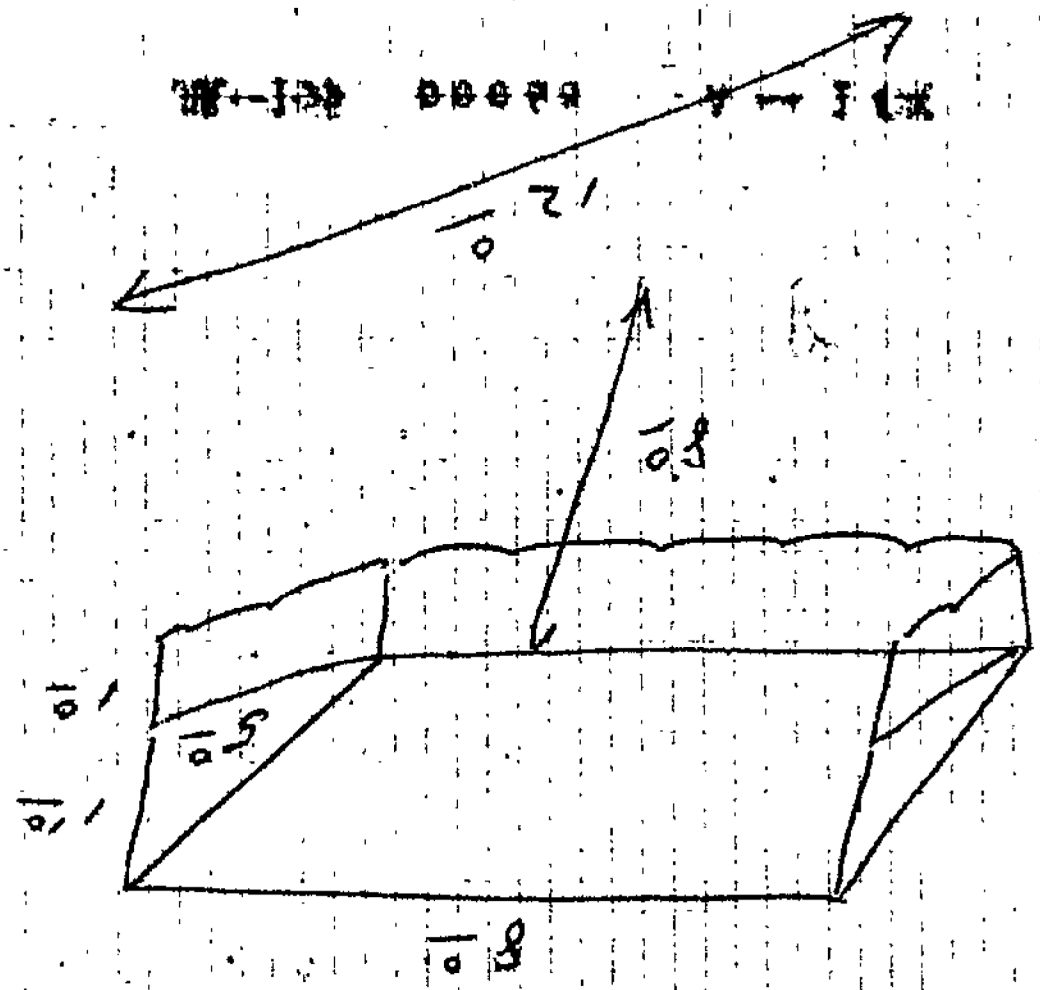
DWELL. UNITS	12. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BLDG. $ 48.20	VALUATION APPROVED
PARKING SPACES	13. SIZE OF ADDITION Install complete pullup awning. STORIES HEIGHT	APPLICATION CHECKED
GUEST ROOMS	14. NEW WORK: MATERIAL EXT. WALLS MATERIAL ROOF	PLANS CHECKED
FILE WITH	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. Lee Lemmons SIGNED	CORRECTIONS VERIFIED
CONT. INSP.		PLANS APPROVED None
	This form when properly validated is a permit to do the work described.	APPLICATION APPROVED None

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.
2. Plot Plan Required on Back of Original.

Form B-3—7500 Sets—11-54

LEGAL DESCRIPTION

JUN 29 1955



On Plot Plan Show all Buildings on Lot and Use of Each

3

APPLICATION TO ALTER - REPAIR - DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

1. LEGAL LOT	BLK.	TRACT //	DIST. MAP
2. BUILDING ADDRESS 3453 W 8th St		APPROVED	ZONE
3. BETWEEN CROSS STREETS Harverd AND Hobart			FIRE DIST.
4. PRESENT USE OF BUILDING Bakery	NEW USE OF BUILDING Bakery		INSIDE KEY
5. OWNER Colonial Bakery	PHONE		COR. LOT REV. COR.
6. OWNER'S ADDRESS 3453 W 8th St	P.O. L.A	ZONE	LOT SIZE
7. CERT. ARCH.	STATE LICENSE	PHONE	
8. LIC. ENGR.	STATE LICENSE	PHONE	REAR ALLEY SIDE ALLEY
9. CONTRACTOR A. Hoegee & Sons	STATE LICENSE 125988	PHONE TR5685	BLDG. LINE
10. CONTRACTOR'S ADDRESS 745 Merchant St	P.O. L.A.	ZONE 21	AFFIDAVITS
11. SIZE OF EXISTING BLDG. / STORIES / HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE		BLDG. AREA
12. MATERIAL EXT. WALLS: ☐ WOOD ☐ METAL ☐ CONC. BLOCK ☐ STUCCO ☐ BRICK ☐ CONCRETE	ROOF CONST. ☐ WOOD ☐ STEEL ☐ CONC. ☐ OTHER	ROOFING	SPRINKLERS REQ'D SPECIFIED
3 3453 W. 8th St		DISTRICT OFFICE L.A.	

VALIDATION A69321

CASHIER'S USE ONLY

TYPE	GROUP	MAX. OCC.

APR-1857 22254 C — 1 CK 2.50

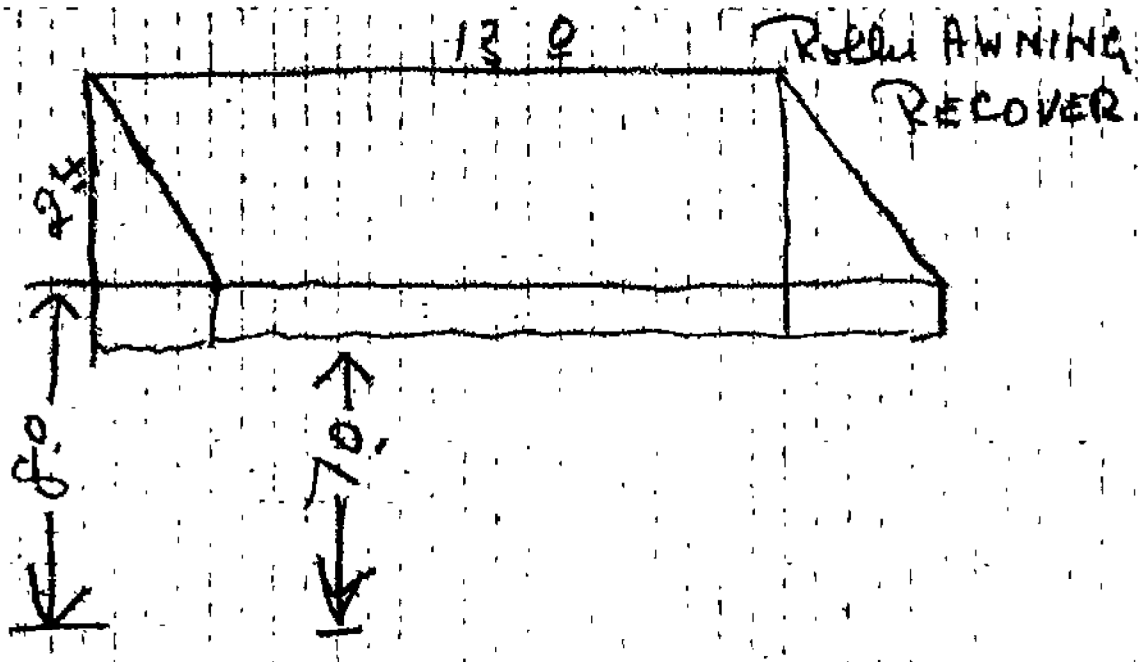
C. OF O. ISSUED

INSPECTOR	P.C.	S.P.C.	B.P.	I.F.	O.S.	C/O
	None		2.50			

13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 53.82		DWELL. UNITS
14. SIZE OF ADDITION STORIES HEIGHT 13 8 Awning recover	VALUATION APPROVED	PARKING SPACES
15. NEW WORK: EXT. WALLS ROOFING	APPLICATION CHECKED	GUEST ROOMS
	PLANS CHECKED	FILE WITH
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 C A Gibson	CORRECTIONS VERIFIED	CONT. INSP.
	PLANS APPROVED	
This Form When Properly Validated is a Permit to Do the Work Described.	APPLICATION APPROVED Donaty	

Form B-3

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.


13 ♀
Rolls AWNING
RECOVER
8'0"
7'0"

3 V

APPLICATION TO ALTER - REPAIR - DEMOLISH
AND FOR CERTIFICATE OF OCCUPANCY

B&S 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.

CENSUS TRACT

1. LEGAL DESCR. — LOT: 114 — BLK. — TRACT: Wilshire Harvard Heights — DIST. MAP: 7285
2. PRESENT USE OF BUILDING: (6) store — NEW USE OF BUILDING: (6) same — ZONE: C-2-2
3. JOB ADDRESS: 3441 W. 8th St. — FIRE DIST.: II
4. BETWEEN CROSS STREETS: Harvard AND Hobart — INSIDE (COR. LOT) 75/60 KEY REV. COR.
5. OWNER'S NAME: Pernoid Process Co. — PHONE: DU 91164 — LOT SIZE: 42.5x135.2
6. OWNER'S ADDRESS: 3431 W. 8th St. — P.O. BOX — ZIP — REAR ALLEY
7. ARCHITECT OR DESIGNER: Jack R. Partch - AIA — STATE LICENSE NO. — PHONE: 449-1150 — SIDE ALLEY /
8. ENGINEER: none — STATE LICENSE NO. — PHONE — BLDG. LINE /
9. CONTRACTOR: Burt Johnson Co. — STATE LICENSE NO.: 181931 — PHONE: 678-6264 — AFFIDAVITS: ZA 5052, CE49-266, CE 42-17
10. SIZE OF EXISTING BLDG.: 200 x 50 — STORIES: 2 — HEIGHT: 30' — NO. OF EXISTING BUILDINGS ON LOT AND USE: one - store & offices
11. MATERIAL OF CONSTRUCTION — EXT. WALLS: stucco — ROOF: shingle — FLOOR: conc.

3 12. JOB ADDRESS: 3441 W. 8th St. — DISTRICT OFFICE: LA

13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 900.00 — GRADING /

14. NEW WORK: (Describe) new store front (Veneer & windows) — CRIT. SOIL /

HIGHWAY DED.: yes

NEW USE OF BUILDING — SIZE OF ADDITION — STORIES — HEIGHT — FLOOD /

TYPE — GROUP N/C — SPRINKLERS REQ'D SPECIFIED — VALUATION APPROVED — CONS. /

BLDG. AREA — MAX. OCC. — TOTAL — PLANS CHECKED — ZONED BY: H. Miller

DWELL. UNITS — GUEST ROOMS — SPACES PARKING REQ'D PROVIDED — PLANS APPROVED — FILE WITH

P.C. No. 48140 — CONT. INSP. — APPLICATION APPROVED — INSPECTOR

P.C. 358 — S.P.C. — G.P.I. — B.P. 552 — I.F. / — O.S. — C/O — TYPIST KS

CASHIER'S USE ONLY

AC-236 44849 E • 2671 X — 2 CK 358

AC-236 44849 E • 2671 X — 1 CK 550

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 Hugh Meadows (Owner or Agent)

		Name	Date
Bureau of Engineering	ADDRESS APPROVED		
	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.-5700)		
Traffic	APPROVED FOR		

AUG-2365	4 4 8 4 9 E	• 2671	X — 3 CK	5.5C
AUG-2365	4 4 8 4 8 E	• 2671	X — 12 CK	3.5B

3

APPLICATION TO ALTER - REPAIR - DEMOLISH
AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

B&S Form B-3

AC 1

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only 2. Plot Plan Required on Back of Original

CENSUS TRACT

1. LEGAL DESCR. LOT 114 BLK. TRACT Wilshire Harvard Hts. — DIST. MAP 7285
2. PRESENT USE OF BUILDING (10 store ICE CREAM STORE) NEW USE OF BUILDING (17) RESTAURANT — ZONE C-2-4
3. JOB ADDRESS 3441 W 8th St. — FIRE DIST. II
4. BETWEEN CROSS STREETS Harvard AND Hobart — INSIDE (COR. LOT 75/60 REV. COR.)
5. OWNER'S NAME Pernoil Process Co. PHONE DU 91164 — LOT SIZE 42 5x135.2
6. OWNER'S ADDRESS 3431 W 8th St. P.O. BOX ZIP
7. ARCHITECT OR DESIGNER Jack R. Partch AIA STATE LICENSE NO. PHONE 449-1150 — REAR ALLEY / SIDE ALLEY /
8. ENGINEER none STATE LICENSE NO. PHONE — BLDG. LINE /
9. CONTRACTOR Burt Johnson Co. STATE LICENSE NO. 181931 PHONE 678-6264 — AFFIDAVITS ZA 5052, CE 49-266, CE 42-17
10. SIZE OF EXISTING BLDG. 200x50 — STORIES 2 — HEIGHT 30' — NO. OF EXISTING BUILDINGS ON LOT AND USE 1-store&offices
11. MATERIAL OF CONSTRUCTION — EXT. WALLS stucco — ROOF shingle — FLOOR conc

3

12. JOB ADDRESS 3441 W 8th St. — DISTRICT OFFICE LA
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 900.00 — GRADING /
14. NEW WORK: (Describe) interior partitions, change of occupancy — CRIT. SOIL /

C-2 to B-2 NEW TOILET PARTITIONS — HIGHWAY DED. /

NEW USE OF BUILDING RESTAURANT — SIZE OF ADDITION NONE — STORIES — HEIGHT — FLOOD /

TYPE V	GROUP B-2	SPRINKLERS REQ'D SPECIFIED	VALUATION APPROVED	CONS. /
BLDG. AREA	MAX. OCC. 80	TOTAL	PLANS CHECKED	ZONED BY LFR
DWELL UNITS	GUEST ROOMS	SPACES PARKING REQ'D PROVIDED	PLANS APPROVED	FILE WITH LA2671/65
P.C. No. MM 2642		CONT. INSP.	APPLICATION APPROVED	INSPECTOR

P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O	TYPIST
3.58			5.50	/			ks

CASHIER USE

FEB-15-66 09009 E • • W — 2 CK 3.58

FEB-21-66 09904 E •19328 W — 1 CK 5.50

Nelson

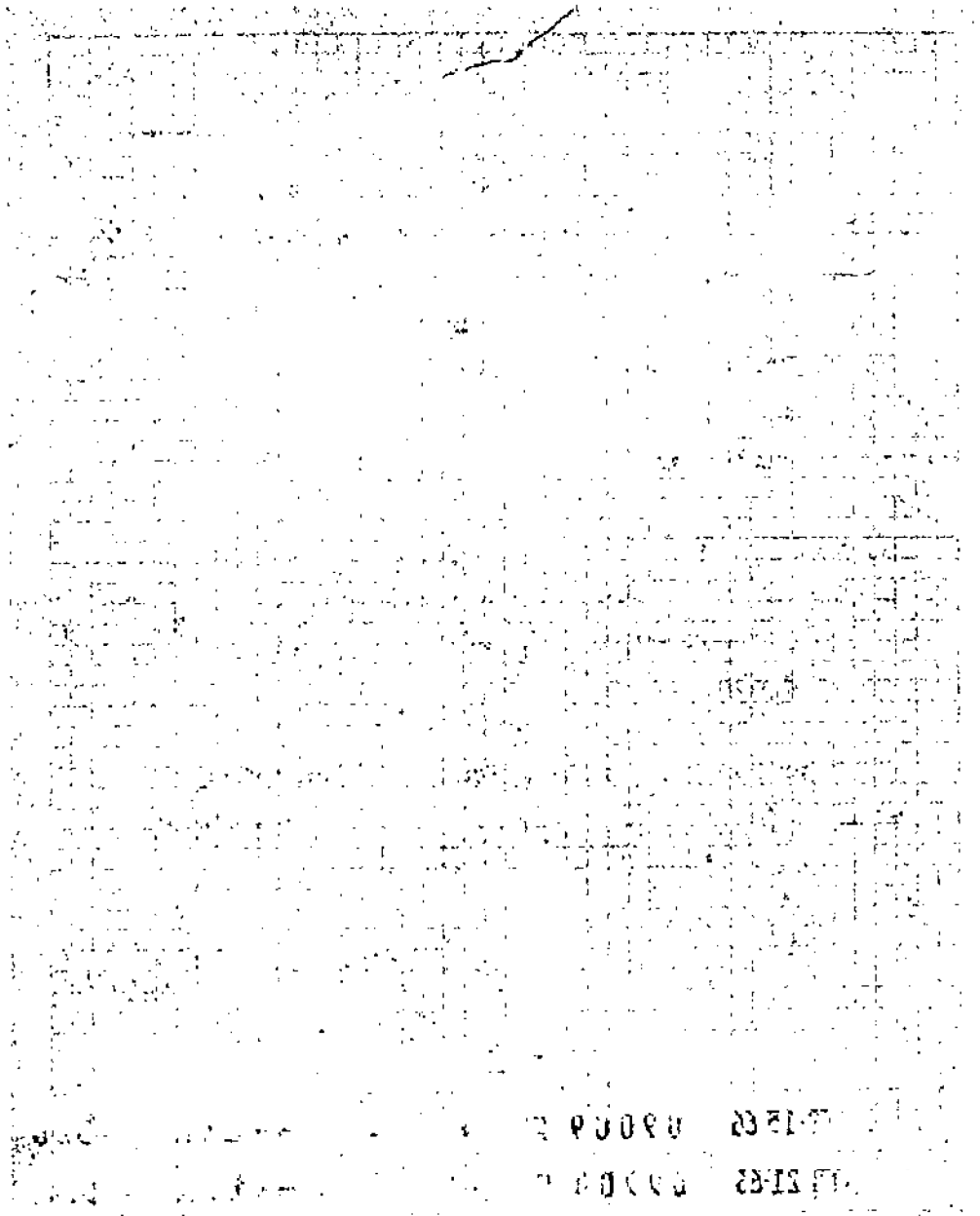
STATEMENT OF RESPONSIBILITY

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 L. J. Marchek (Owner or Agent)

		Name	Date
Bureau of Engineering	ADDRESS APPROVED		
	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.-5700)	Charles Casper	2/18/66
Traffic	APPROVED FOR		



3 CITY OF LOS ANGELES

APPLICATION TO ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

B & S B-3—R 2-68 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: frac. of 202	BLK.	TRACT: 2189		CENSUS TRACT: 2125
2. PRESENT USE OF BUILDING: (16 vacant Store	NEW USE OF BUILDING: (17 Food Take out			DIST. MAP: 7285
3. JOB ADDRESS: 3447 & 49 W. 8th St.				ZONE: C2-4
4. BETWEEN CROSS STREETS: Hobart	AND Harvard			FIRE DIST.: II
5. OWNER'S NAME: R.M. Lawson		PHONE: 389 1164		LOT (TYPE): inside
6. OWNER'S ADDRESS: 3445 W. 8th St.		CITY: L.A.	ZIP: 90005	LOT SIZE: irreg.
7. ARCHITECT OR DESIGNER: -		STATE LICENSE No.	PHONE	
8. ENGINEER: -		STATE LICENSE No.	PHONE	ALLEY: /
9. CONTRACTOR: owner		STATE LICENSE No.	PHONE	BLDG. LINE: /
10. LENDER		BRANCH OFFICE	PHONE	AFFIDAVITS: za 8013 ord 130825

11. SIZE OF EXISTING BLDG.: 26 x 70	STORIES: 1	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE: 1		
12. MATERIAL OF CONSTRUCTION OF EXISTING BLDG. ⇒	EXT. WALLS: Brick ~~plaster~~	ROOF	FLOOR: cem.		
3 13. JOB ADDRESS: 3447 & 49 W. 8th St.					DISTRICT OFFICE: LA
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING			$2,000 ~~$10,000.00~~		GRADING: /
15. NEW WORK: (Describe) install swmp cooler, vent for oven ~~Remodeling~~ change of occupancy					CRIT. SOIL: /
NEW USE OF BUILDING: Food to Go		SIZE OF ADDITION	STORIES	HEIGHT	HIGHWAY DED.: yes
TYPE: III-A	GROUP: G-2	SPRINKLERS REQ'D SPECIFIED	VALUATION APPROVED		FLOOD: /
BLDG. AREA: N/C	MAX. OCC.	TOTAL	PLANS CHECKED		CONS.: /
DWELL. UNITS: 0	GUEST ROOMS: 0	PARKING SPACES REQ'D: N/C PROVIDED	PLANS APPROVED		ZONED BY: Tramel
P.C. No.	CONT. INSP.		APPLICATION APPROVED		FILE WITH
					INSPECTOR: 1

P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O	TYPIST
6.50			10.00	/			yp

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

SEP-10-68	46875	•73734	X — 6 CK	6.50
SEP-10-68	46876	•73734	X — 1 CK	10.00

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 on 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 Mark S Tylosky (Owner or Agent)

		Name	Date
Bureau of Engineering	ADDRESS APPROVED	Donery	9-6-68
	SEWERS AVAILABLE ~~—NOT AVAILABLE—~~	Mona/Hwd/ Helen Z.	9-6-68
	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.-5700)		
Traffic	APPROVED FOR		

SEP-10-68 4 6 8 7 5 2 •7372H X — 0 ωω 8:40

SEP-10-68 4 6 8 7 6 2 •7372H X — 1 CK 12:00

Harvard & Hobart

B&S R-5—R18.67

S APPLICATION FOR INSPECTION OF SIGNS

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.

CENSUS TRACT: 2125

1. LEGAL DESCR. | LOT: Gn. 202 | BLK. | TRACT: 2189 | DIST. MAP: 7285

2. TYPE OF SIGN OR NEW WORK: (1) Wall Sign. | ZONE: C2-4.

3. JOB ADDRESS: 3447 W. 8 th. St. | FIRE DIST.: H 80'

4. OWNER'S NAME: Pizza Man | PHONE | LOT (TYPE): CORNER

5. OWNER'S ADDRESS: Same | P.O. BOX | ZIP | LOT SIZE: 75 x 150.55'

6. ARCHITECT OR ENGINEER: //// | STATE LICENSE NO. | PHONE

7. CONTRACTOR: Brite Lite Neon Corp. | STATE LICENSE NO.: 161718 | PHONE: Tr. 78417 | REAR ALLEY / SIDE ALLEY /

8. LENDER | BRANCH OFFICE | PHONE | BLDG. LINE /

9. SIZE OF SIGN: 5' x 10' | HEIGHT ABOVE GRADE FT. ROOF FT.: 15' | TOTAL COPY AREA: 50 Sq.' | AFFIDAVITS: YC 6076, 2A. 8013, ORD. 130,825

10. ILLUMINATION TO BE USED: SINGLE FACE ☒ DOUBLE FACE ☐ NONE ☐ DIRECT ☐ INDIRECT ☒ FLASHING ☒ OTHER

11. MATERIAL OF CONSTRUCTION | SUPPORTING FRAME: Metal | FRAME OF SURFACE: Metal | SURFACE OF SIGN: Plastic

S 12. JOB ADDRESS: 3447 W. 8 th. St. | DISTRICT OFFICE: L.A.

13. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN. $ 500.00 | GRADING /

14. SIZE OF EXISTING BUILDING: 40' x 45' | TYPE | STORIES: 1 | EXT. WALLS | ROOF CONST. | HIGHWAY DED.: YES

TYPE OF SIGN OR NEW WORK: Wall Sign. | CONS.

FREEWAY CLEARANCE: NOT REQUIRED ☐ REQUIRED ☐ | FREEWAY CHECKED | ZONED BY

FREEWAY CLEARANCE: FLASHING LIGHTS Yes ☐ No ☐; MOVING PARTS Yes ☐ No ☐; ANIMATIONS Yes ☐ No ☐; OTHER | VALUATION APPROVED | FILED WITH

PLANS CHECKED | FREEWAY CLEARED

SIGN REQUIRES: TRAFFIC APPROVAL ☐ BOARD APPROVAL ☐ | PLANS APPROVED | DATE

P.C. No. | CONT. INSP. | APPLICATION APPROVED | INSPECTOR

P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O	TYPIST
2.28	/	/	3.50	/	/	/	

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 USE ONLY

SEP 12-68 47557 E •73934 X — 6 CS 2.28

SEP 12-68 47558 E •73934 X — 1 CS 3.50

STATEMENT OF RESPONSIBILITY

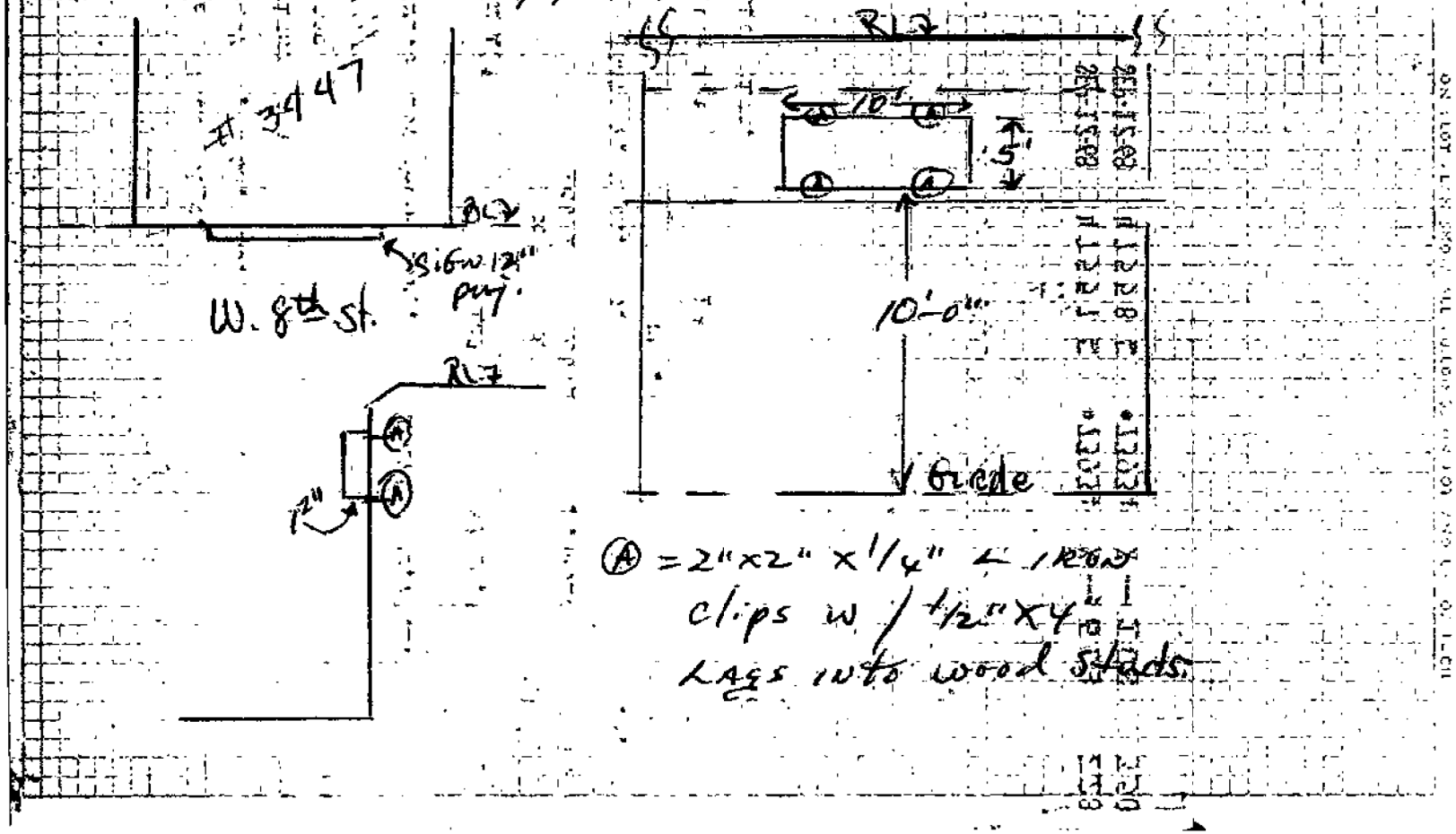
I certify that in doing the work authorized hereby, I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"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 Helen Dyer (agent) (Owner or Agent)

		Name	Date
Bureau of Engineering	ADDRESS APPROVED	[signature]	9/11/68
	HIGHWAY DEDICATION REQUIRED		
	COMPLETED		
Municipal Arts Commissioners	APPROVED FOR ISSUE		
Board of Building Safety Commissioners	APPROVED FOR ISSUE FILE #		
Traffic	APPROVED FOR ISSUE		
Planning	APPROVED UNDER CASE #		
Conservation	APPROVED FOR ISSUE FILE #		

Plastic Signs Shall be instaled per Rohm & Haas Hand Book.



Ⓐ = 2"x2" x 1/4" ∠ IRON clips w/ 1/2"x4" Lags into wood studs.

3

APPLICATION TO ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY — D & S B-3—R 2-68

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR. LOT: frac. of 202	BLK.	TRACT: 2189		CENSUS TRACT: 2125
2. PRESENT USE OF BUILDING: 16) vacant store		NEW USE OF BUILDING: 17) ~~feed bake out~~ same		DIST. MAP: 7285
3. JOB ADDRESS: 3447 & 49 W. 8th St.				ZONE: C2-4
4. BETWEEN CROSS STREETS: Hobart	AND	Harvard		FIRE DIST.: II
5. OWNER'S NAME: R.M. Lawson		PHONE: 389 1164		LOT (TYPE): inside
6. OWNER'S ADDRESS: 3445 W. 8th		CITY: L.A.	ZIP	LOT SIZE: irreg
7. ARCHITECT OR DESIGNER: -		STATE LICENSE No.	PHONE	
8. ENGINEER: -		STATE LICENSE No.	PHONE	ALLEY: /
9. CONTRACTOR: owner		STATE LICENSE No.	PHONE	BLDG. LINE: /
10. LENDER		BRANCH OFFICE	PHONE	AFFIDAVITS: za 8013 ord 130825

11. SIZE OF EXISTING BLDG.: 26 x 70	STORIES: 1	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE: 1	
12. MATERIAL OF CONSTRUCTION OF EXISTING BLDG. →	EXT. WALLS: brick	ROOF	FLOOR: cem	

3

13. JOB ADDRESS: 3447 & 49 W. 8th St. — DISTRICT OFFICE: LA

14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $ 101 ea — GRADING: /

15. NEW WORK: (Describe) plan revision — CRIT. SOIL: /

HIGHWAY DED.: yes

NEW USE OF BUILDING: same	SIZE OF ADDITION	STORIES	HEIGHT	FLOOD: /
TYPE	GROUP	SPRINKLERS REQ'D SPECIFIED	VALUATION APPROVED	CONS.
BLDG. AREA: N	MAX. OCC.	TOTAL	PLANS CHECKED	ZONED BY
DWELL. UNITS	GUEST ROOMS	PARKING SPACES REQ'D / PROVIDED	PLANS APPROVED	FILE WITH: LA73734/68
P.C. No.	CONT. INSP.		APPLICATION APPROVED	INSPECTOR: I

P.C.	S.P.C.	G.P.I.	B.P.	I.P.	O.S.	C/O	TYPIST
30	/	/	200	/	/	/	ED

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

SEP-19-68	49090 E	•74472	2 — 6 CK	1.30
SEP-19-68	49091 E	•74472	2 — 1 CK	2.00

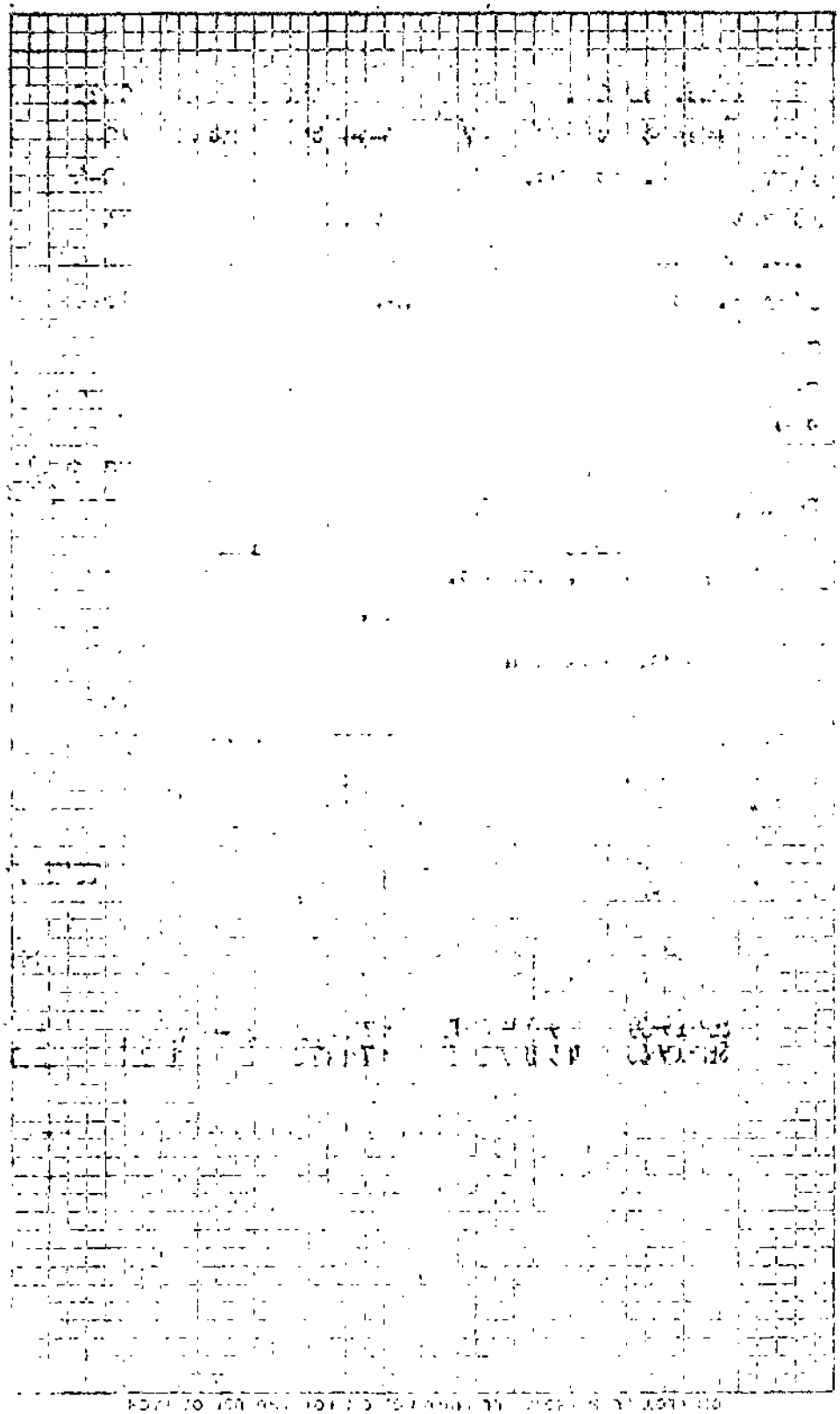
STATEMENT OF RESPONSIBILITY

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: X Mark J Glosky (Owner or Agent)

		Name	Date
Bureau of Engineering	ADDRESS APPROVED		
	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.-5700)		
Traffic	APPROVED FOR		



3 CITY OF LOS ANGELES

APPLICATION TO ADD-ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

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: Por. 202.	BLK.	TRACT: 2189		CENSUS TRACT: 2125
2. PRESENT USE OF BUILDING: (16) Store Bldg.	NEW USE OF BUILDING: (64) Bridge Club			DIST. MAP: 7285
3. JOB ADDRESS: 3455 W. 8th St.				ZONE: C-2-4
4. BETWEEN CROSS STREETS: Hobart AND Harvard				FIRE DIST.: Tio
5. OWNER'S NAME: R.M. Lawson Co.	PHONE: 389-1164			LOT (TYPE): Corner
6. OWNER'S ADDRESS: 3445 W. 8t h	CITY: L.A.	ZIP		LOT SIZE: 95x150.5
7. ARCHITECT OR DESIGNER	STATE LICENSE No.	PHONE		
8. ENGINEER: RUTHKOFF-ENGLEKIRK	STATE LICENSE No. 927	PHONE 385-9457		ALLEY: /
9. CONTRACTOR: Owner	STATE LICENSE No.	PHONE		BLDG. LINE: /
10. LENDER: Owner	BRANCH	ADDRESS		AFFIDAVITS: YC 6076 ZA 8013
11. SIZE OF EXISTING BLDG. LENGTH 50 WIDTH 135	STORIES: 1	NO. OF EXISTING BUILDINGS ON LOT AND USE: 1 Store		
12. MATERIAL OF CONSTRUCTION OF EXISTING BLDG. →	EXT. WALLS: Frame	ROOF: Wood	FLOOR: Conc.	C.C.P.D.
3 13. JOB ADDRESS: 3455 W. 8th St.				DISTRICT OFFICE: L.A.
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING	$ ~~$1,200~~ 2,000			GRADING: /
15. NEW WORK (Describe): NEW Partitions — CHANGE OCCUPANCY				CRET. SOIL: /
				HIGHWAY DED.: Yes

NEW USE OF BUILDING: (64) Card Club	SIZE OF ADDITION: NONE	STORIES: /	HEIGHT: /		FLOOD: /
TYPE: V	GROUP: B-2	SPRINKLERS REQ'D SPECIFIED: ~~NO~~	INSPECTION ACTIVITY: COMB. / GEN. / MAJ. S. / CONS.		CONS.: /
BLDG. AREA: N/C	MAX. OCC: ~~140~~ OCC	TOTAL: ~~140~~	PLANS CHECKED		ZONED BY: Skomavold
DWELL. UNITS: /	GUEST ROOMS: /	PARKING SPACES REQ'D: NONE PROVIDED: 13	PLANS APPROVED		FILE WITH
P.C. No. V-3613	CONT. INSP.: /		APPLICATION APPROVED		INSPECTOR
P.C.: 3.93	S.P.C.: 3.22	G.P.I.: /	B.P.: 11.00	I.F.: /	O.S.: / C/O: / TYPIST: Sel

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

JUN-19-70	326985	• •	Z — 6 CK	3.93
JUL--1-70	344855	•11502	T — 6 CK	3.22
JUL--1-70	344865	•11502	T — 1 CK	11.00

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 on 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 _____ (Owner or Agent)

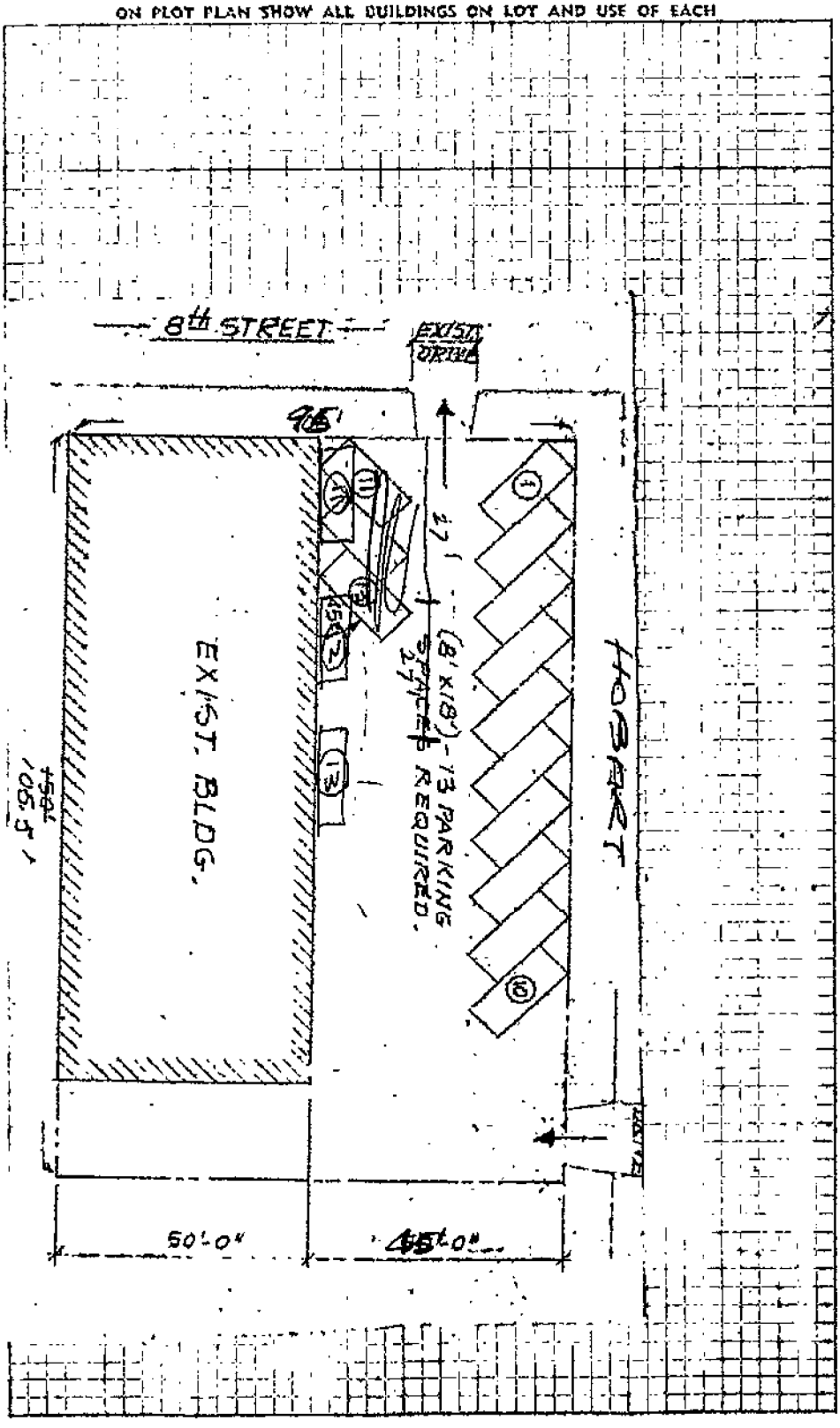
		Name	Date
Bureau of Engineering: Sewer capacity charges are due. Go to Hollywood office	ADDRESS APPROVED	Dalton	6/22/70
	SEWERS ~~CONNECTION~~	Sewer Area Plan SFC Charges Paid (Hollywood)	
	DRIVEWAY APPROVED		
	HIGHWAY DEDICATION REQUIRED / COMPLETED		
	FLOOD CLEARANCE APPROVED		
Conservation	APPROVED FOR ISSUE / FILE #		
Plumbing	PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED		
Planning	APPROVED UNDER CASE #		
Fire	APPROVED (TITLE 19) (L.A.M.C.–5700)	Wayne A. Butcher	6/30/70
Traffic	APPROVED FOR		

LOCATION PLAN

140 MAX. NUMBER OF OCCUPANTS APPROVED BY BOARD LETTER FOR T. ALLEN 6/30/70

W. Y. O'Brien 6/30/70

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



APPLICATION FOR INSPECTION — TO ADD [illegible]

3. CITY OF LOS ANGELES — AND FOR CERTIFICATE OF OCCUPANCY — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: Applicant to Complete Numbered Items Only. AC-2

1. LEGAL DESCP. LOT SEE ATTACHED Frac 201 & FRAC 202	TRACT 2189		DIST. MAP 7285 / CENSUS TRACT 2125.00
2. PRESENT USE OF BUILDING (04) Bridge Club	NEW USE OF BUILDING (17) Restaurant		ZONE C2-4
3. JOB ADDRESS 3455 W. 8th St.	LA 90005		FIRE DIST. II
4. BETWEEN CROSS STREETS Hobart &	AND Harvard		LOT (TYPE) Cor
5. OWNER'S NAME Ricky Park	PHONE 213-559-4000		LOT SIZE 98x150.58
6. OWNER'S ADDRESS 9057 Cattaraugus Ave	CITY LA	ZIP 90034	
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. CONTRACTOR Redlin Dev.Inc.	BUS LIC NO	ACTIVE STATE LIC NO #332-462	PHONE 938-7244 / AFFIDAVITS ZA8013
10. BRANCH LENDER	ADDRESS	CITY	
11. SIZE OF EXISTING BLDG. WIDTH 50 LENGTH 110	STORIES 1	HEIGHT 15	NO. OF EXISTING BUILDINGS ON LOT AND USE one commercial / CCPD
12. CONST. MATERIAL OF EXISTING BLDG.	EXT. WALLS Stucco&2x6	ROOF Comp	FLOOR Conc / SEISMIC STUDY ZONE --
13. JOB ADDRESS 3455 W. 8th St.			DIST OFFICE LA
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING	$ 60,000		CRIT SOIL --
15. NEW WORK: (Describe) Interior partition & ceiling			GRADING --
Change of use B-2 bridge club to B-2 restaurant			HIGHWAY DED Yes
NEW USE OF BUILDING (17)	SIZE OF ADDITION None	STORIES —	HEIGHT — / FLOOD --
TYPE V	GROUP OCC. B-2, G-2	BLDG. AREA NC	PLANS CHECKED J. Guzman / CONS. --
DWELL UNITS 0	MAX OCC. 167	TOTAL 175	PLANS APPROVED J. Guzman / ZONED BY Johnson
GUEST ROOMS 0	PARKING REQ'D NC	PARKING PROVIDED STD. COMP.	APPLICATION APPROVED J. Guzman / FILE WITH
SPRINKLERS REQ'D SPECIFIED No	CONT. INSP. No		INSPECTION ACTIVITY COMB / GEN / MAJ. S. / CONS / INSPECTOR I
P.C. 25415	S.P.C. —	B.P. 299.00	T.I. / P.M. — / I.F. / G.P.I. / C/O / O.S.
P.C. NO X1056	WORKER'S COMPENSATION INSURANCE CERTIFICATE ON FILE ✓ JG	EXEMPT	TYPIST rm

PERMIT EXPIRES TWO YEARS AFTER FEE IS PAID, OR 180 DAYS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

APR-13-78 81702 • • U — 6 CK 254.15

MAY-1[illegible] 91875 • 63221 V — 1 CK 299.00

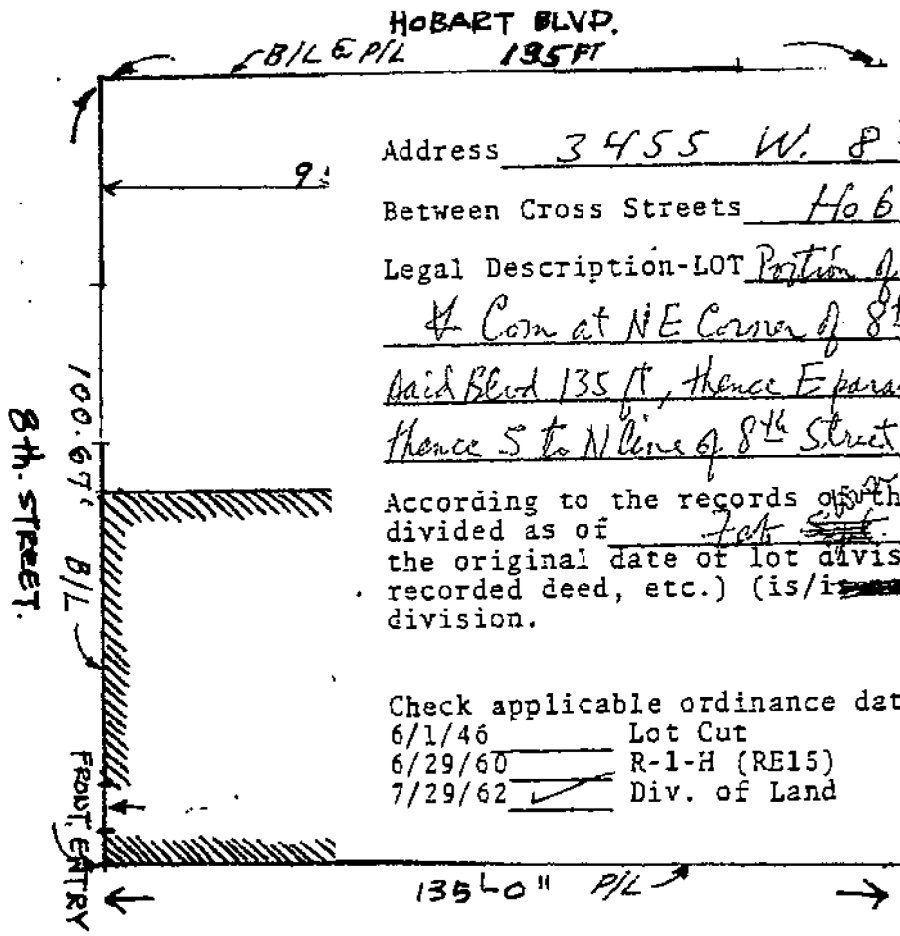
CASHIER'S USE ONLY

LIMIT OF PERMIT

"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 [signature] (Owner or Agent having Property Owner's Consent) ALSO, sign statement on reverse side, if applicable.

			Signature/Date
Bureau of Engineering	ADDRESS APPROVED		Z.A. Meyers 4-13 1978
	DRIVEWAY Not Affected		J. Chin 5/12/78
	HIGHWAY DEDICATION	REQUIRED	
		COMPLETED	
	FLOOD CLEARANCE		
	SEWERS ~~SFC to be det. after Plan Check~~	X SEWERS AVAILABLE	[signature] 5/12/78
		NOT AVAILABLE	[signature] 5/12/78
		SFC PAID 1-78TC0291	[signature] 5/12/78
	SFC NOT APPLICABLE	SFC DUE 5722 SC paid	
Conservation	APPROVED FOR ISSUE ☐ NO FILE ☐ FILE CLOSED ☐		
Fire	APPROVED (TITLE 19) (L.A.M.C.-5700)		O. Herman 5-11-78
Housing	HOUSING AUTHORITY APPROVAL		
Planning	APPROVED UNDER CASE #		
Traffic	APPROVED FOR		
Construction Tax	RECEIPT NO.	DWELLING UNITS	



Address 3455 W. 8TH ST. District Map No. 7285

Between Cross Streets Hobart and Harvard

Legal Description-LOT Portion of lots 201 & 202 BLOCK TRACT 2189

& Com at NE Corner of 8th Street & Hobart Blvd, thence N on E line of said Blvd 135 ft, thence E parallel with N line of lot 201 a distance of 100.59 ft, thence S to N line of 8th Street, thence W 100.67 ft to beg.

According to the records of the City Clerk, the above property was subdivided as of Lot Split 27th, 1946, which (is/may not be) the original date of lot division. Additional information (tax records, recorded deed, etc.) (is/is not) required to establish exact date of division.

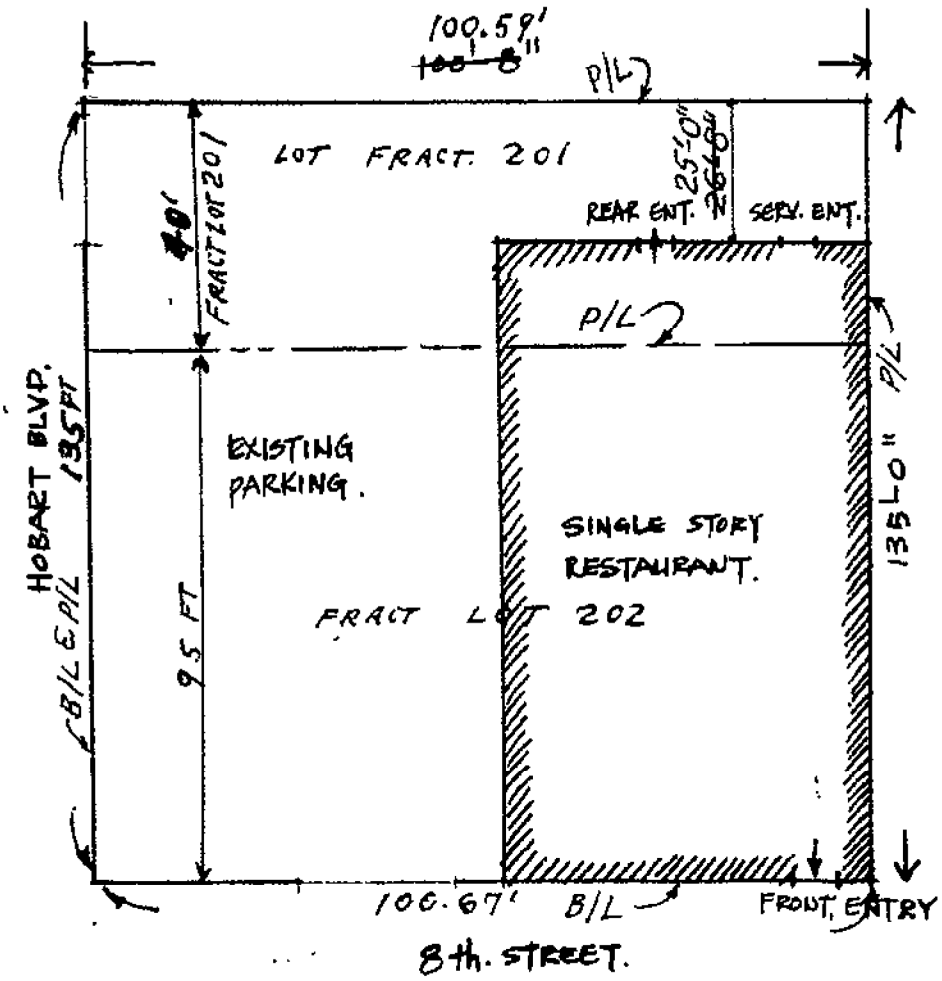
Check applicable ordinance date:

6/1/46		Lot Cut
6/29/60		R-1-H (RE15)
7/29/62	✓	Div. of Land

City Clerk - Land Records Division
Room M-76, City Hall

By William W Ng 5/17/78
Deputy

Fract. Lot 201 AND FRACT LOT 202
SEE ATTACHED


100.59'
P/L
LOT FRACT. 201
25'0"
REAR ENT.
SERV. ENT.
40'
FRACT LOT 201
P/L
P/L
HOBART BLVD.
135 FT
EXISTING
PARKING.
SINGLE STORY
RESTAURANT.
FRACT LOT 202
95 FT
135'0"
B/L & P/L
100.67' B/L
FRONT ENTRY
8th. STREET.

3 APPLICATION FOR INSPECTION — TO ADD-ALTER-REPAIR-DEMOLISH
CITY OF LOS ANGELES — AND FOR CERTIFICATE OF OCCUPANCY — DEPT. OF BUILDING AND SAFETY
B&S B-3 (R8 78)

INSTRUCTIONS: Applicant to Complete Numbered Items Only.

CA-1

1. LEGAL DESCR. LOT: 202	BLK:	TRACT: 2189		DIST. MAP: 7285
				CENSUS TRACT: 2125.00
2. PRESENT USE OF BUILDING: ( ) RESTAURANT		NEW USE OF BUILDING: ( ) SAME		ZONE: C2-4
3. JOB ADDRESS: 3455 W. 8th ST.				FIRE DIST.: II
4. BETWEEN CROSS STREETS: HARVARD		AND: HOBART BLVD.		LOT TYPE: cor
5. OWNER'S NAME: RICKY PARK			PHONE: 559-1500	LOT SIZE: 95x150.58
6. OWNER'S ADDRESS: 9057 CATTARAUGUS		CITY: LA	ZIP: 90034	
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. CONTRACTOR: NOT SELECTED	BUS. LIC. NO.	ACTIVE STATE LIC. NO.	PHONE	AFFIDAVITS: ZA 8013
10. BRANCH LENDER	ADDRESS		CITY	

11. SIZE OF EXISTING BLDG. WIDTH 50 LENGTH 110	STORIES: 1	HEIGHT:	NO. OF EXISTING BUILDINGS ON LOT AND USE: ONE		
12. CONST. MATERIAL OF EXISTING BLDG. →	EXT. WALLS: BRICK		ROOF: COMP	FLOOR: CONC	ccpd
3 13. JOB ADDRESS: 3455 W. 8th ST.					DISTRICT OFFICE: LA
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $ 3000					SEISMIC STUDY ZONE: --
15. NEW WORK: (Describe) ADD STORAGE ROOM TO RESTAURANT					GRADING: --
					HIGHWAY DED.: --

NEW USE OF BUILDING: RESTAURANT		SIZE OF ADDITION: 22 x 6		STORIES: 1	HEIGHT: 8'	FLOOD: --
TYPE: IIIA	GROUP OCC.: B-2	BLDG. AREA: 132/6882	PLANS CHECKED			CONS.: yes
DWELL. UNITS: ---	MAX OCC.: NC	TOTAL	PLANS APPROVED			ZONED BY: Johnson
GUEST ROOMS: --	PARKING REQ'D: NC	PARKING PROVIDED STD. / COMP.	APPLICATION APPROVED			FILE WITH
SPRINKLERS REQ'D SPECIFIED: --	CONT. INSP.: ---		INSPECTION ACTIVITY: COMB / GEN X / MAJ. S. / CONS			INSPECTOR: L

P.C. 21.25	S.P.C.	B.P. 75.00	P.M.	I.F.	G.P.I.	C/O	D.S.
P.C. NO.	WORKER'S COMPENSATION INSURANCE CERTIFICATE ON FILE / EXEMPT Bld	ENERGY: No NC				TYPIST: kls	

PERMIT EXPIRES TWO YEARS AFTER FEE IS PAID OR 180 DAYS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

DEC--6-78 43378 E :74283 U = CK 21.25
DEC--6-78 43379 E :74283 U = CK 25.00

LIMIT OF PERMIT

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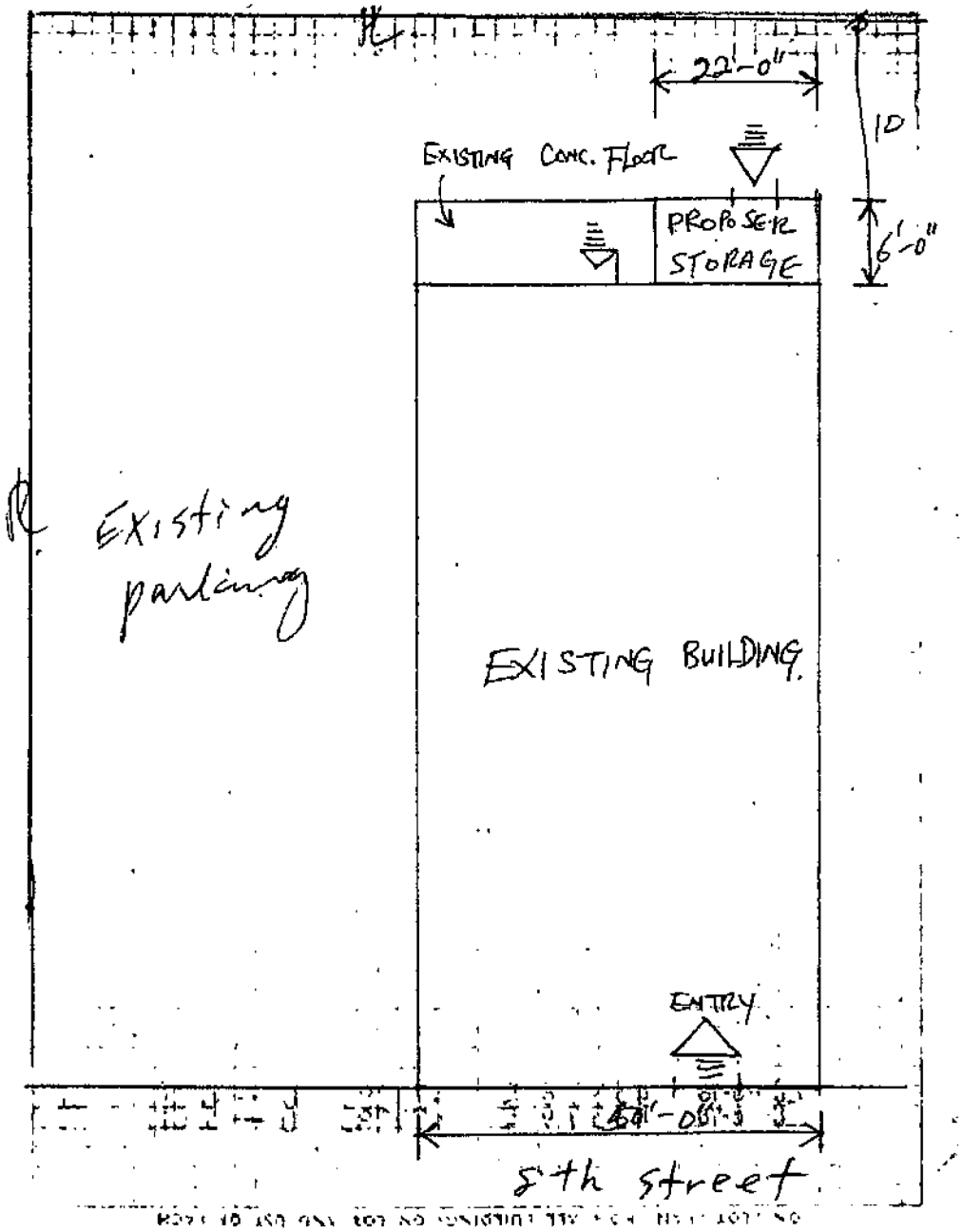
Signed Young il Kim
(Owner or Agent having Property Owner's Consent). ALSO, sign statement on reverse side, if applicable.

				Signature/Date
Bureau of Engineering	ADDRESS APPROVED			Dalton 12/6/78
	DRIVEWAY			
	HIGHWAY DEDICATION		REQUIRED	
			COMPLETED	
	FLOOD CLEARANCE			
	SEWERS	X	SEWERS AVAILABLE	Lauer 12/6/78
			NOT AVAILABLE	
			SFC PAID	
	X SFC NOT APPLICABLE		SFC DUE	
Plumbing	PRIVATE SEWAGE SYSTEM APPROVED			
Conservation	APPROVED FOR ISSUE ☐ NO FILE ☒ FILE CLOSED ☐			Lee 12/6/78
Fire	APPROVED (TITLE 19) (L.A.M.C.-5700)			
Housing	HOUSING AUTHORITY APPROVAL			
Planning	APPROVED UNDER CASE #			
Traffic	APPROVED FOR			
Construction Tax	RECEIPT NO.		DWELLING UNITS	



Young Il Kim agent 12-6-78

YOUNG IL KIM

S APPLICATION FOR INSPECTION — CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

2 1 0 0 3 0 0 2 6 3 — OF **SIGNS**

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR. LOT	BLOCK	TRACT	COUNCIL DISTRICT NO.	DIST. MAP	
Pr. 202		2189	10	132B193	
				CENSUS TRACT	
				2125	

2. TYPE OF SIGN OR NEW WORK: (19 Wall Sign — ☒ ON-SITE SIGN ☐ OFF-SITE SIGN ☐ TEMP. — EXP. DATE — ZONE: C2-4

3. JOB ADDRESS: 3453 W. 8th Street — FIRE DIST.: V

4. BETWEEN CROSS STREETS: Hobart & Harvard — AND (MP 22-57) — LOT (TYPE): Corner

5. OWNER'S NAME: Cotton Candy — PHONE — LOT SIZE: 85 X 150

6. OWNER'S ADDRESS: 3453 W. 8th Street — CITY — ZIP

7. ARCHITECT OR ENGINEER — BUS. LIC. NO. — ACTIVE STATE LIC. NO. — PHONE — ALLEY: —

8. ARCHITECT OR ENGINEER ADDRESS — CITY — ZIP — BLDG. LINE: —

9. QUALIFIED INSTALLER: Rainbow Signs — BUS. LIC. NO. 434599 — ACTIVE STATE LIC. NO. — PHONE 753-6072 — AFFIDAVITS

10. INSTALLER'S ADDRESS: 6812 S. Western Avenue — CITY — ZIP 90047

11. SIZE OF EXISTING BUILDING	TYPE	STORIES	NO. OF EXISTING BUILDINGS ON LOT AND USE			P.C. REQ'D
WIDTH 50 LENGTH 100		1	1- 26/B/2			No(h)
12. SIZE OF SIGN: 2'6" X 10'	TOTAL COPY AREA: 25sqft	OVERALL HEIGHT →	FROM GRADE: 16'	FROM ROOF	STREET GUIDE: 43-E-2	DIST. OFFICE: LA

13. JOB ADDRESS: 3453 W. 8th Street

14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN: $ 1,700.00 — SEISMIC STUDY ZONE: —

15. MATERIAL OF SIGN CONSTRUCTION →	SUPPORTING FRAME	FRAME OF COPY	SURFACE OF SIGN	GRADING	FLOOD
	Steel	Metal	Plastic	—	—

16. TYPE OF SIGN OR NEW WORK: Wall Sign — ☒ SINGLE FACE ☐ DOUBLE FACE ☐ OTHER — HWY. DED.: Yes — CONS.: —

17. ILLUMINATION: ☐ NONE ☒ INTERNAL ☐ EXTERNAL — ☐ FLASHING ☐ OTHER ☐ REVOLVING ☐ NONE — ZONED BY: Kim

18. NO. OF SIGNS OR GAS TUBE SYSTEMS: 1 — NO. OF ADDITIONAL BRANCH CIRCUITS: — NO. OF CONTROL DEVICES: — FILE WITH

PERMIT FEES			CONT. INSP. Lic Fab	PLANS CHECKED	TYPIST
SIGNS/G. T. SYSTEMS	15	00	FREEWAY CLEARANCE: Clear	Mc Combs	Keg
ADDITIONAL CIRCUITS				APPLICATION APPROVED	INSPECTOR
ELECTRICAL SERVICE					
CONTROL DEVICES			DATE		
ISSUING FEE	10	00	TRANSPORTATION DEPT. CLEARANCE		
BLDG. PERMIT	45	22			
P.C. 22.61	TOTAL 70	22	DATE		
S.P.C.	E.I. .50		F.H.		
S.P.I.	06886		I.F.		
DISTRICT OFFICE: LA	S.O.S.S.		P.C. NO.		

B & S B-6 (R8/86)

CASHIER'S USE ONLY — CODE — AMOUNT
- 88.61 B-PC
- *70.82 BP-R
- .50 EI-C
- 1.87 OSS
- 2T173-0004
- H 07 -5'0'1/11/89 — 0124 0010
- H507 21173

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.

DECLARATIONS AND CERTIFICATIONS

LICENSED CONTRACTORS DECLARATION

19. 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 1/10/89 Lic. Class C45 Lic. No. 434599 Contractor's Signature May Garbett

Contractor's Mailing Address 6812 S Western Ave LA

OWNER-BUILDER DECLARATION

20. 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

21. 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. 2 8245 1 Insurance Company FAIRMONT INS

☐ Certified copy is hereby furnished.

☒ Certified copy is filed with the Los Angeles City Dept. of Bldg. & Safety.

Date 1/10/89 Applicant's Signature May Garbett

Applicant's Mailing Address _____

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

22. 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

23. 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 _____

24. 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 May Garbett AGENT 1/10/89

(Owner or agent having property owner's consent) — Position — Date

Bureau of Engineering 2 2 1 0 0 3 0 0 2 0 4	ADDRESS APPROVED	GH 1/10/89
	HIGHWAY DEDICATION	
CITY PLANNING		
OFF SITE CLEARANCE:		
LEGAL DESCRIPTION:		

COMBINED SIGN AREAS

Existing Sign Area

1. Illum. Canopy Sign .....
2. Monument Sign .....
3. Pole Sign .....
4. Projecting Sign.....
5. Roof Sign.....
6. Wall Sign 30
7. Window Sign.....
8. Proposed WALL Sign 25

Total Area 55

Signs Facing W. 8TH ST

Allowable Combined Sign Area ..... 200 4(50)

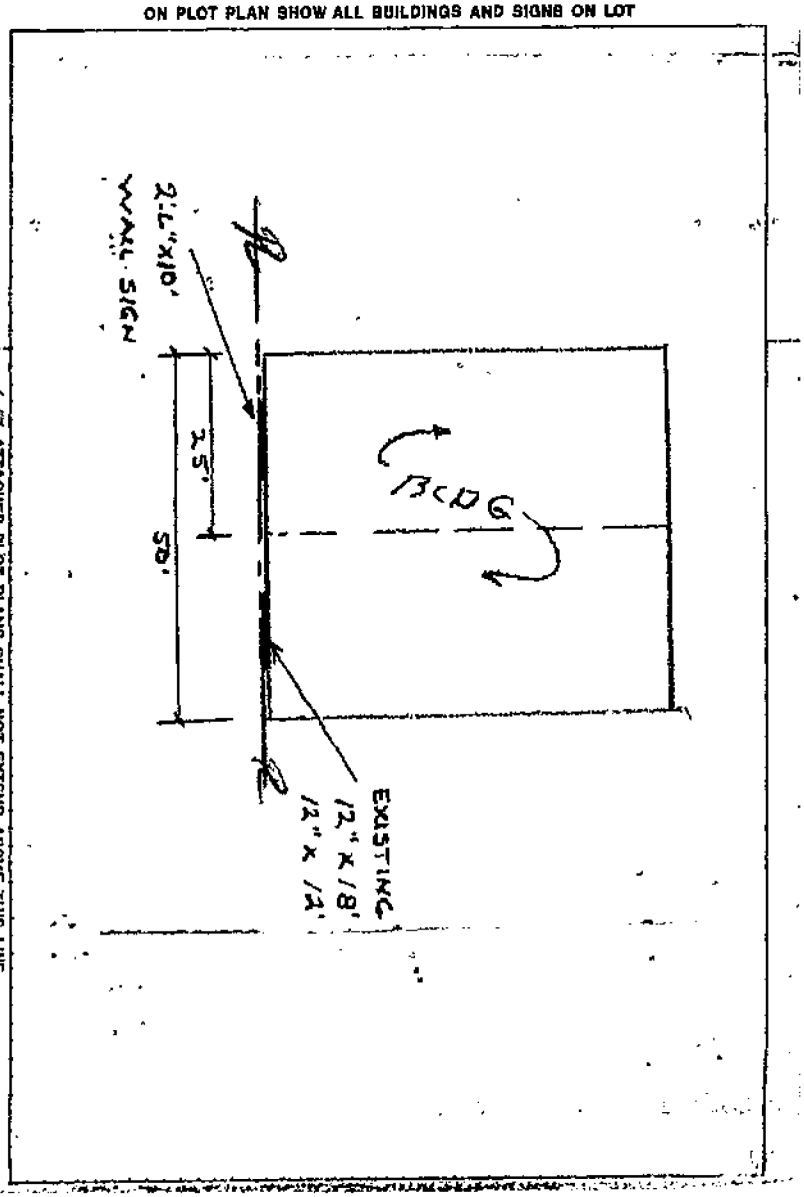
Actual Combined Sign Area 55

Allowable WALL Sign Area 150

Actual WALL Sign Area 55

Proposed Sign Facing 8TH ST

ON PLOT PLAN SHOW ALL BUILDINGS AND SIGNS ON LOT



ATTACHED PLOT PLANS SHALL NOT EXTEND ABOVE THIS LINE

3447 W 8th St

Application #: **06016 - 40000 - 22321**
Plan Check #: X06SP04034 Printed: 09/25/19 09:42 AM
Event Code:

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: 11/03/2006
Last Status: Permit Finaled
Status Date: 12/28/2011

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (FIN #)	2. ASSESSOR PARCEL #
TR 2189		202	2	M B 22-57	132B193 567	5093 - 018 - 009

3. PARCEL INFORMATION

Area Planning Commission - Central
LADBS Branch Office - LA
Council District - 10
Certified Neighborhood Council - Wilshire Center - Kore
Community Plan Area - Wilshire
Census Tract - 2125.00
District Map - 132B193
Energy Zone - 9
Fire District - 2
Lot Cut Date - 09/07/1940
Near Source Zone Distance - 5.9
Thomas Brothers Map Grid - 633-J3

ZONES(S): C2-1

4. DOCUMENTS

ZI - ZI-1940 Wilshire Cntr/Koreatown R
ZA - ZA-1978-330-CUB
ZA - ZA-8013
ORD - ORD-130825
ORD - ORD-165302-SA250E
CRA - ZI 1940 KOREATOWN
CPC - CPC-18644
CPC - CPC-1986-834-GPC
CDBG - BID-Wilshire Center
CDBG - LARZ-Central City

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
LAWSON, ROBERT M JR 3699 WILSHIRE BLVD NO 800 LOS ANGELES CA 90010

Tenant:

Applicant: (Relationship: Agent for Contractor)
C. CAMPOS - CENTRAL ROOFING (310) 527-6770

7. EXISTING USE	PROPOSED USE
(23) Miscellaneous Bldg/Structi	

8. DESCRIPTION OF WORK

TEAR OFF EXISTING ROOF LAYERS, INSTALL #28 BASE SHEET AND APP MODIFIED BITUMEN ROOF SYSTEM (TORCH METHOD). 30 SQS. 2-STORY COMMERCIAL BLDG.

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By:
OK for Cashier: Camille Davis
DAS PC By:
Coord. OK:
Signature:
Date:

For inspection requests, call toll-free **(888) LA4BUILD** (524-2845), or request inspections via **www.ladbs.org.** To speak to a Call Center agent, call **311**. Outside LA County, call (213) 473-3231.

For Cashier's Use Only **W/O #: 61622321**

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: $7,700 PC Valuation:

FINAL TOTAL Bldg-Alter/Repair	184.88
Permit Fee Subtotal Bldg-Alter/Re	136.25
Fire Hydrant Refuse-To-Pay	
E.Q. Instrumentation	1.62
O.S. Surcharge	3.16
Sys. Surcharge	9.47
Planning Surcharge	9.38
Planning Surcharge Misc Fee	5.00
Permit Issuing Fee	20.00

Sewer Cap ID: Total Bond(s) Due:

Payment Date: 11/03/06
Receipt No: SP12-104650
Amount: $184.88
Method: Check

2006SP48341

12. ATTACHMENTS

* P 0 6 0 1 6 4 0 0 0 0 2 2 3 2 1 F N *

13. STRUCTURE INVENTORY (Note: Numeric measurement data in the format "number / number" implies "change in numeric value / total resulting numeric value") 06016 - 40000 - 22321

14. APPLICATION COMMENTS:

15. BUILDING RELOCATED FROM:

16. CONTRACTOR, ARCHITECT & ENGINEER NAME	ADDRESS		CLASS	LICENSE #	PHONE #
(C) CENTRAL ROOFING COMPANY	555 W 182ND STREET,	LOS ANGELES, CA 90248	C39	684960	

3455 W 8th St

Application #: **97016 - 50000 - 02269**
Plan Check #:
Event Code:
Printed: 09/25/19 09:48 AM

Bldg-Alter/Repair
Commercial
Plan Check at Counter
Plan Check

City of Los Angeles - Department of Building and Safety

APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

Issued on: 01/30/1997
Last Status: Permit Closed
Status Date: 10/17/1998

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 2189		202	1	M B 22-57	132B193 568	5093 - 018 - 008

3. PARCEL INFORMATION
Area Planning Commission - Central
LADBS Branch Office - LA
Council District - 10
Census Tract - 2125.00
Energy Zone - 9
Thomas Brothers Map Grid - 633

ZONES(S): C2-1

4. DOCUMENTS

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION
Owner(s):
LAWSON, ROBERT M CO TR R M AND / 3445 8TH ST LOS ANGELES CA 90005

Tenant:

Applicant: (Relationship: Agent for Contractor)

7. EXISTING USE / **PROPOSED USE**
(17) Restaurant

8. DESCRIPTION OF WORK
TI

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION
BLDG. PC By: Jacyol Lee
DAS PC By:
OK for Cashier: Jacyol Lee
Coord. OK:
Signature:
Date:

For inspection requests, call toll-free **(888) LA4BUILD** (524-2845), or request inspections via **www.ladbs.org**. To speak to a Call Center agent, call **311**. Outside LA County, call (213) 473-3231.

For Cashier's Use Only **W/O #: 71602269**

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: $1,000	PC Valuation:
FINAL TOTAL Bldg-Alter/Repair	314.00
Permit Fee Subtotal Bldg-Alter/Re	146.25
Handicapped Access	
Plan Check Subtotal Bldg-Alter/R(	131.63
Fire Hydrant Refuse-To-Pay	
E.Q. Instrumentation	0.50
O.S. Surcharge	5.57
Sys. Surcharge	16.71
Planning Surcharge	8.34
Planning Surcharge Misc Fee	5.00

Sewer Cap ID:
Total Bond(s) Due:

12. ATTACHMENTS
Plot Plan

P970165000009226 9FN

13. STRUCTURE INVENTORY (Note: Numeric measurement data in the format "number / number" implies "change in numeric value / total resulting numeric value") 97016 - 50000 - 02269

14. APPLICATION COMMENTS:

15. BUILDING RELOCATED FROM:

16. CONTRACTOR, ARCHITECT & ENGINEER NAME	ADDRESS		CLASS	LICENSE #	PHONE #
(C) FOCUS CONSTRUCTION CO	739 S NORTON AVE #205,	LOS ANGELES, CA 900	B	664521	

6 0 5 0 0 4 0 3 2 4

3455 W. 8th St.

Project Reference :
Permit Application: **97016 - 50000 - 02269**

Bldg--Alter/Repair
Commercial
Over the Counter Permit

City of Los Angeles - Department of Building and Safety
APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

Status/Date : **Ready to Issue 01/30/97**
Page : **A - 1**
Printed On : **01/30/1997 11:29:47**
Permit Ref# :

1. *ADDRESS & PROJECT INFORMATION*

Project Address : **3455 W. 8th St.**
Permit Valuation : **$1,000.00** (Final)
PC Valuation :
Work Description : **TI**

Exist. Bldg. on Lot/Use :
Relocation Old Address:

Parcel(PIN) : **132B193 568**
Council Dis : **10**
Event Code :

Sewer Cap :

APPROVED BY
PC : **Jaeyol Lee**
Application : **Jaeyol Lee**

2. *OWNER INFORMATION*

Name : **Lawson,Robert M Co Tr, R M And A M Lawson Trust**
Address : 3445 W. 8th St
Los Angeles Ca 90005

Zoned by JL 1-30-97
Print : J. Lee
DSID : 70422
Sign
Date 1-30-97

For Cashier's Use Only

3. *APPLICANT INFORMATION*

Name :
Address :

Agent for Contractor

Phone # :
FAX # :

01/30/97 11:42:25AM H001 T-0661 C 26
BLDG PERMIT CO 146.25
INVOICE # 0000000 PP
BLDG PLAN CHEC 131.63
EI RESIDENTIAL 0.50
SYS DEV FEE 16.71
ONE STOP 5.57
CITY PLAN SURC 8.34
MISCELLANEOUS 5.00
TOTAL 314.00
CHECK 314.00

4. *ARCHITECT, CONTRACTOR & ENGINEER INFORMATION*

TYPE	NAME	CLASS	LICENSE TYPE#	BTRC#
Contractor	**Focus Construction Co** 739 S Norton Ave #205 Los Angeles, CA 90005	B	NA664521	90588

Phone :

97HO 47213

Bldg Permit - Ready to Issue

ORIGINAL

6 0 5 0 0 4 0 1 3 2 5

LICENSED CONTRACTOR AND WORKERS' COMPENSATION DECLARATION

GENERAL CONTRACTOR

I hereby affirm, under penalty of perjury, that I am the general contractor named on the reverse side of this permit and 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. I am responsible for the following permits:

☒ Building ☐ Electrical ☐ Plumbing ☐ HVAC

GENERAL CONTRACTOR/OWNER BUILDER

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 Sec. 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☒ I have and will maintain workers' compensation insurance, as required by Sec. 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 FUND Policy #: 229-97

☐ 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 provisions of Sec. 3700 of the Labor Code, I shall forthwith comply with those provisions

Sign: [signature] Date: 1/30/97 ☐ Owner ☒ Contractor

ELECTRICAL CONTRACTOR

I hereby affirm, under penalty of perjury, that I am the electrical contractor named on the reverse side of this permit and 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. I am responsible for the electrical permits

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 Sec. 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☐ I have and will maintain workers' compensation insurance, as required by Sec. 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: _____ Policy #: _____

☐ 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 provisions of Sec. 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign: _____ Date _____

PLUMBING CONTRACTOR

I hereby affirm, under penalty of perjury, that I am the plumbing contractor named on the reverse side of this permit and 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. I am responsible for the plumbing permits.

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 Sec. 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☐ I have and will maintain workers' compensation insurance, as required by Sec. 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: _____ Policy #: _____

☐ 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 provisions of Sec. 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign _____ Date: _____

HVAC CONTRACTOR

I hereby affirm, under penalty of perjury, that I am the HVAC contractor named on the reverse side of this permit and 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. I am responsible for the HVAC permits.

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 Sec. 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☐ I have and will maintain workers' compensation insurance, as required by Sec. 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: _____ Policy #: _____

☐ 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 provisions of Sec. 3700 of the Labor Code, I shall forthwith comply with those provisions

Sign _____ Date _____

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL AND SHALL BE SUBJECT TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF THE COMPENSATION DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES

CONSTRUCTION LENDING AGENCY

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: _____ Lender's Address _____

ASBESTOS REMOVAL

☐ I declare that notification of Asbestos Removal is not applicable. ☐ I declare that a notification letter has been sent to the AQMD or EPA. Sign: [signature] Date: 1/30/97

OWNER-BUILDER DECLARATION

I hereby affirm, under penalty of perjury, that I am exempt from the Contractors License Law for the following reason (Sec. 7031.5, Business & 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 or she is licensed pursuant to the provisions of the Contractors License Law (Chap 9 commencing with Sec 70000 of Div. 3 of the Business & Professions Code) or that he or she is exempt therefrom & the basis for the alleged exemption. Any violation of Sec. 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 the 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 & Professions Code: The Contractors License Law does not apply to the owner of property who builds or improves thereon, and who does such work himself or herself or through his or her 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 or she did not intend to improve for the purposes of sale).

☐ I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to the owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law).

☐ I am exempt under Sec. _____ Bus & Prof. Code for the following reason. _____

Print: _____ Sign: _____ Date: _____ ☐ Owner ☐ Authorized Agent

FINAL DECLARATION

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 and that it does not approve or authorize the work specified herein. Also, that it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, that 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.

Print: Stephen Li Sign: [signature] Date: 1/30/97 ☐ Owner ☐ Contractor ☒ Authorized Agent

Unless a shorter period of time has been established by an official action, plan check approval expires one and one-half years after the fee has been paid. This permit expires two years after the fee has been paid or 180 days after the fee has been paid and construction has not commenced), or if work is suspended, discontinued or abandoned for a continuous period of 180 days (Sec. 98.0603 L.A.M.C). Claims for refund of fees paid on permits must be filed within one year from the date of expiration for permits granted by the Department of Building and Safety (Sec. 22.12 & 22.13 L.A.M.C).

6 0 5 0 0 4 0 0 3 2 >

PROJECT REFERENCE

3455 W. 8TH ST.

PERMIT APPLICATION NO **97016-50000-02269**

Bldg--Alter/Repair
Commercial
Over the Counter Permit

City of Los Angeles-Department of Building & Safety
APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

STATUS/DATE **Ready to Issue 01/30/97**
SUPPLEMENTAL PAGE **B1**
PRINTED ON 1/30/97 11:30

1. *FULL DESCRIPTION OF WORK:*

TI

2. *LEGAL DESCRIPTION:*

TRACT: TR 2189 City Ref: M B 22-57
LOT: 202 ARB: 1 PIN: 132B193 568 BOOK: 5093 PAGE: 018 PARCEL: 008

3. *PROJECT ADDRESSES:*

* 3455 W. 8TH ST.

4. *PROPERTY OWNERS:*

LAWSON,ROBERT M CO TRR M AND A M LAWSON TRUST
3445 W. 8TH ST LOS ANGELES CA 90005

5. *TENANTS INFO:*

6. *USE INFO - ZONING CODE:*

Existing Restaurant (17)

6 0 5 0 0 4 0 0 3 2 7

3455 W. 8TH ST.

PROJECT REFERENCE
PERMIT APPLICATION NO. **97016-50000-02269**

Bldg--Alter/Repair
Commercial
Over the Counter Permit

City of Los Angeles - Department of Building & Safety
APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

STATUS/DATE **Ready to Issue 01/30/97**
SUPPLEMENTAL PAGE: C 1
PRINTED ON : **1/30/97 11:30**

1. *PARCEL INFORMATION:*

Council Districts: 10
Energy Zones: 9
Census Tracts: 2125.000
Zones: C2-1
Thomas Brothers Map Grids: 633
Building Branch Office: LA

6 0 5 0 0 4 0 0 3 2 3

PROJECT REFERENCE
PERMIT APPLICATION NO. **97016-50000-02269**

3455 W. 8TH ST.

Bldg--Alter/Repair
Commercial
Over the Counter Permit

City of Los Angeles - Department of Building & Safety
APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

STATUS/DATE: **Ready to Issue 01/30/97**
SUPPLEMENTAL PAGE: **D 1**
PRINTED ON : **1/30/97 11:30**

1. *ATTACHMENT:*

Plot Plan

2. *CLEARANCE REQD:*

Food establishment approval

BAS ENGINEER PLANCHCK STRUCENG Approved
1/30/97 JAEYOL LEE

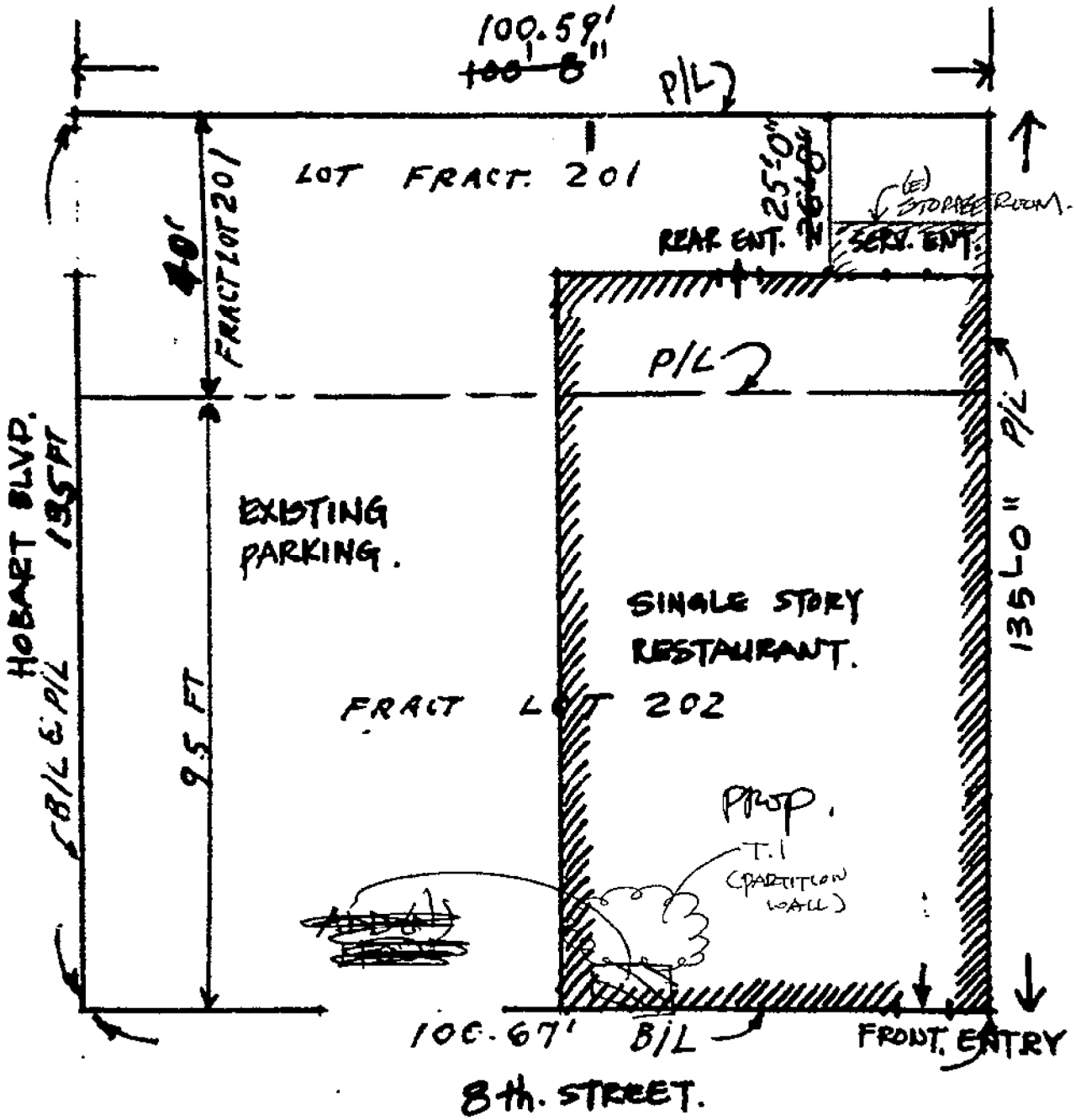
3. *FEES INFO:*

Fin: Fire Hydrant Refuse-To-Pay		Fin: Handicapped Access		Fin: FINAL TOTAL Bldg--Alter/Repair	$314.00
Fin: Permit Fee Subtotal Bldg--Alter/Repair	$146.25	Fin: Plan Check Subtotal Bldg--Alter/Repair	$131.63	Fin: Sys. Surcharge	$16.71
Fin: Planning Surcharge	$8.34	Fin: O.S. Surcharge	$5.57	Fin: Planning Surcharge Misc Fee	$5.00
Fin: E.Q. Instrumentation	$0.50				

4. *PC ACTIVITY:*

Plan Check JAEYOL LEE

3455 W. 8TH St. PCIS # ~~97016-10000-01819~~
97016-50000-02269



6050040 0329

3455 W 8th St

Application #: 97016 - 10000 - 01819
Plan Check #:
Event Code:
Printed: 09/25/19 09:47 AM

Bldg-Alter/Repair
Commercial
Plan Check at Counter
Plan Check

City of Los Angeles - Department of Building and Safety

APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

Issued on: 01/23/1997
Last Status: Permit Closed
Status Date: 10/17/1998

1. TRACT	BLOCK	LOT(S)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
TR 2189		202	1	M B 22-57	132B193 568	5093 - 018 - 008

3. PARCEL INFORMATION

Area Planning Commission - Central
LADBS Branch Office - LA
Council District - 10
Census Tract - 2125.00
Energy Zone - 9
Fire District - 2
Highway Dedication -
Lot Type - Corner
Thomas Brothers Map Grid - 633

ZONE(S): C2-1

4. DOCUMENTS

ZI - 1940

5. CHECKLIST ITEMS

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s):
LAWSON, ROBERT M CO TR R M AND / 3445 8TH ST LOS ANGELES CA 90005

Tenant:

Applicant: (Relationship: Contractor)
- FOCUS CONSTRUCTION CO. 2110 W. WASHINGTON BL. LOS ANGELES CA 90018 (213) 731-6688

7. EXISTING USE / **PROPOSED USE**

(17) Restaurant

8. DESCRIPTION OF WORK

ADD 1 HR EXHAUST HOOD SHAFT TO (E) RESTAURANT.

9. # Bldgs on Site & Use: 1-RESTAURANT

10. APPLICATION PROCESSING INFORMATION

BLDG. PC By: Jesse Jimenez
OK for Cashier: Jesse Jimenez
DAS PC By:
Coord OK:
Signature:
Date:

For inspection requests, call toll-free **(888) LA4BUILD (524-2845)**, or request inspections via **www.ladbs.org**. To speak to a Call Center agent, call **311**. Outside LA County, call (213) 473-3231.

For Cashier's Use Only **W/O #: 71601819**

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period

Permit Valuation: $1,000	PC Valuation:
FINAL TOTAL Bldg-Alter/Repair	314.00
Permit Fee Subtotal Bldg-Alter/Re	146.25
Handicapped Access	
Plan Check Subtotal Bldg-Alter/R	131.63
Fire Hydrant Refuse-To-Pay	
E.Q. Instrumentation	0.50
O.S. Surcharge	5.57
Sys. Surcharge	16.71
Planning Surcharge	8.34
Planning Surcharge Misc Fee	5.00

Sewer Cap ID:
Total Bond(s) Due:

12. ATTACHMENTS

Plot Plan

P97016100000018191FN

13. STRUCTURE INVENTORY (Note: Numeric measurement data in the format "number / number" implies "change in numeric value / total resulting numeric value") 97016 - 10000 - 01819

14. APPLICATION COMMENTS:

15. BUILDING RELOCATED FROM:

16. CONTRACTOR, ARCHITECT & ENGINEER NAME	ADDRESS		CLASS	LICENSE #	PHONE #
(C) FOCUS CONSTRUCTION CO	739 S NORTON AVE #205,	LOS ANGELES, CA 900	B	664521	(213) 731-6688

6 0 4 0 0 4 0 0 4 9 3

Project Reference :

Permit Application: **97016 - 10000 - 01819**

3455 W. 8th St.

Bldg--Alter/Repair
Commercial
Over the Counter Permit

City of Los Angeles - Department of Building and Safety

APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

Status/Date : **Ready to Issue 01/23/97**
Page : **A - 1**
Printed On : **01/23/1997 16:02:15**
Permit Ref# :

1. ADDRESS & PROJECT INFORMATION

Project Address : **3455 W. 8th St.**
Permit Valuation : **$1,000.00** (Final) PC Valuation :
Work Description : **ADD 1 HR EXHAUST HOOD SHAFT TO (E) RESTAURANT.**

Exist. Bldg. on Lot/Use : **1-RESTAURANT**
Relocation Old Address :

Parcel(PIN) : **132B193 568**
Council Dis : **10**
Event Code :

Sewer Cap :

APPROVED BY
PC : **Jesse Jimenez**
Application : **Jesse Jimenez**

Zoned by :
Print : J Jimenez BSID :
Sign : Date : 1-22-97

For Cashier's Use Only

2. OWNER INFORMATION

Name : **Lawson,Robert M Co Tr, R M And A M Lawson Trust**
Address : 3445 W. 8th St
Los Angeles Ca 90005

3. APPLICANT INFORMATION

Name : FOCUS CONSTRUCTION CO. Contractor
Address : 2110 W. Washington Bl.
Los Angeles Ca 90018 Phone #: 2137316688 FAX #:

01/23/97 04:10:25PM LA06 T-0083 C 31

BLDG PERMIT CO	146.25
INVOICE # 0000000 PP	
BLDG PLAN CHEC	131.63
EI COMMERCIAL	0.50
SYS DEV FEE	16.71
ONE STOP	5.57
CITY PLAN SURC	8.34
MISCELLANEOUS	5.00
CARRY	314.00
TO TRAN 84	

4. ARCHITECT, CONTRACTOR & ENGINEER INFORMATION

TYPE	NAME	CLASS	LICENSE TYPE#	BTRC#
Contractor	**Focus Construction Co** 739 S Norton Ave #205 Los Angeles, CA 90005	B	NA664521	90588

Phone : 213 731-6688

97LA 60309

Bldg Permit - Ready to Issue

ORIGINAL

3 1 3 0 4 0 0 4 7

LICENSED CONTRACTOR AND WORKERS' COMPENSATION DECLARATION

GENERAL CONTRACTOR

I hereby affirm, under penalty of perjury, that I am the general contractor named on the reverse side of this permit and 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. I am responsible for the following permits:

☒ Building ☐ Electrical ☐ Plumbing ☐ HVAC

GENERAL CONTRACTOR/OWNER BUILDER

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 Sec. 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☐ I have and will maintain workers' compensation insurance, as required by Sec. 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 _____ Policy # _____

☒ 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 provisions of Sec. 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign _____ Date 1/23/97 ☐ Owner ☒ Contractor

ELECTRICAL CONTRACTOR

I hereby affirm, under penalty of perjury, that I am the electrical contractor named on the reverse side of this permit and 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. I am responsible for the electrical permits.

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 Sec. 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☐ I have and will maintain workers' compensation insurance, as required by Sec. 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 _____ Policy # _____

☐ 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 provisions of Sec. 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign _____ Date _____

PLUMBING CONTRACTOR

I hereby affirm, under penalty of perjury, that I am the plumbing contractor named on the reverse side of this permit and 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. I am responsible for the plumbing permits.

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 Sec. 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☐ I have and will maintain workers' compensation insurance, as required by Sec. 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 _____ Policy # _____

☐ 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 provisions of Sec. 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign _____ Date: _____

HVAC CONTRACTOR

I hereby affirm, under penalty of perjury, that I am the HVAC contractor named on the reverse side of this permit and 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. I am responsible for the HVAC permits.

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 Sec. 3700 of the Labor Code, for the performance of the work for which this permit is issued.

☐ I have and will maintain workers' compensation insurance, as required by Sec. 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 _____ Policy # _____

☐ 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 provisions of Sec. 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign _____ Date _____

Sign _____ Date _____

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL AND SHALL BE SUBJECT TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF THE COMPENSATION DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

CONSTRUCTION LENDING AGENCY

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 _____ Lender's Address _____

ASBESTOS REMOVAL

☒ I declare that notification of Asbestos Removal is not applicable ☐ I declare that a notification letter has been sent to the AQMD or EPA Sign _____ Date 1/23/97

OWNER-BUILDER DECLARATION

I hereby affirm, under penalty of perjury, that I am exempt from the Contractors License Law for the following reason (Sec. 7031.5, Business & 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 or she is licensed pursuant to the provisions of the Contractors License Law (Chap. 9 commencing with Sec. 70000 of Div. 3 of the Business & Professions Code) or that he or she is exempt therefrom & the basis for the alleged exemption. Any violation of Sec. 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 the 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 & Professions Code: The Contractors License Law does not apply to the owner of property who builds or improves thereon, and who does such work himself or herself or through his or her 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 or she did not intend to improve for the purposes of sale)

☐ I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to the owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law)

☐ I am exempt under Sec. _____ Bus. & Prof. Code for the following reason: _____

Print _____ Sign _____ Date _____ ☐ Owner ☐ Authorized Agent

FINAL DECLARATION

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 and that it does not approve or authorize the work specified herein. Also, that it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, that 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.

Print _____ Sign _____ Date 1/23/97 ☐ Owner ☒ Contractor ☐ Authorized Agent

Unless a shorter period of time has been established by an official action, plan check approval expires one and a half years after the fee has been paid. This permit expires two years after the fee has been paid or 180 days after the fee has been paid and construction has not commenced, or if work is suspended, discontinued or abandoned for a continuous period of 180 days (Sec. 98.0603 L.A.M.C). Claims for refund of fees paid on permits must be filed within one year from the date of expiration for permits granted by the Department of Building and Safety (Sec. 22.12 & 22.13 L.A.M.C).

3 0 1 0 0 4 0 3 4 9

3455 W. 8TH ST.

PROJECT REFERENCE

PERMIT APPLICATION NO **97016-10000-01819**

Bldg--Alter/Repair
Commercial
Over the Counter Permit

City of Los Angeles-Department of Building & Safety
APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

STATUS/DATE **Ready to Issue 01/23/97**
SUPPLEMENTAL PAGE **B1**
PRINTED ON 1/23/97 16:02

1. *FULL DESCRIPTION OF WORK:*

ADD 1 HR EXHAUST HOOD SHAFT TO (E) RESTAURANT.

2. *LEGAL DESCRIPTION:*

TRACT: TR 2189 City Ref: M B 22-57
LOT: 202 ARB: 1 PIN: 132B193 568 BOOK: 5093 PAGE: 018 PARCEL: 008

3. *PROJECT ADDRESSES:*

* 3455 W. 8TH ST.

4. *PROPERTY OWNERS:*

LAWSON,ROBERT M CO TRR M AND A M LAWSON TRUST
3445 W. 8TH ST LOS ANGELES CA 90005

5. *TENANTS INFO:*

6. *USE INFO - ZONING CODE:*

Existing Restaurant (17)

5 0 : 0 0 4 0 0 4 7 7

3455 W. 8TH ST.

PROJECT REFERENCE
PERMIT APPLICATION NO **97016-10000-01819**

Bldg--Alter/Repair
Commercial
Over the Counter Permit

City of Los Angeles - Department of Building & Safety
APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

STATUS/DATE **Ready to Issue 01/23/97**
SUPPLEMENTAL PAGE C 1
PRINTED ON **1/23/97 16:02**

1. *DOCUMENTS:*

ZI 1940

2. *PARCEL INFORMATION:*

Highway Dedication:
Census Tracts: 2125.000
Zones: C2-1

Council Districts: 10
Thomas Brothers Map Grids: 633
Lot Type: Corner

Fire Districts: 2
Energy Zones: 9
Building Branch Office: LA

6 0 1 0 0 4 0 0 5 0 0

3455 W. 8TH ST.

PROJECT REFERENCE
PERMIT APPLICATION NO **97016-10000-01819**

Bldg--Alter/Repair
Commercial
Over the Counter Permit

City of Los Angeles - Department of Building & Safety
APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

STATUS/DATE: **Ready to Issue 01/23/97**
SUPPLEMENTAL PAGE: **D 1**
PRINTED ON : **1/23/97 16:02**

1. *ATTACHMENT:*
Plot Plan PK

2. *FEES INFO:*

Fin: Fire Hydrant Refuse-To-Pay		Fin: Handicapped Access		Fin: FINAL TOTAL Bldg--Alter/Repair	$314.00
Fin: Permit Fee Subtotal Bldg--Alter/Repair	$146.25	Fin: Plan Check Subtotal Bldg--Alter/Repair	$131.63	Fin: Sys. Surcharge	$16.71
Fin: Planning Surcharge	$8.34	Fin: O.S. Surcharge	$5.57	Fin: Planning Surcharge Misc Fee	$5.00
Fin: E.Q. Instrumentation	$0.50				

3. *PC ACTIVITY:*
Plan Check JESSE JIMENEZ

Address of Building: 3431-51 W. 8th St. 767 S. Harvard Blvd.

Permit No. and Year: LA 15451 - 1951

Certificate Issued: February 25, 1952

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy Must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

2 Story, Type V, 24x42, Retail Store and Office
Addition to existing Store, G-1 Occupancy

Owner: Permoid Process Co.

Owner's Address: 3142 Wilshire Blvd.
Los Angeles 5, California

JOHN D. MILLER msl

Form B-95a—20M—10-51 G. E. MORRIS, Superintendent of Building By .....

Address of Building 3447-49 W. 8th. St.

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 5-8-70

Permit No. and Year IA 73734/68

1 story, type IIIA, 26' x 70' change of occupancy from vacant store, to food take out. G-2 occupancy.

Owner R. M. Lawson

Owner's Address 3445 W. 8th. St.
Los Angeles, California 90005

Form B-95b—1500 Sheet Sets—3-69 (C-10)

By W. C. LAU: tjp

Address of Building 3455 West 8th Street

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Law—for following occupancies:

Issued 12/10/73 Permit No. and Year LA 11502/70

Change of occupancy of a 1 story, type V, 50' x 135' store G-1 to Bridge Club B-2. 140 maximum occupants.

Owner

Owner's Address R. M. Lawson Co.
3445 W. 8th St.
Los Angeles, California

Form B-95b—2M Sets—2-73 (C-10)

By D. MCNICHOLS:jh

Address of Building 3455 W. 8th Street

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

Note: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained or made known to the undersigned, the vacant land, building or portion of a building described below and located at the above address complies with the applicable construction requirements (Chapter 9) and/or the applicable zoning requirements (Chapter 1) of the Los Angeles Municipal Code for the use, or occupancy group in which it is classified

Issued 8/3/79 Permit No. and Year LA 74283/78

1 story, type V, 22' x 6' storage room addition to an existing 1 story, type III A, 50' x 110' restaurant building, G-2 occupancy creating a 50' x 116', type V/ III A, restaurant and storage building, G-1 & G-2 occupancy. No change in parking.

0 2 1 0 ! 2 0 0 0 / 2

Owner Ricky Park

Owner's Address 9057 Cattaraugus Los Angeles, Ca. 90034

Form B-95b

50003032005000236 BY A. LEN:bz

Address of Building 3455 W. 8th St.

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certificate, so far as ascertained by or made known to the undersigned, the building at the above address complies with the zoning requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Law — for following occupancies:

Issued 9-15-84 Permit No. and Year LA 63221/78

Change of use of an existing 50x110, B-2 occupancy Bridge CLub to a B-2-G-2 occupancy restaurant Bldg. No CHange in parking.

0 2 0 0 1 0 6

Owner 3455 W. 8th St. Corp.

Owner's Address 9057 Cattaraugas
Los Angeles, CA 90024

W. McClive/rg

By W. McClive/rg

Form B-65b

1

ELECT. SV.
Plan Ck. No.
Appr. Bldg. Bldg. Dept.
Plan Ck.
ELVIN E. YOAKUM
ELECTRICAL INSPECTOR

APPLICATION TO ERECT A NEW BUILDING AND FOR A CERTIFICATE OF OCCUPANCY

Form [illegible]
CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Lot No. 112 & 113
Wilshire
Tract ~~[illegible]~~ Harvard Hts Tract

Location of Building 765 S. HARVARD BLVD (House Number and Street)
Between what cross streets 7th St & 8th Sts.

Approved by City Engineer [signature] Deputy

USE INK OR INDELIBLE PENCIL

1. Purpose of building Offices (Store, Dwelling, Apartment House, Hotel, or other purpose) Families — Rooms —
2. Owner PERMOID PROCESS Co. (Print Name) Phone DU 91164
3. Owner's address 3142 Wilshire Bl P.O. LA.
4. Certificated Architect None State License No. Phone
5. Licensed Engineer John E. Mackel State License No. 3701 Phone DU 87183
6. Contractor Owner State License No. Phone
7. Contractor's address
8. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) $15000
9. State how many buildings NOW on lot and give use of each. None (Store, Dwelling, Apartment House, Hotel or other purpose)
10. Size of new building 28 x 80 No. Stories 2 Height to highest point 27 Size lot x 135
11. Material Exterior Walls Frame & Stucco Type of Roofing Compo
12. For Accessory Buildings and similar structures
    (a) Footing: Width — Depth in Ground — Width of Wall
    (b) Size of Studs Plans Material of Floor
    (c) Size of Floor Joists x Size of Rafters x

I hereby certify that to the best of my knowledge and belief the 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 Permoid Process Co (Owner or Authorized Agent)
By John E. Mackel

Plans, Specifications and other data must be filed.

FOR DEPARTMENT USE ONLY

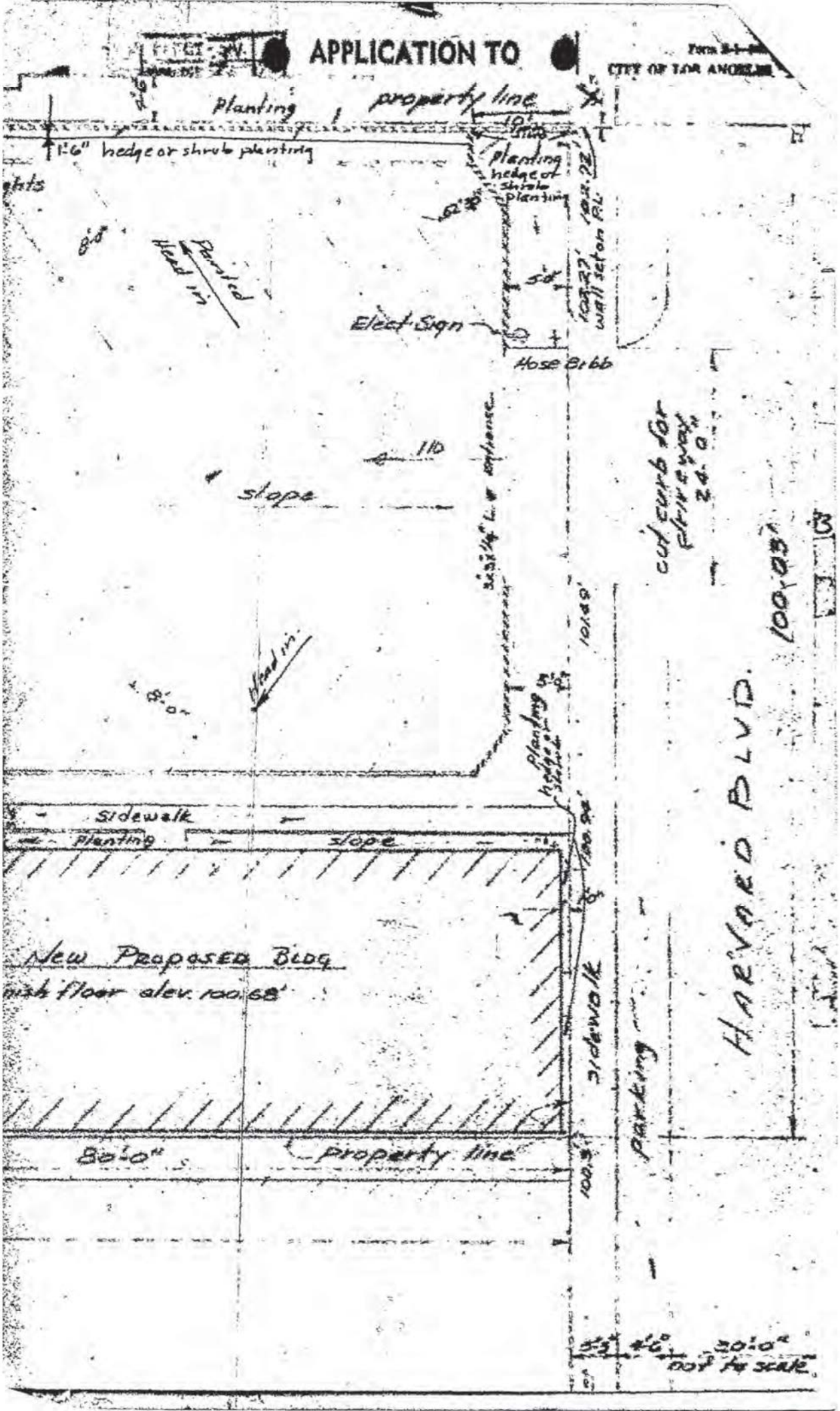
PLAN CHECKING		REINFORCED CONCRETE	FEES	
Date [illegible] -4'51		Bbls. Cement		Bldg. Per. 48.00
Receipt No. 80				Cert. of Occupancy
Valuation $15,000.00		Tons of Reinforcing Steel		Total 48.00
Fee Paid $ 25¢				

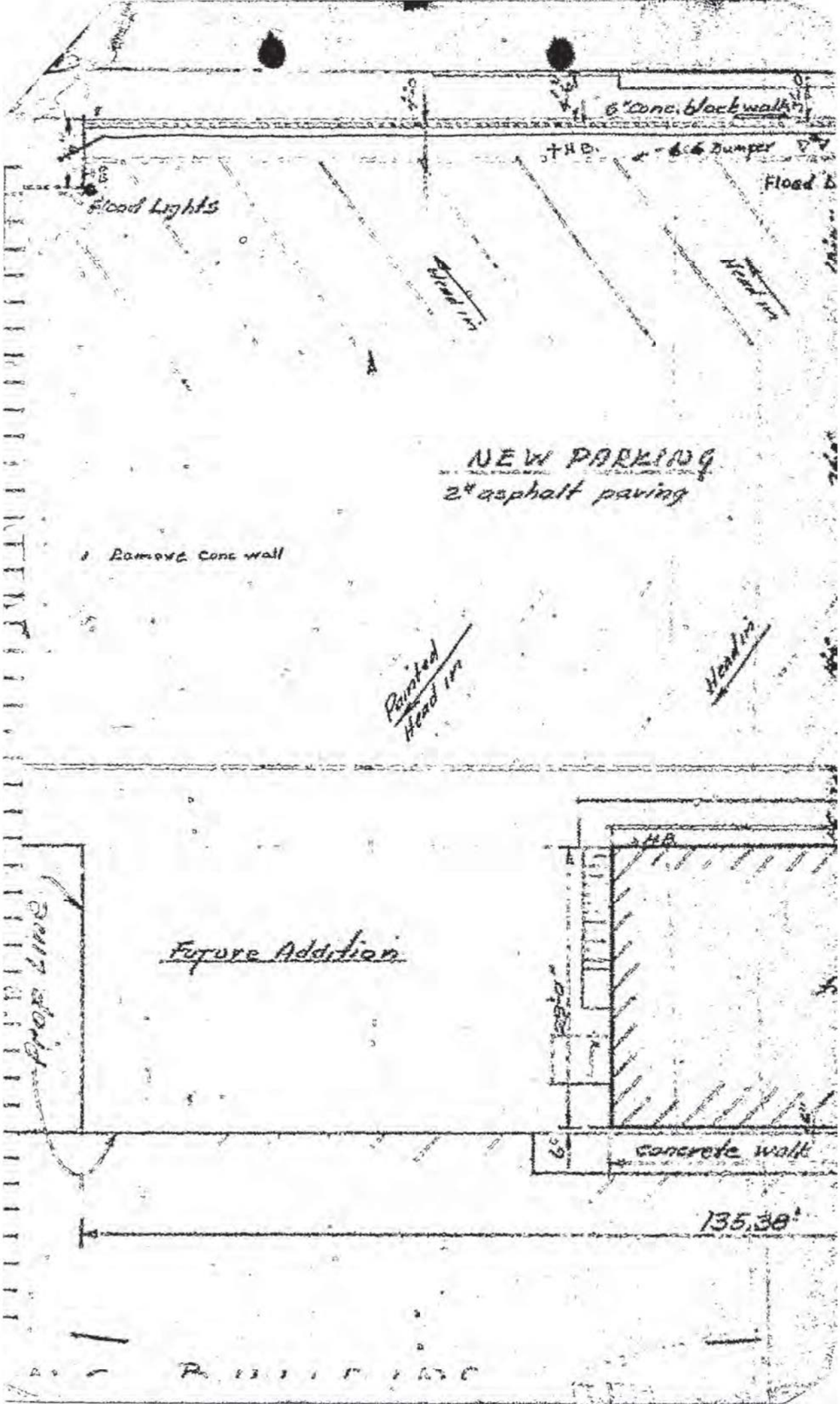
TYPE	GROUP	Maximum No. Occupants	Inside Lot / Corner Lot	Key Lot / Corner Lot Keyed	Lot Size	Ft. rear alley / Ft. side alley	Clerk
V	6-1	35			100x135.25		

PERMIT No.	Plans and Specifications checked	Zone	Fire District	District Map No.
LA 5505	[signature]	R-3	No.	7285
	Corrections Verified [signature]	Bldg. Line 10' Ft.	Street Widening — Ft.	Stamp here when Permit is issued
	Plans, Specifications and Application rechecked and approved [signature]	Application checked and approved E T Brown Clerk		
PLANS Rec'd.	For Plans See / Filed with	Continuous Inspection None	SPRINKLER Sprinkler Required / Sprinkler Included Yes No	Inspector [signature]

ZA 11583

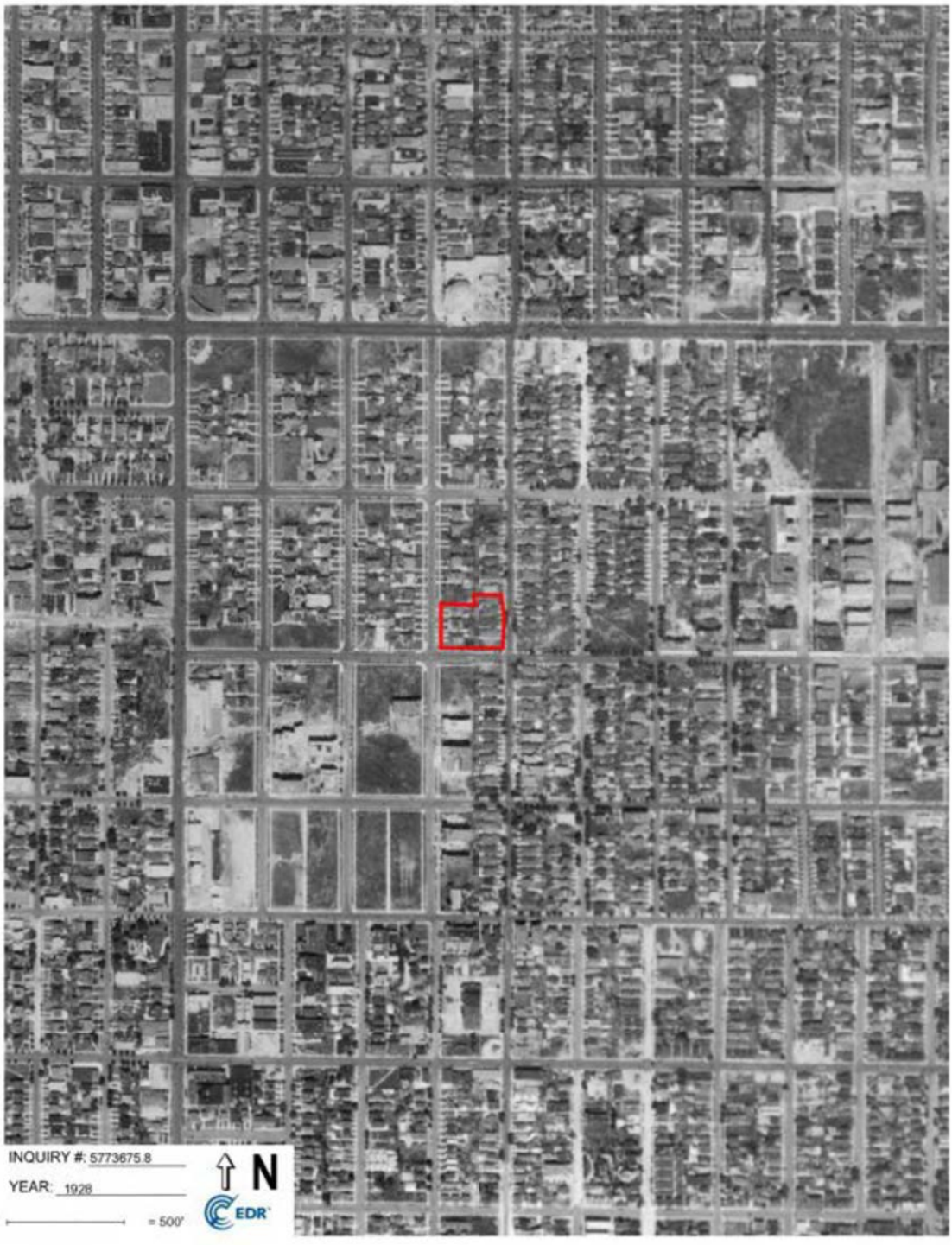
PLANS FILE
2A 11583
3/13/51


APPLICATION TO
CITY OF LOS ANGELES
Planting
property line
1'-6" hedge or shrub planting
Planting hedge or shrub planting
Head in
Parallel
Elect. Sign
Hose Bibb
slope
Sidewalk
Planting
slope
New Proposed Bldg
with floor elev. 100.68'
Sidewalk
Parking
80'-0"
property line
Planting
Head in
8'-0"
Planting hedge or shrub
curb for driveway 24'-0"
PLAYA DEL REY BLVD.
100.93'
20'-0"
not to scale

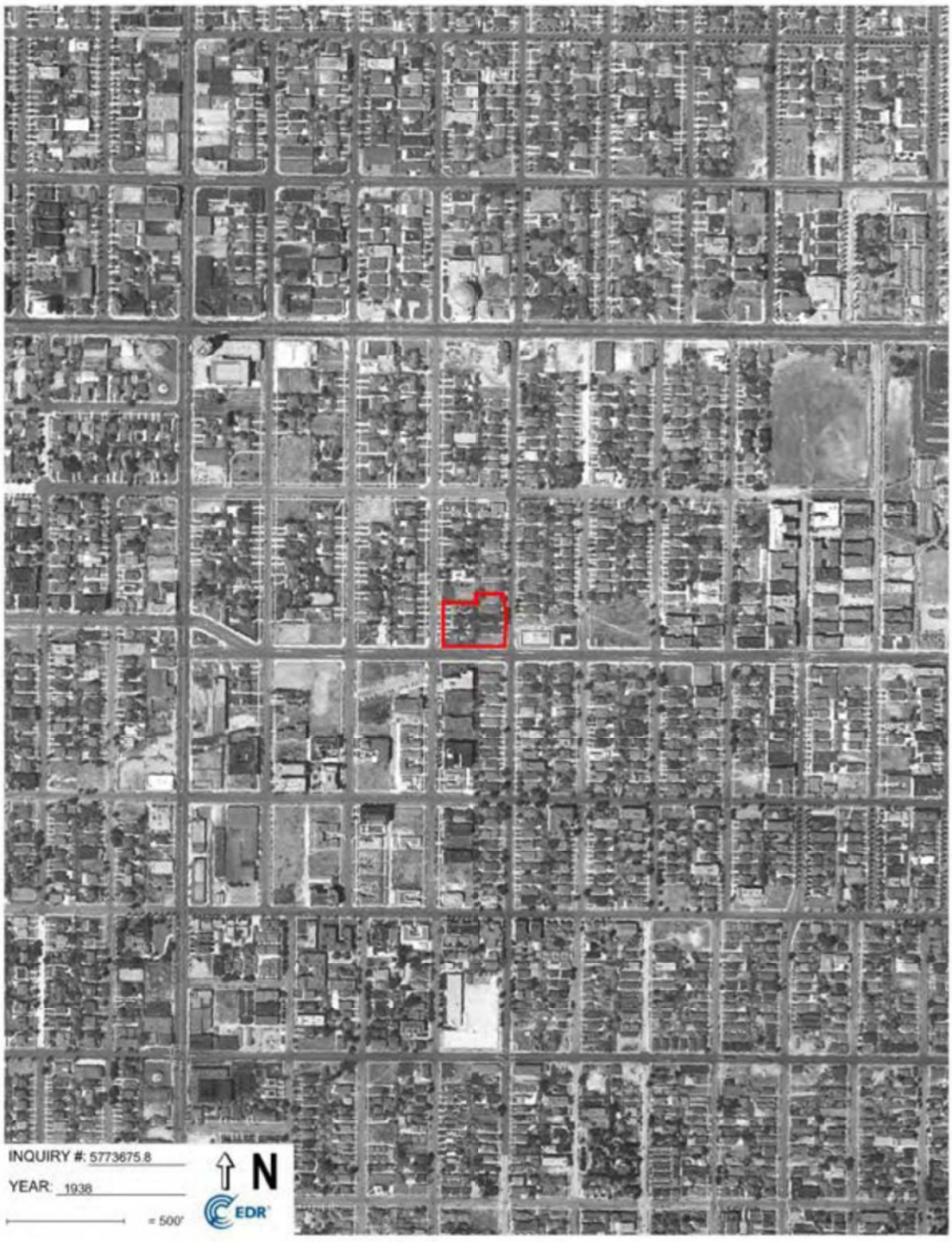

6" Conc. block walk
+H.B.
Bumper
Flood Lights
Flood L
Head in
Head in
NEW PARKING
2" asphalt paving
Remove Conc wall
Painted Head in
Head in
Prop Line
Future Addition
H.B.
concrete walk
135.38'

Attachment D: Historic Aerials and Sanborn Insurance Maps

Historic Aerials



Aerial Photo 1928



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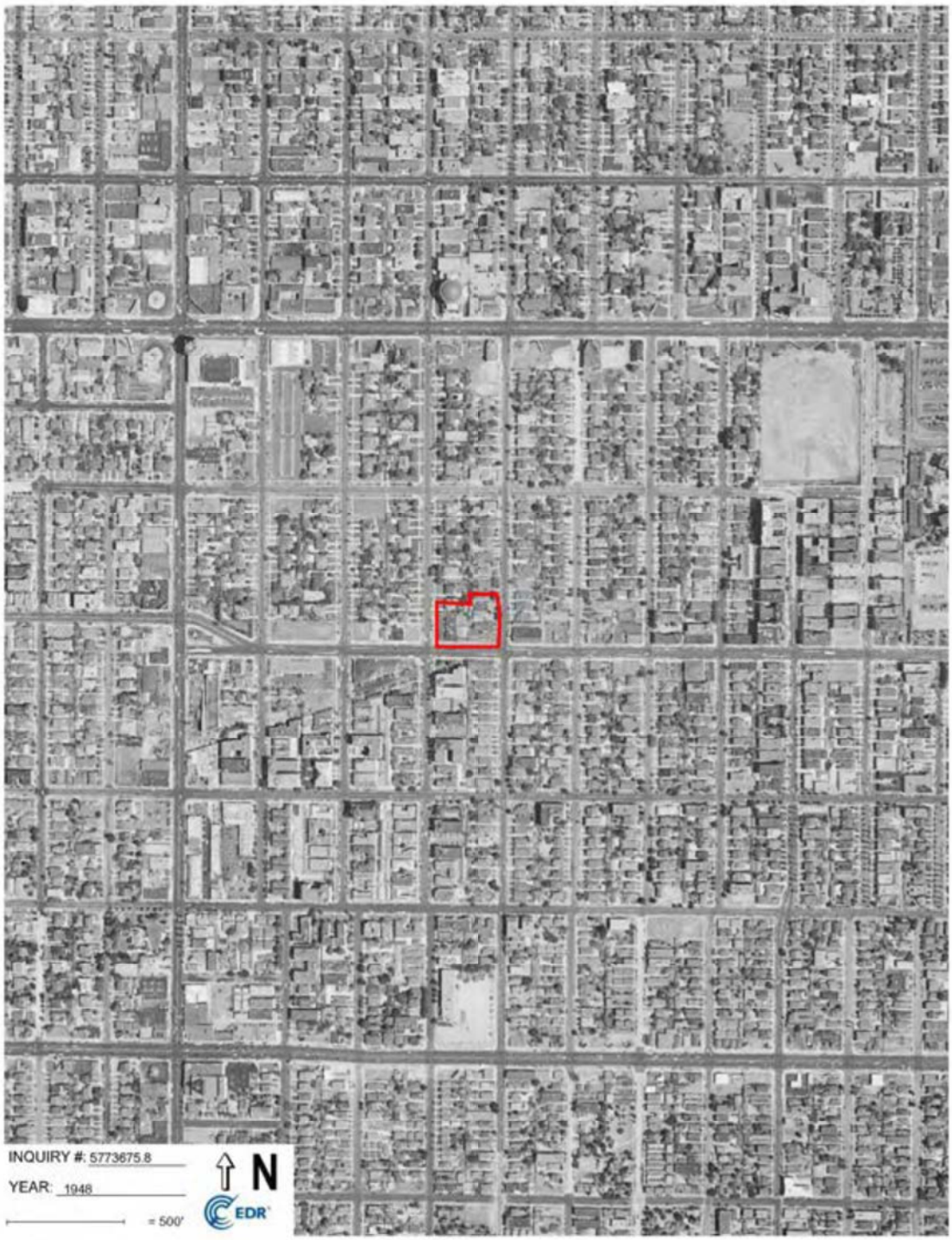


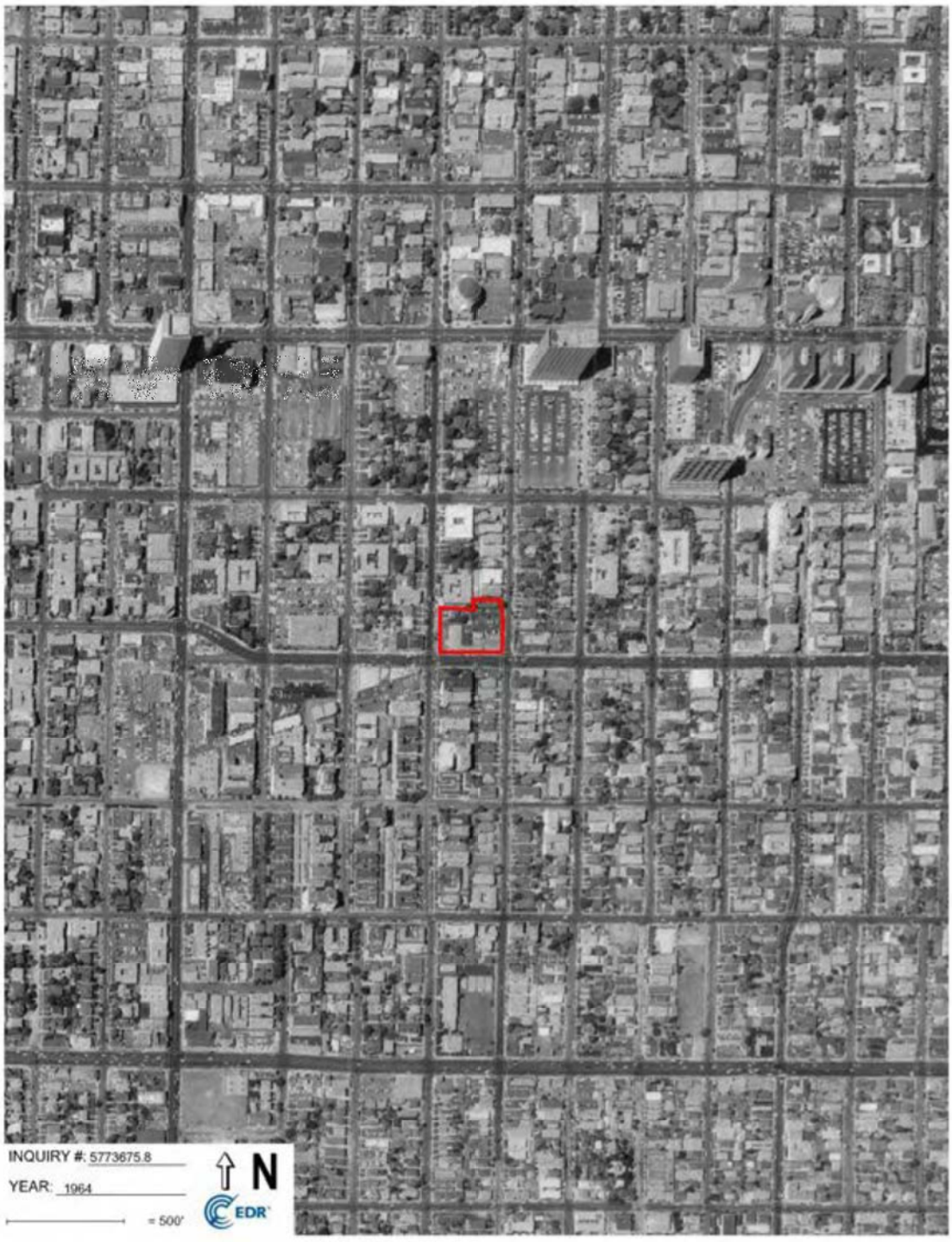
Aerial Photo 1948



Aerial Photo 1952



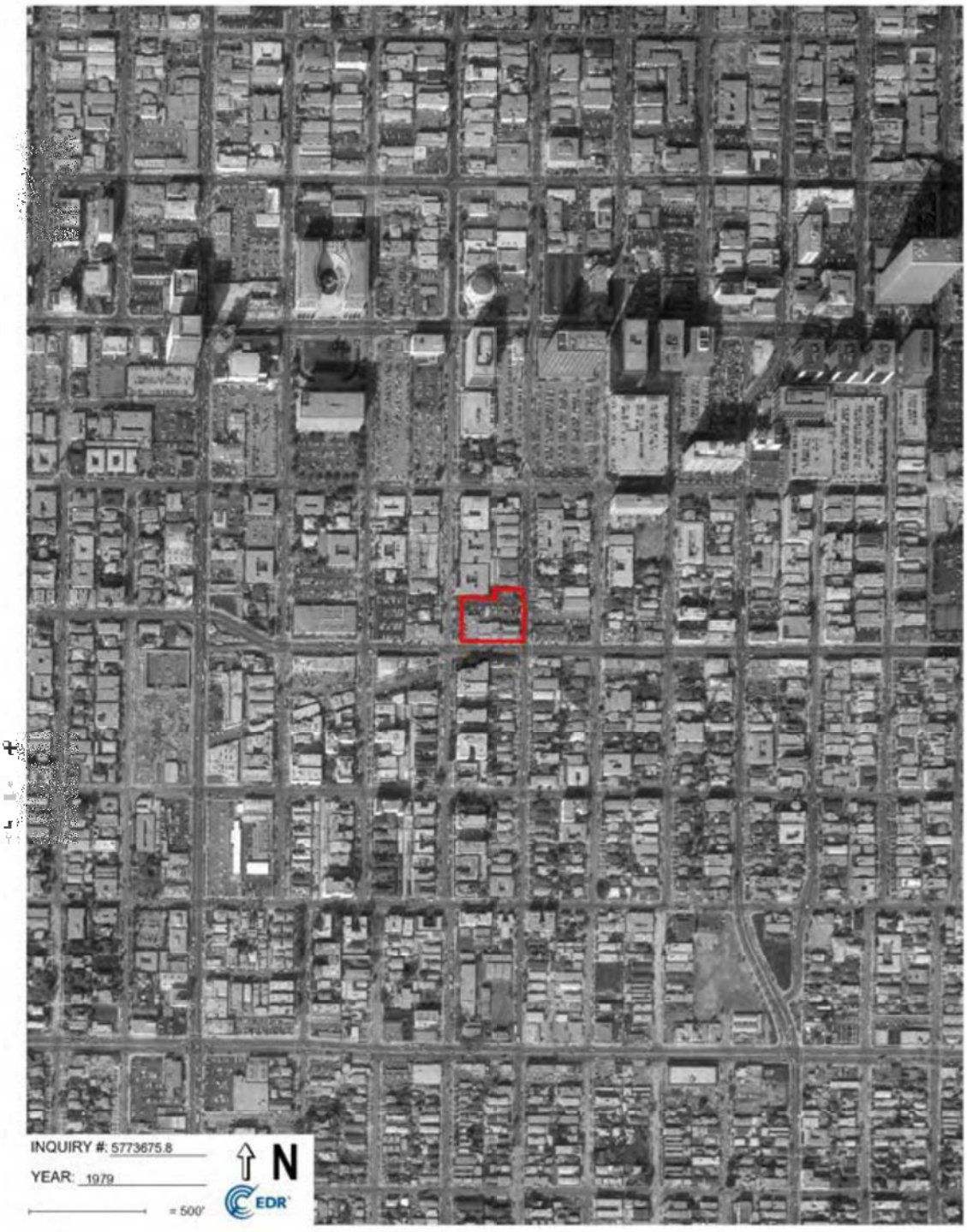
Aerial Photo 1954



Aerial Photo 1964



Aerial Photo 1977



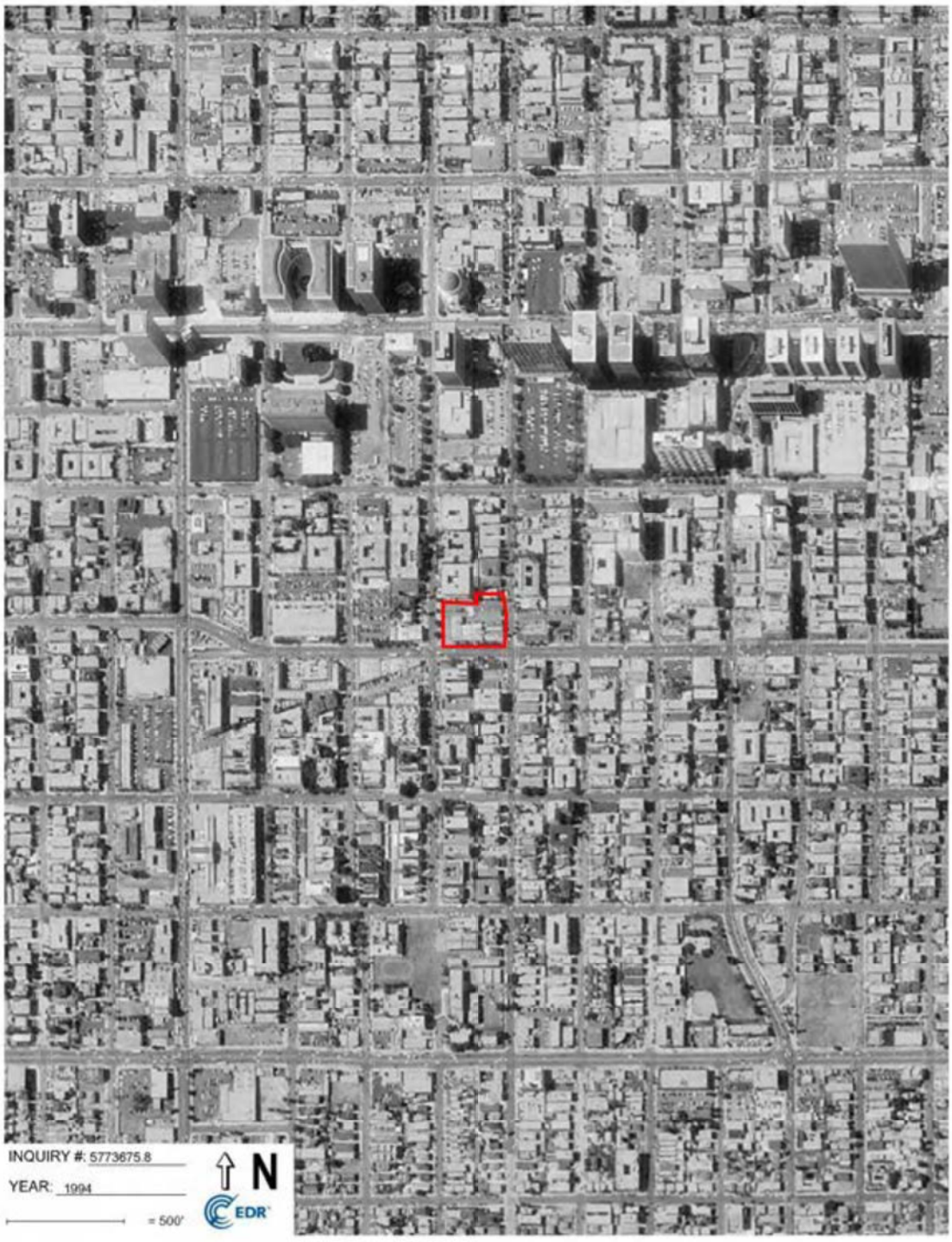
Aerial Photo 1979



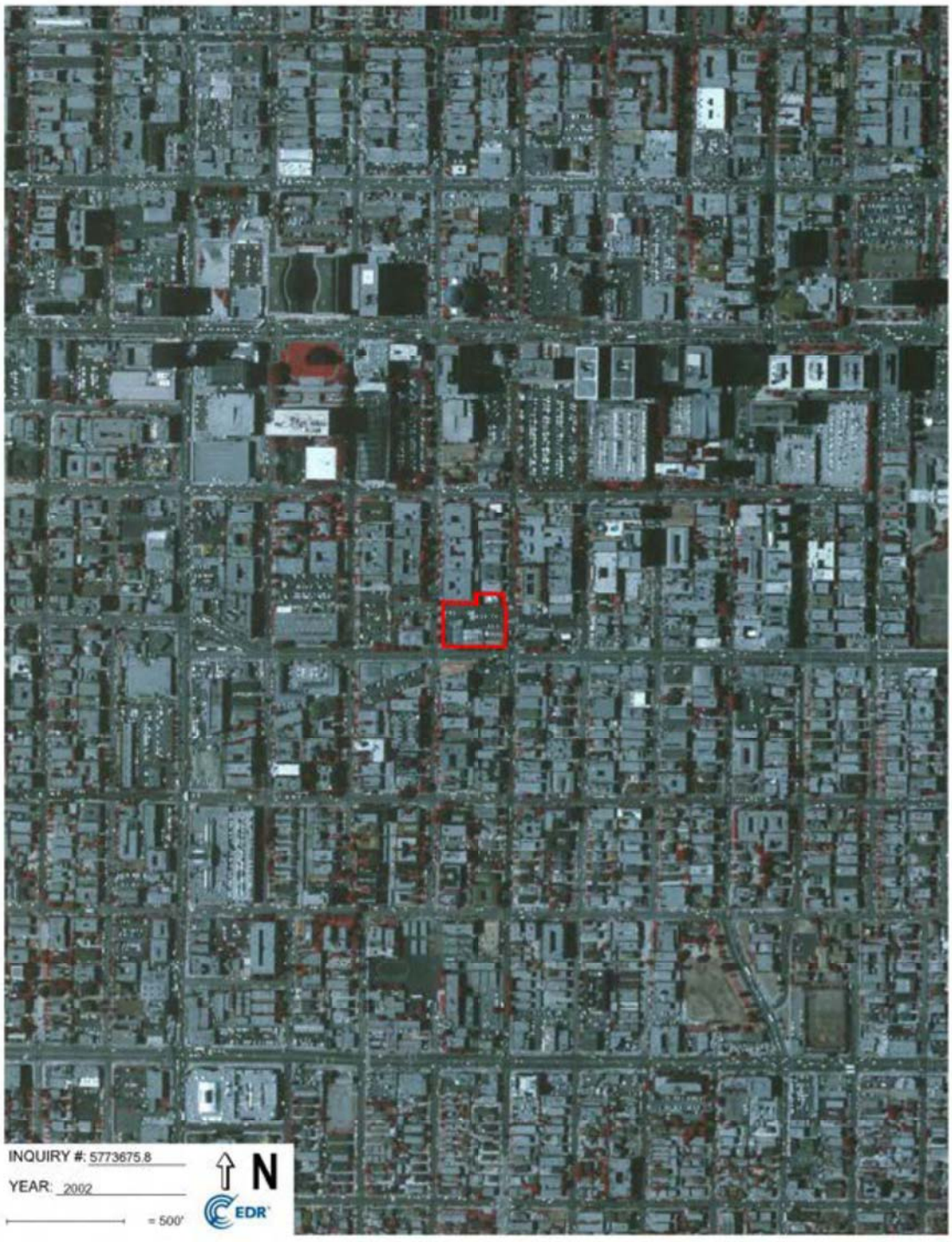
Aerial Photo 1983



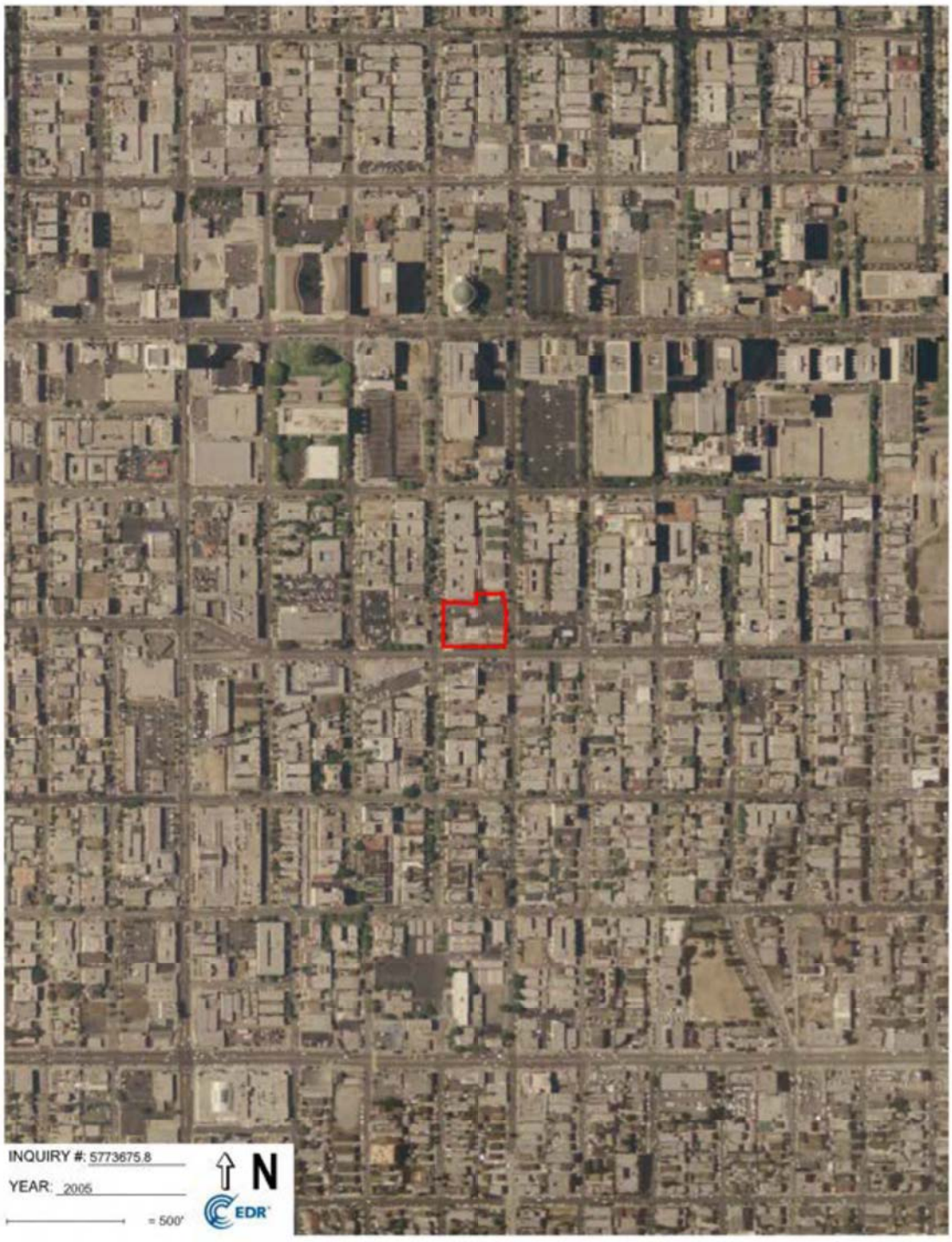
Aerial Photo 1989



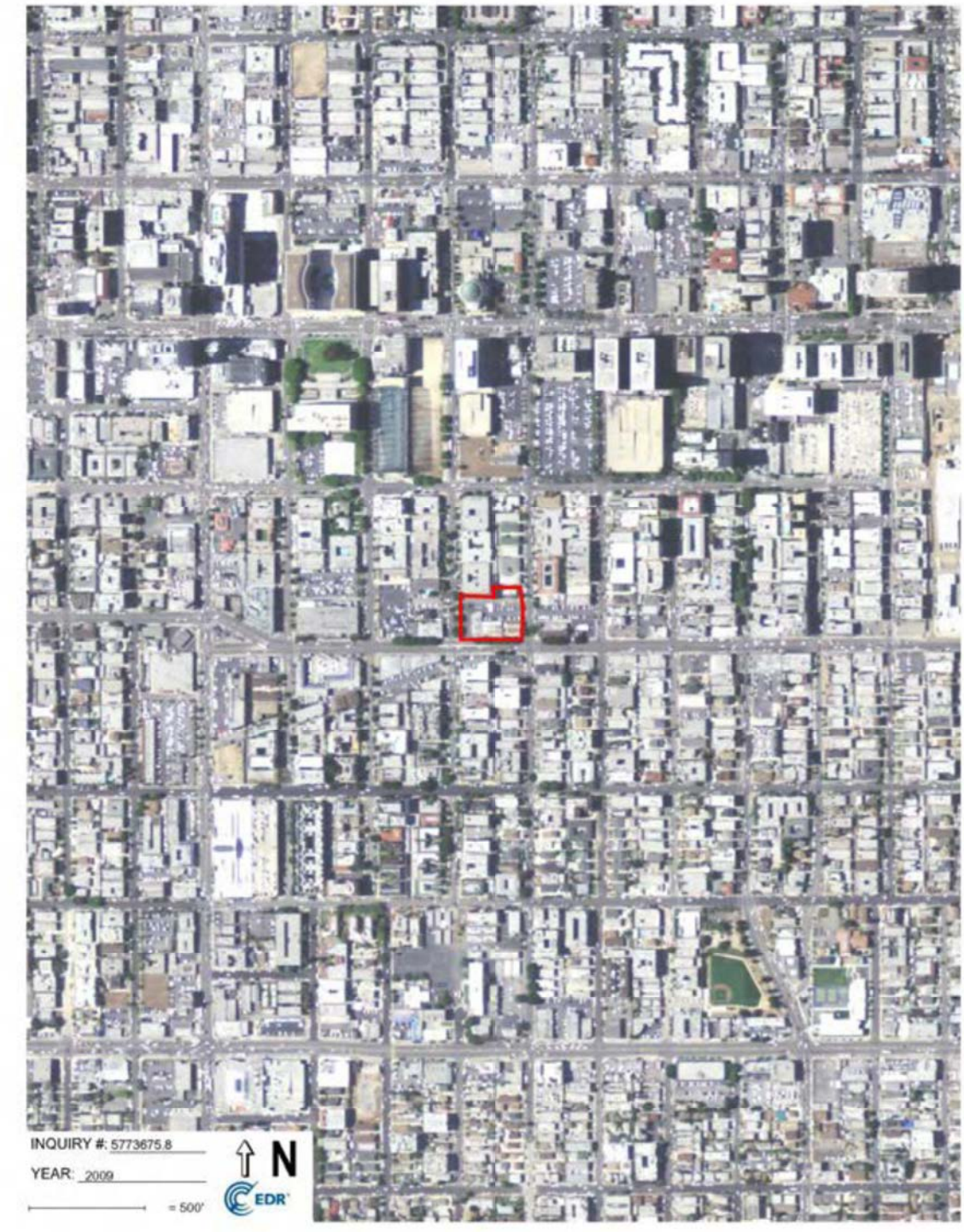
Aerial Photo 1994



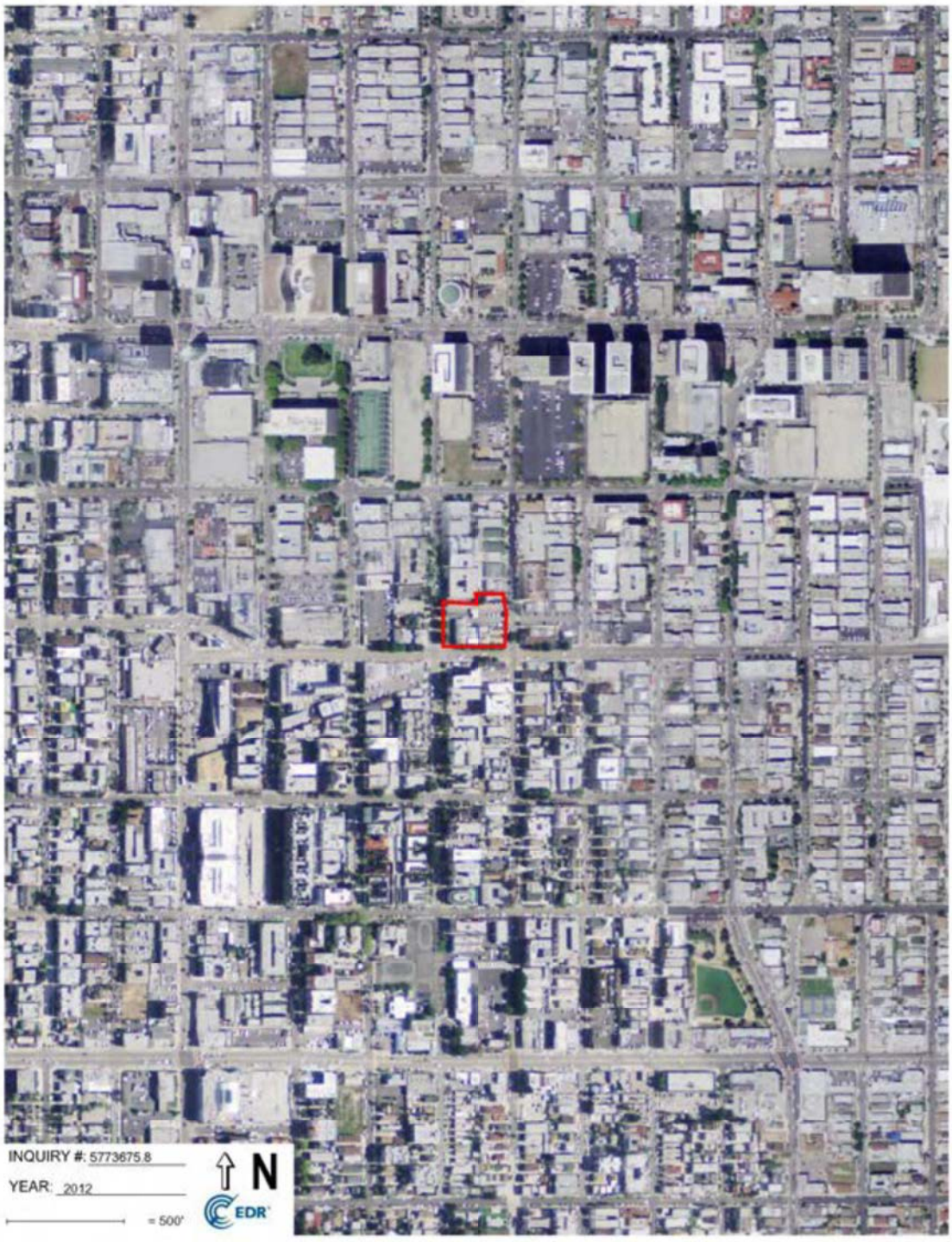
Aerial Photo 2002



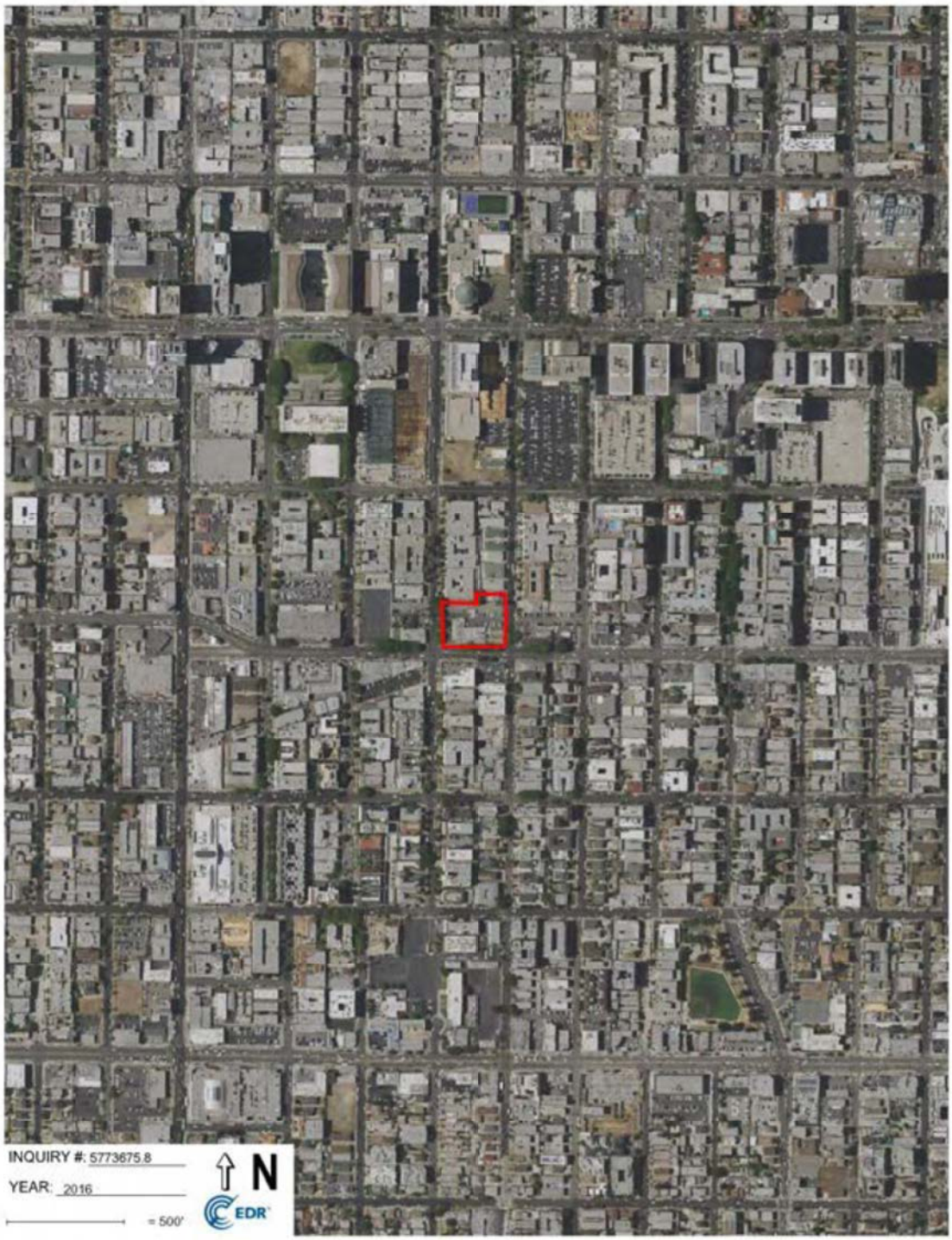
Aerial Photo 2005



Aerial Photo 2009

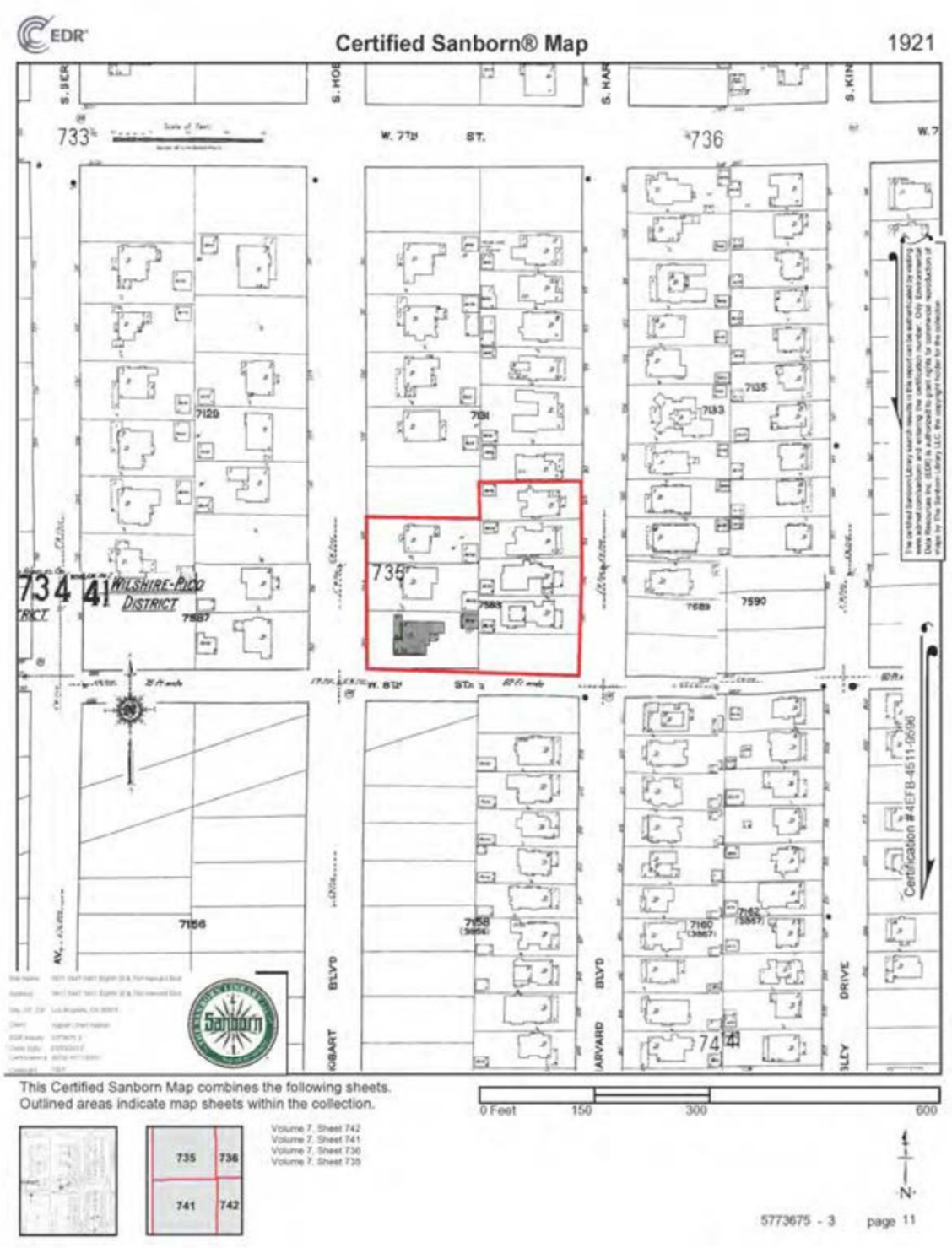


Aerial Photo 2012

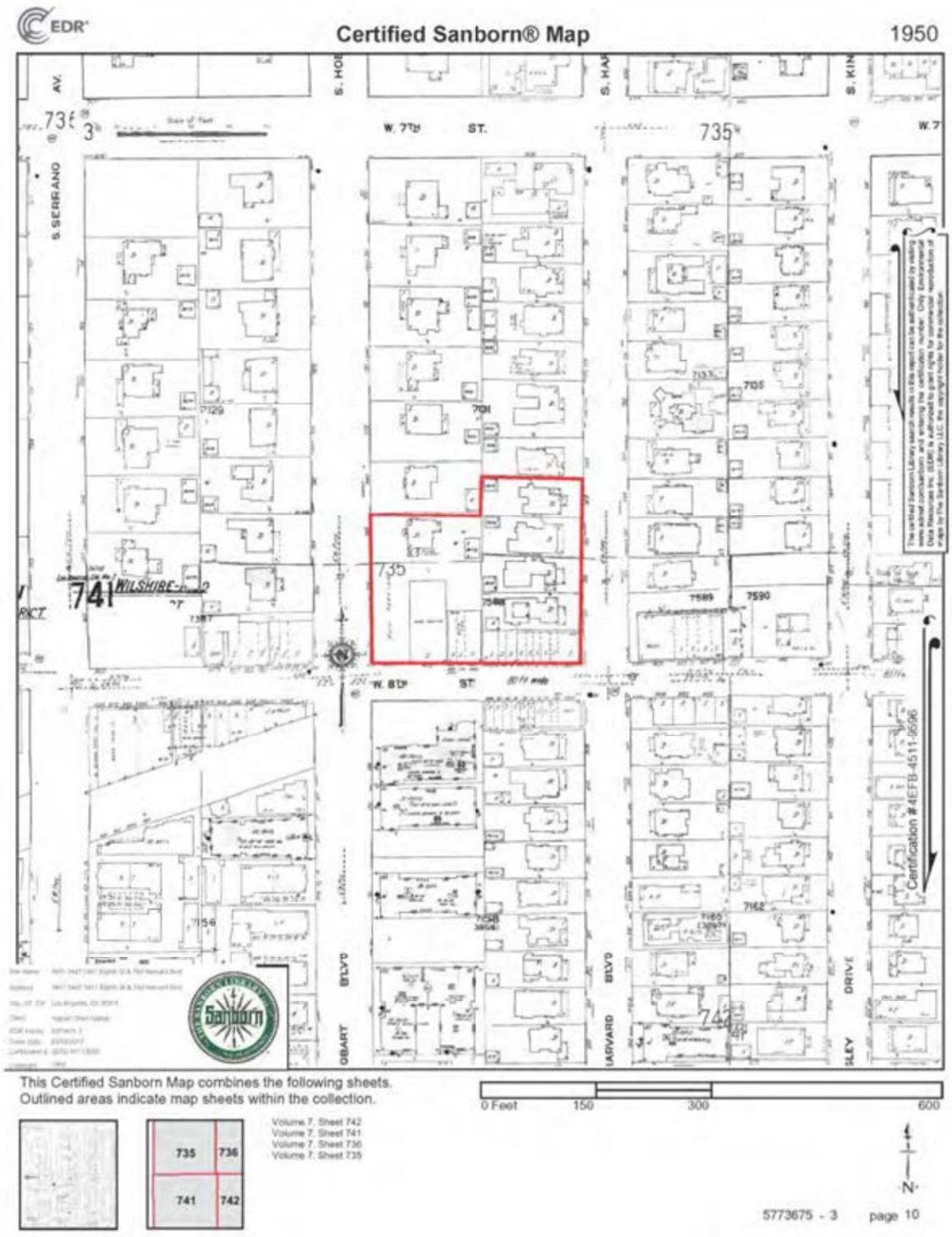


Aerial Photo 2016

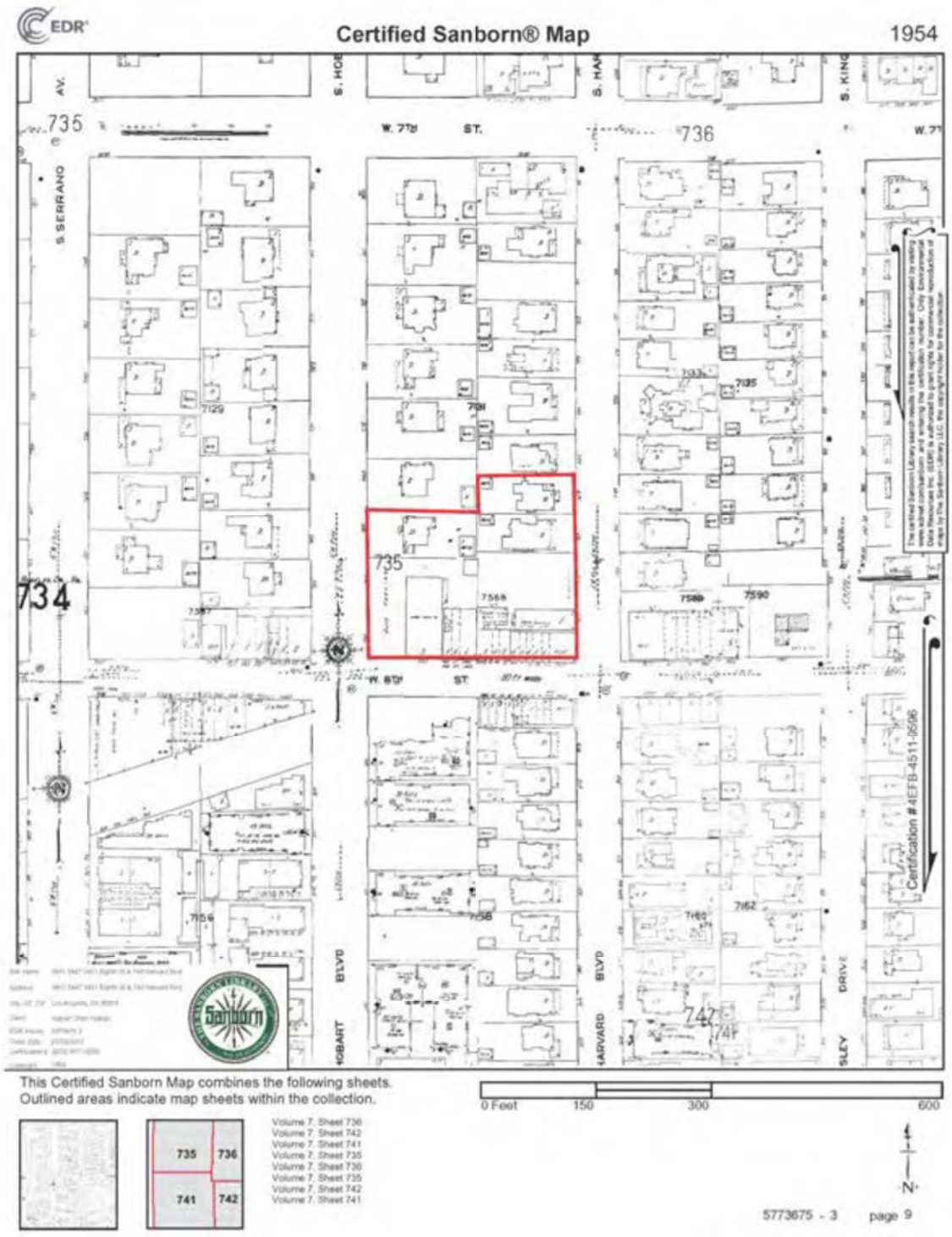
Sanborn Insurance Maps



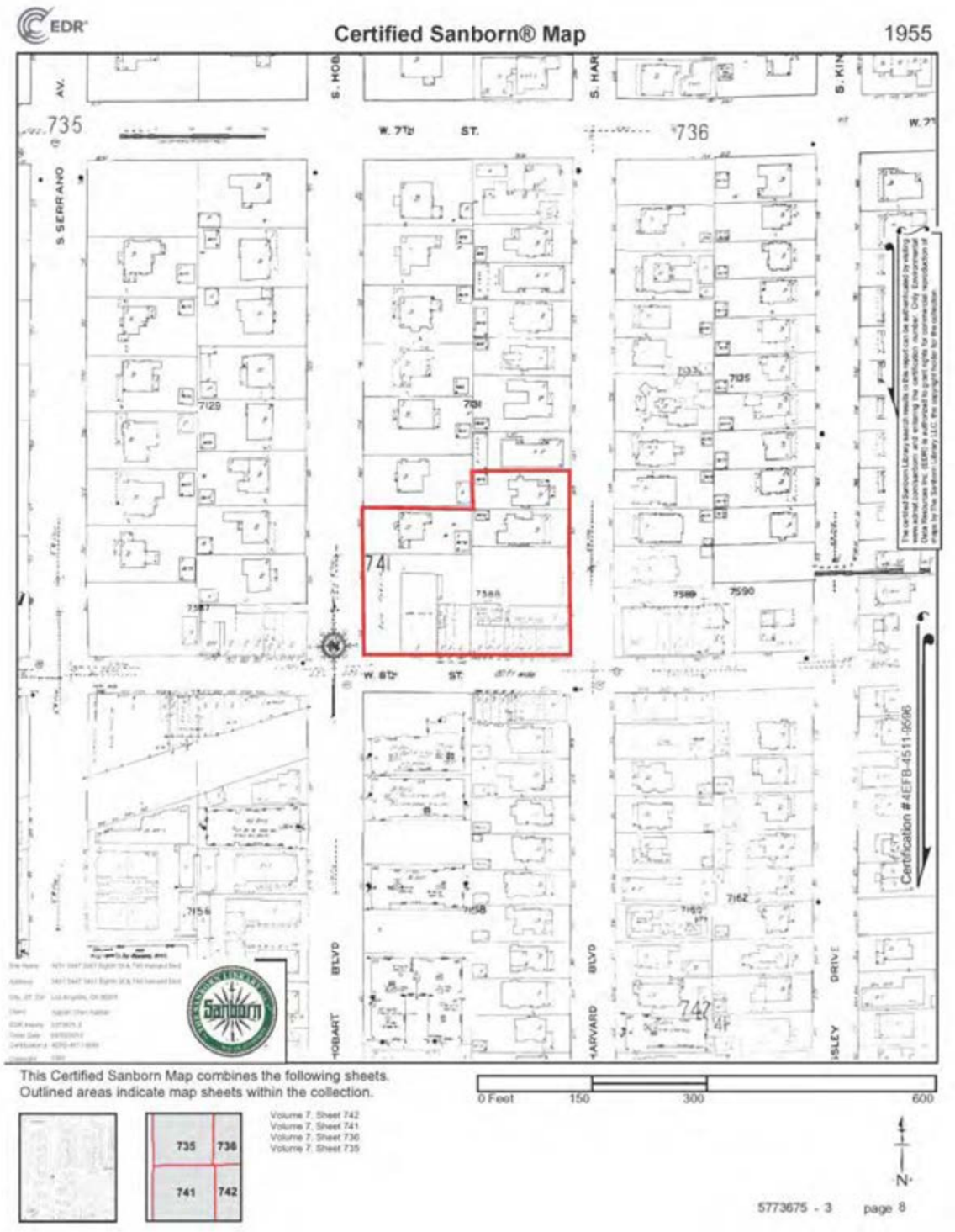
Sanborn Insurance Map 1921



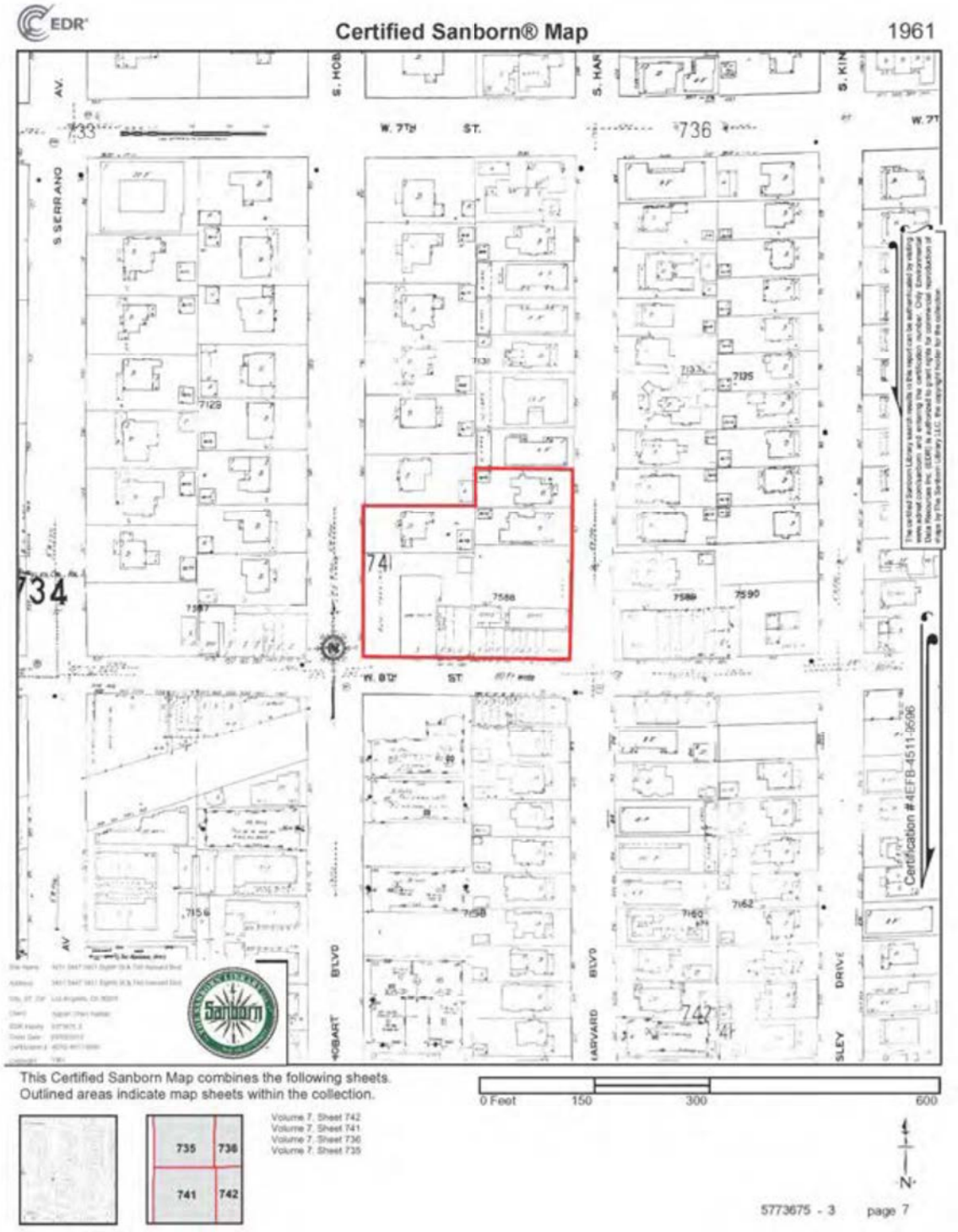
Sanborn Insurance Map 1950



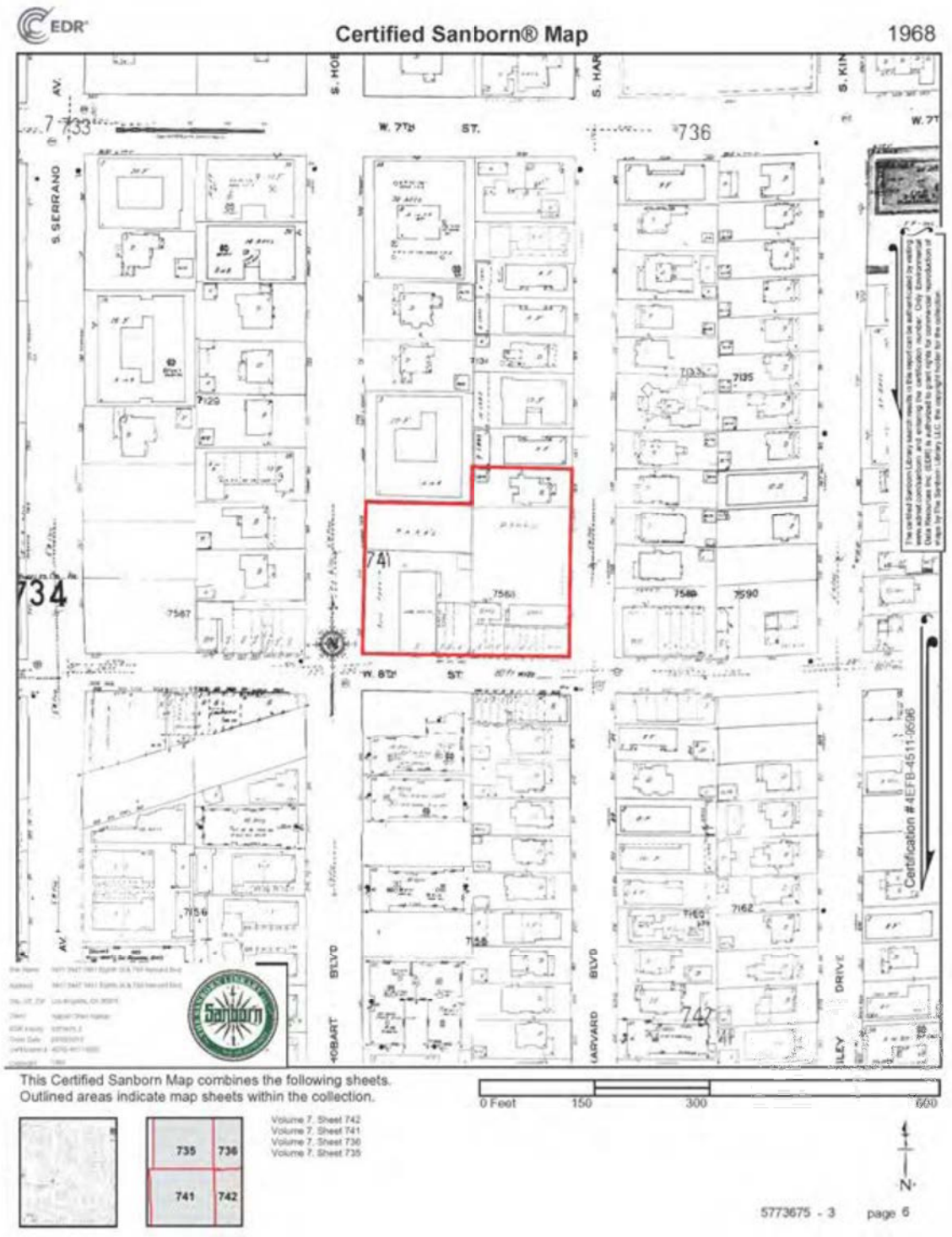
Sanborn Insurance Map 1954



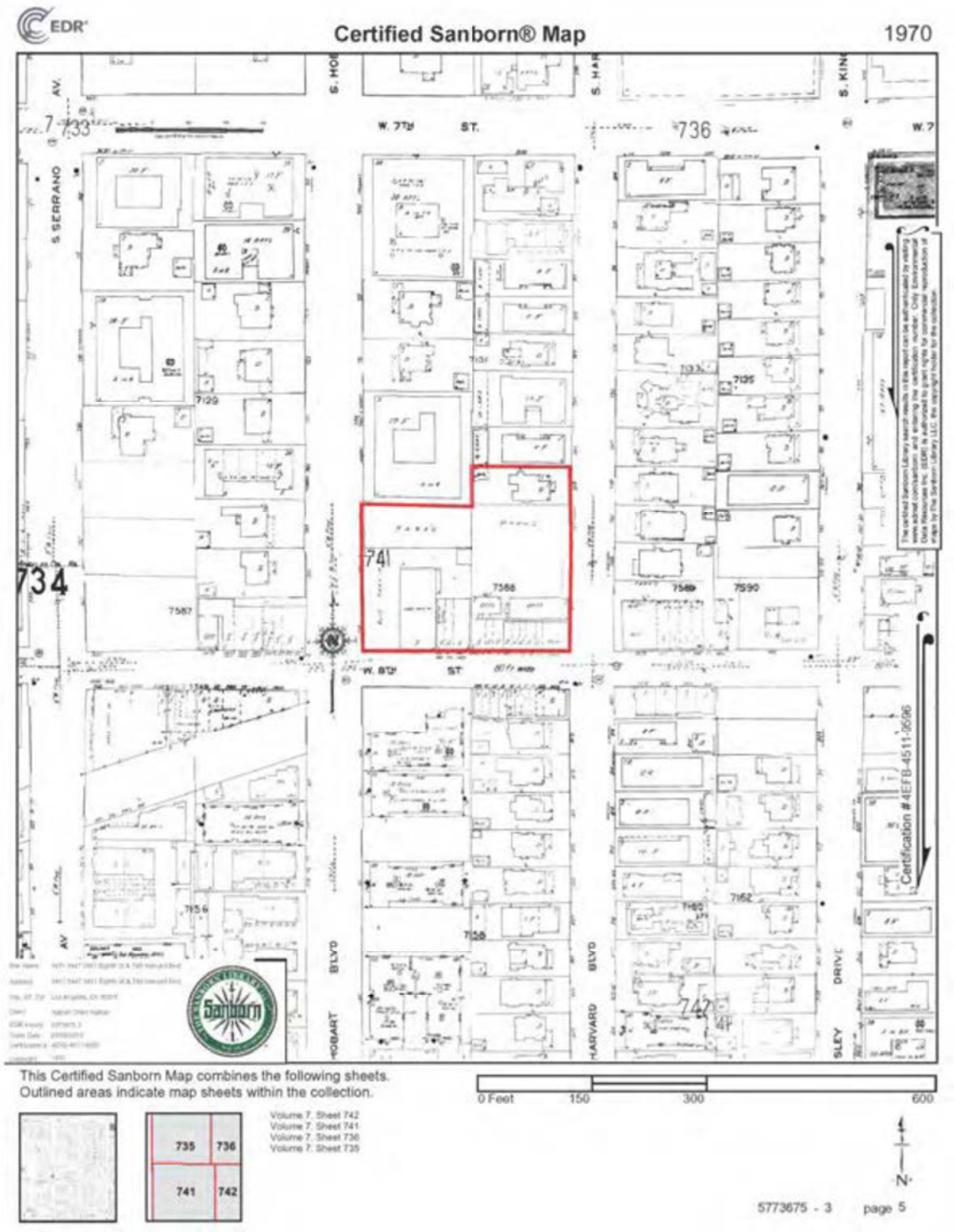
Sanborn Insurance Map 1955



Sanborn Insurance Map 1961



Sanborn Insurance Map 1968



Sanborn Insurance Map 1970

ATTACHMENT E: SCCIC Report

W.H. Bonner Associates
Archaeofaunal Studies
Archaeological Surveys
Historical & Genealogical Research
RPA Register of Professional Archaeologists
15619 Ogram Avenu
Gardena, CA 90249-44
(310) 675-27
E-mail: whbonner@aol.cor

September 9, 2019

David Kaplan
KCK Architects
2526 18th Street
Santa Monica, CA 90405

Subject: Historic Records Search Results for 3431, 3447, 3451 West Eighth Street, and 749 South Harvard Boulevard, Los Angeles, Los Angeles County, CA

Dear Mr. Kaplan:

At your request, W. H. Bonner Associates has conducted a historic records search for your project located at 3431, 3447, 3451 West Eighth Street, and 749 South Harvard Boulevard, Los Angeles, California 90005. The records search was conducted on September 6, 2019, at the South Central Coastal Information Center (SCCIC), California State University, Fullerton.

To identify any historic properties, the rolls of the National Register of Historic Places (NRHP), California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI) were examined. The California State Historic Resources Inventory (HRI), Historic Preservation Overlay Zones (HPOZ), and the Los Angeles City Historic-Cultural Monuments List (LACHCM) were also reviewed to determine local resources previously evaluated for their historic significance. Built dates were determined from the website of the Los Angeles County Tax Assessor.

Record Search Results

3431 West Eighth Street, Los Angeles, CA 90005 APN # 5093-018-020
- Commercial Property
- First improvement built year 1939/effective built year 1942
- Directory of Properties in the Historic Property Data File – Not Listed
- Los Angeles City Historic-Cultural Monuments List (LACHCM) – Not listed
- National Register of Historic Places (NRHP) – Not listed
- California Points of Historic Interest (CPHI) – Not listed
- California Historic Landmarks (CHL) – Not listed
- Historic Preservation Overlay Zone (HPOZ) – Not Listed

3447 West Eighth Street, Los Angeles, CA 90005_APN # 5093-018-09
Commercial_Property
First improvement built year 1941/effective built year 1941
Directory of Properties in the Historic Property Data File – Not Listed
Los Angeles City Historic-Cultural Monuments List (LACHCM) – Not listed
National Register of Historic Places (NRHP) – Not listed
California Points of Historic Interest (CPHI) – Not listed
California Historic Landmarks (CHL) – Not listed
Historic Preservation Overlay Zone (HPOZ) – Not Listed

3451 West Eighth Street, Los Angeles, CA 90005_APN # 5093-081-008
Commercial Property
First improvement built year 1940/effective built year 1940
Directory of Properties in the Historic Property Data File – Not Listed
Los Angeles City Historic-Cultural Monuments List (LACHCM) – Not listed
National Register of Historic Places (NRHP) – Not listed
California Points of Historic Interest (CPHI) – Not listed
California Historic Landmarks (CHL) – Not listed
Historic Preservation Overlay Zone (HPOZ) – Not Listed

749 South Harvard Boulevard, Los Angeles, CA 90005 APN # 5093-081-017
Single-Family Dwelling Property
First improvement built year 1912/effective built year 1915
Directory of Properties in the Historic Property Data File – Not Listed
Los Angeles City Historic-Cultural Monuments List (LACHCM) – Not listed
National Register of Historic Places (NRHP) – Not listed
California Points of Historic Interest (CPHI) – Not listed
California Historic Landmarks (CHL) – Not listed
Historic Preservation Overlay Zone (HPOZ) – Not Listed

Please Note: Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

We appreciate this opportunity to assist you on your project. If we can be of any further assistance, or if you have any questions concerning this letter, please do not hesitate to contact our office at (310) 675-2745 or via e-mail, whbonner@aol.com.

Sincerely,



Wayne H. Bonner, M.A.
RPA Certified Archaeologist #10085

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME...	OWN	YR C	OHP PROG.	PRG-REFERENCE NUMBER	STAT DAT	NRS	CRIT
153593		1047 W 80TH ST		LOS ANGELES			HIST.RES.	DOE-19-00 0098-0024	03/31/00	6U	
							PROJ.REVW	HUD0000327A	03/31/00	6U	
153594		1051 W 80TH ST		LOS ANGELES			HIST.RES.	DOE-19-00-0098 0026	03/31/00	6U	
							PROJ.REVW.	HUD0000327A	03/31/00	6U	
153595		1139 W 80TH ST		LOS ANGELES			HIST.RES.	DOE-19-00-0098-0027	03/31/00	6U	
							PROJ.REVW.	HUD0000327A	03/31/00	6U	
153596		1223 W 80TH ST		LOS ANGELES			HIST.RES.	DOE-19-00-0098 0028	03/31/00	6U	
153597		1235 W 80TH ST		LOS ANGELES			HIST.RES.	DOE-19-00 0098-0029	03/31/00	6U	
							PROJ.REVW.	HUD0000327A	03/31/00	6U	
153598		1241 W 80TH ST		LOS ANGELES			HIST.RES.	DOE-19-00-0098-0030	03/31/00	6U	
							PROJ.REVW.	HUD0000327A	03/31/00	6U	
153599		1242 W 80TH ST		LOS ANGELES			HIST.RES.	DOE-19-00 0098 0031	03/31/00	6U	
							PROJ.REVW.	HUD0000327A	03/31/00	6U	
153600		1246 W 80TH ST		LOS ANGELES			HIST.RES.	DOE-19-00-0098-0032	03/31/00	6U	
							PROJ.REVW.	HUD0000327A	03/31/00	6U	
153601		1317 W 80TH ST		LOS ANGELES			HIST.RES.	DOE-19-00-0098 0033	03/31/00	6U	
							PROJ.REVW.	HUD0000327A	03/31/00	6U	
153602		1323 W 80TH ST		LOS ANGELES			HIST.RES.	DOE-19-00-0098 0034	03/31/00	6U	
							PROJ.REVW.	HUD0000327A	03/31/00	6U	
180123		6036 W 9TH AVE		LOS ANGELES	P	1930	PROJ.REVW.	HUD100927C	10/12/10	6U	
097915	19-175349	122 W 8TH ST	HARBOR HEALTH CENTER	LOS ANGELES	C	1949	HIST.RES.	DOE-19-94-0216 0008	07/09/94	6L	
							PROJ.REVW.	HRG9402022	07/09/94	6L	
027309	19-173241	200 W 8TH ST	LANE MORTGAGE BUILDING	LOS ANGELES	P	1922	HIST.SURV.	0053-4605 0000		3S	
020929	19-166998	301 W 8TH ST	MERRITT BUILDING	LOS ANGELES	P	1914	HIST.RES.	NPS-02000330-0038	04/12/02	1D	AC
							HIST.RES.	DOE-19-98-0239-0082	12/08/98	2S2	AC
							PROJ.REVW	FHWA9811108A	12/08/98	2S2	AC
							HIST.RES.	NPS 79000484-0039	05/09/79	1D	
							HIST.SURV.	0053-0121-0000		3S	
021232	19-167275	403 W 8TH ST	GARFIELD BUILDING	LOS ANGELES	P	1929	TAX.CERT.	537.9-19 0130	07/14/83	7P	
							HIST.SURV	0053-4612-0000	04/01/83	3S	
							HIST.RES.	NPS-82002191-0000	06/25/82	1S	
							HIST.SURV	0053 0121 0000	09/01/76	7N	
027311	19-173243	416 W 8TH ST	COMMERCIAL EXCHANGE BUILDING	LOS ANGELES	P	1923	HIST.SURV	0053-4607-0000		3S	
020986	19-167049	419 W 8TH ST	LINDY HOTEL	LOS ANGELES	P	1905	HIST.SURV.	0053-0167-0000		3S	
							HIST.SURV.	0053-3488-0000		3S	
026161	19-172148	423 W 8TH ST	WOODWARD HOTEL, HOTEL DORIS...	LOS ANGELES	P	1906	TAX.CERT.	537.9-19-0065	06/09/86	6X	
							HIST.SURV.	0053 3489 0000		3S	
026162	19-172149	427 W 8TH ST	HOTEL ROCKWOOD, HOTEL OLIVE	LOS ANGELES	P	1910	HIST.SURV	0053-3490 0000		5S2	
026159	19 172146	501 W 8TH ST		LOS ANGELES	P	1923	HIST.SURV.	0053-3487 0000		5S2	
026157	19 172144	510 W 8TH ST	MALENAS PHOTO STUDIO	LOS ANGELES	P	1920	HIST.SURV.	0053-3485-0000		7R	
026156	19 172143	514 W 8TH ST	JONNYS	LOS ANGELES	P	1910	HIST.SURV.	0053-3484-0000		5S2	
020987	19-167050	813 W 8TH ST	LOS ANGELES FIRST METHODIST CHURCH	LOS ANGELES	P	1922	HIST.SURV.	0053-0168-0000		3S	
026130	19-172118	918 W 8TH ST	BERG HOTEL/APARTMENTS	LOS ANGELES	P	1912	HIST.SURV.	0053-3458-0000		7N	
026131	19-172119	946 W 8TH ST	MOBIL	LOS ANGELES	P	1963	HIST.SURV.	0053-3459-0000		7R	
026132	19-172120	947 W 8TH ST	MEDICO DENTAL BUILDING	LOS ANGELES	P	1925	HIST.SURV.	0053-3460-0000		7N	
131265		2910 W 8TH ST		LOS ANGELES	P	1936	HIST.RES.	DOE 19 02-0305-0000	04/05/02	6Y	
							PROJ.REVW	HUD0101311B	04/05/02	6Y	
027392	19-173320	2936 W 8TH ST	LOS ANGELES FIRST UNITARIAN CHURCH	LOS ANGELES	P	1926	PROJ.REVW	HUD100111N	02/01/10	2S2	C
							HIST.SURV	0053-4660 9999		3D	
027391	19 173319	2936 W 8TH ST	LOS ANGELES FIRST UNITARIAN CHURCH	LOS ANGELES	P	1926	PROJ.REVW	HUD110502H	05/12/11	2S2	
							HIST.SURV	0053-4660-0002		3B	
027390	19-173318	2936 W 8TH ST	LOS ANGELES FIRST UNITARIAN CHURCH	LOS ANGELES	P	1926	HIST.SURV	0053-4660 0001		4B	
134847		3049 W 8TH ST	THE MAYAN BUILDING	LOS ANGELES	P	1926	HIST RES	DOE-19 02 1079-0000	10/08/02	6Y	
							PROJ REVW	FCC020807O	10/08/02	6Y	
151823		3301 W 8TH ST		LOS ANGELES	P	1929	HIST.RES.	DOE-19-04-0373 0016	11/12/04	2S2	C
							PROJ REVW	FCC041112J	11/12/04	2S2	C

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR C	OHP PROG..	PRG-REFERENCE NUMBER	STAT DAT	NRS	CRIT
136546		3835 W 8TH ST	ARWYN MANOR APARTMENTS	LOS ANGELES	P	1927	HIST.RES.	DOE-19-92 1169-0000	12/08/92	6Y	
							PROJ.REVW.	FCC020829J	12/05/02	6Y	
020988	19-167051	4401 W 8TH ST	WILSHIRE EBELL CLUBHOUSE	LOS ANGELES	P	1926	HIST.SURV.	0053 0169 0000		6Z	
150092		5353 W 8TH ST		LOS ANGELES		1926	HIST.RES.	DOE-19-94-0208 0000	09/30/94	6Z	
							PROJ.REVW.	HUD0410860	09/30/04	6Z	
066489	19-173614	1215 W 90TH PL		LOS ANGELES	U		PROJ.REVW.	HUD880208E	03/16/88	6Y	
065353	19 173485	1344 W 90TH PL	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD8708170	09/14/87	6Y	
123775		231 W 90TH ST		LOS ANGELES	U	1910	HIST.RES.	DOE-19-99-0145-0000	02/01/99	6Y	
							PROJ.REVW.	HUD990201N	02/01/99	6Y	
085051	19-174650	638 W 90TH ST		LOS ANGELES	P	1940	PROJ.REVW.	HUD9311176	12/24/93	6Y	
083672	19-174557	1041 W 90TH ST		LOS ANGELES	U	1923	PROJ.REVW.	HUD900630A	08/17/93	6Y	
065182	19-173467	1333 W 90TH ST	RESIDENCE	LOS ANGELES	U		PROJ.REVW.	HUD8706050	05/13/87	6Y	
175648		1451 W 90TH ST		LOS ANGELES		1924	PROJ.REVW.	HUD080707A	07/22/08	6U	
119400		426 W 91ST PL		LOS ANGELES	P	1922	HIST.RES.	DOE-19-95-0321-0000	08/23/95	6U	
							PROJ.REVW.	HUD950823L	08/23/95	6U	
119399		427 W 91ST PL		LOS ANGELES	P	1922	HIST.RES.	DOE-19-95 0320 0000	08/23/95	6U	
							PROJ.REVW.	HUD950823L	08/23/95	6U	
119401		430 W 91ST PL		LOS ANGELES	P	1922	HIST.RES.	DOE-19-95-0322-0000	08/23/95	6U	
							PROJ.REVW.	HUD950823L	08/23/95	6U	
119398		431 W 91ST PL		LOS ANGELES	P	1923	HIST.RES.	DOE 19-95-0319 0000	08/23/95	6U	
							PROJ.REVW.	HUD950823L	08/23/95	6U	
119402		434 W 91ST PL		LOS ANGELES	P	1922	HIST.RES.	DOE-19-95-0323-0000	08/23/95	6U	
							PROJ.REVW	HUD950823L	08/23/95	6U	
119397		435 W 91ST PL		LOS ANGELES	P	1922	HIST.RES.	DOE-19 95 0318 0000	08/23/95	6U	
							PROJ.REVW.	HUD950823L	08/23/95	6U	
119403		438 W 91ST PL		LOS ANGELES	P	1922	HIST.RES.	DOE-19-95 0324 0000	08/23/95	6U	
							PROJ.REVW.	HUD950823L	08/23/95	6U	
119396		439 W 91ST PL		LOS ANGELES	P	1923	PROJ.REVW.	HUD050404N	04/19/05	6U	
							HIST.RES.	DOE-19-95 0317 0000	08/23/95	6U	
							PROJ REVW.	HUD950823L	08/23/95	6U	
119405		442 W 91ST PL		LOS ANGELES	P	1922	HIST.RES.	DOE-19-95 0325 0000	08/23/95	6U	
							PROJ.REVW.	HUD950823L	08/23/95	6U	
119395		443 W 91ST PL		LOS ANGELES	P	1922	HIST.RES.	DOE 19-95-0316-0000	08/23/95	6U	
							PROJ.REVW.	HUD950823L	08/23/95	6U	
119406		450 W 91ST PL		LOS ANGELES	P	1922	HIST.RES.	DOE 19-95 0326 0000	08/23/95	6U	
							PROJ.REVW.	HUD950823L	08/23/95	6U	
119394		465 W 91ST PL		LOS ANGELES	P		HIST.RES.	DOE 19 95 0315 0000	08/23/95	6U	
							PROJ.REVW.	HUD950823L	08/23/95	6U	
119393		475 W 91ST PL		LOS ANGELES	P		HIST.RES.	DOE 19 95-0314 0000	08/23/95	6U	
							PROJ.REVW.	HUD950823L	08/23/95	6U	
131255		146 W 91ST ST		LOS ANGELES		1939	HIST.RES.	DOE-19-02-0300 0000	04/02/02	6Y	
							PROJ.REVW.	HUD020402AG	04/02/02	6Y	
171742		246 W 91ST ST		LOS ANGELES		1909	PROJ.REVW.	HUD080109F	04/17/08	6U	
070353	19-173975	254 W 91ST ST		LOS ANGELES	U	1910	PROJ.REVW.	HUD9104430Y	05/09/91	6Y	
119392		456 W 91ST ST		LOS ANGELES	P	1938	HIST.RES.	DOE-19-95-0313 0000	08/23/95	6U	
							PROJ REVW	HUD950823L	08/23/95	6U	
084088	19 174612	611 W 91ST ST		LOS ANGELES	P	1926	PROJ.REVW.	HUD9307300	09/02/93	6Y	
070334	19 173957	645 W 91ST ST		LOS ANGELES	U	1939	PROJ.REVW.	HUD9104300	05/09/91	6Y	
070292	19-173941	645 W 91ST ST		LOS ANGELES	U	1939	PROJ.REVW.	HUD9104300	05/09/91	6Y	
131254		1441 W 91ST ST		LOS ANGELES		1926	HIST.RES.	DOE-19 02 0299 0000	04/02/02	6Y	
							PROJ REVW	HUD020402AG	04/02/02	6Y	
175649		161 W 92ND ST		LOS ANGELES	P	1901	PROJ.REVW.	HUD080707A	07/22/08	6U	
072896	19-174047	230 W 92ND ST		LOS ANGELES	U	1938	PROJ.REVW.	HUD9108050	08/21/91	6Y	
119427		430 W 92ND ST		LOS ANGELES	P		HIST.RES.	DOE-19 95 0333 0000	8/23/95	6U	
							PROJ.REVW	HUD950823L	08/23/95	6U	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME...	...	OWN	YR-C	OHP PROJ..	FED REFERENCE NUMBER	STAT DAT	NRS
								PROJ.REVW.	FHWA900730C	08/28/90	6Y
068435	19-173759	3739 S GRAND AVE		LOS ANGELES		P	1916	HIST.RES.	DOE-19-90 0024 0000	08/28/90	6Y
								PROJ.REVW.	FHWA900730C	08/28/90	6Y
068436	19-173760	3745 S GRAND AVE		LOS ANGELES		P	1936	HIST.RES.	DOE-19-90 0025 0000	08/28/90	6Y
	19-166139							PROJ.REVW.	FHWA900730C	08/28/90	6Y
068439	19-173763	3832 S GRAND AVE		LOS ANGELES		P	1910	HIST.RES.	DOE-19-90 0028 0000	08/28/90	6Y
								PROJ.REVW.	FHWA900730C	08/28/90	6Y
068437	19-173761	3833 S GRAND AVE	MRS. HENRIETTA FELDSCHAU RESIDENCE	LOS ANGELES		P	1917	HIST.RES.	DOE-19-90-0026 0000	08/28/90	6Y
	19-166141							PROJ.REVW	FHWA900730C	08/28/90	6Y
068440	19-173764	3836 S GRAND AVE		LOS ANGELES		P	1900	HIST.RES.	DOE-19-90-0029-0000	08/28/90	6Y
								PROJ.REVW.	FHWA900730C	08/28/90	6Y
068441	19-173765	3840 S GRAND AVE		LOS ANGELES		P	1916	HIST.RES.	DOE-19-90-0030 0000	08/28/90	6Y
								PROJ.REVW.	FHWA900730C	08/28/90	6Y
068438	19-173762	3843 S GRAND AVE		LOS ANGELES		P	1923	HIST.RES.	DOE-19 90 0027-0000	08/28/90	6Y
								PROJ.REVW.	FHWA900730C	08/28/90	6Y
068442	19-173766	3846 S GRAND AVE		LOS ANGELES		P	1923	HIST.RES.	DOE-19-90 0031-0000	08/28/90	6Y
	19 166142							PROJ.REVW.	FHWA900730C	08/28/90	6Y
068443	19-173767	3852 S GRAND AVE		LOS ANGELES		P	1915	HIST.RES.	DOE-19-90-0032 0000	08/28/90	6Y
								PROJ.REVW.	FHWA900730C	08/28/90	6Y
068445	19-173769	3916 S GRAND AVE		LOS ANGELES		P	1925	HIST.RES.	DOE-19-90-0034 0000	08/28/90	6Y
								PROJ.REVW.	FHWA900730C	08/28/90	6Y
065566	19 173518	425 S GRAND VIEW ST		LOS ANGELES		U		PROJ.REVW.	HUD8811168	12/09/88	6Y
025951	19-171940	415 S GRANDE VISTA AVE		LOS ANGELES		P	1890	HIST.SURV.	0053-3358 0000		5S.
025952	19 171941	429 S GRANDE VISTA AVE		LOS ANGELES		P	1905	HIST.SURV.	0053-3359-0000		7N
025957	19 171946	436 S GRANDE VISTA AVE		LOS ANGELES		P	1915	HIST.SURV.	0053 3364 0000		7R
084657	19-174625	453 S GRANDE VISTA AVE		LOS ANGELES		P	1896	PROJ.REVW.	HUD0389178	11/04/93	6Y
025953	19-171942	507 S GRANDE VISTA AVE		LOS ANGELES		P	1906	HIST.SURV.	0053-3360-0000		7N
025954	19-171943	513 S GRANDE VISTA AVE		LOS ANGELES		P	1907	HIST.SURV.	0053-3361 0000		4S
025955	19 171944	518 S GRANDE VISTA AVE		LOS ANGELES		P	1918	HIST.SURV.	0053-3362 0000		4S
025958	19-171947	523 S GRANDE VISTA AVE		LOS ANGELES		P	1915	HIST.SURV.	0053-3365-0000		7R
025959	19-171948	524 S GRANDE VISTA AVE		LOS ANGELES		P	1915	HIST.SURV.	0053 3366 0000		7R
025960	19-171949	544 S GRANDE VISTA AVE		LOS ANGELES		P	1919	PROJ.REVW.	HUD9504086A	04/17/95	6Y
								HIST.SURV.	0053-3367 0000		7R
095717	19-175119	548 S GRANDE VISTA AVE		LOS ANGELES		P	1920	PROJ.REVW.	HUD9504086B	04/27/95	6Y
025961	19 171950	607 S GRANDE VISTA AVE		LOS ANGELES		P	1907	HIST.SURV	0053-3368 0000		7R
025962	19 171951	616 S GRANDE VISTA AVE		LOS ANGELES		P	1912	HIST.SURV.	0053 3369 0000		7R
025963	19-171952	624 S GRANDE VISTA AVE		LOS ANGELES		P	1912	HIST.SURV.	0053 3370 0000		7R
025956	19-171945	642 S GRANDE VISTA AVE		LOS ANGELES		P	1907	HIST.SURV.	0053-3363 0000		7N
074294	19 174158	1152 S GRANDE VISTA AVE		LOS ANGELES		U	1927	PROJ.REVW.	HUD9112268	01/15/92	6Y
175326		6127 S HAAS AVE		LOS ANGELES		P	1936	PROJ.REVW.	HUD8705293	07/15/87	6U
162412		8111 S HALLDALE AVE		LOS ANGELES			1923	PROJ.REVW.	HUD060501M	06/01/06	6U
150064		9125 S HALLDALE AVE		LOS ANGELES			1930	HIST.RES.	DOE-19-04-0179 0000	09/30/04	6Y
								PROJ.REVW.	HUD0410065	09/30/04	6Y
116338		3123 S HALM AVE		LOS ANGELES		P	1926	HIST.RES.	DOE-19-96 0250 0000	08/27/96	6U
								PROJ.REVW.	HUD9702032	08/27/96	6U
127519		1925 S HARCOURT AVE		LOS ANGELES			1923	HIST.RES.	DOE-19-01 0065 0000	01/31/01	6Y
								PROJ.REVW.	HUD0102018	01/31/01	6Y
105485	19-176451	2724 S HARCOURT AVE		LOS ANGELES				PROJ.REVW.	HUD9507248	08/04/95	7K
064857	19-173407	662 S HARDING AVE	RESIDENCE	LOS ANGELES		U		PROJ.REVW.	HUD860902E	09/09/86	6Y
069910	19-173883	S HARVARD BLVD	WEST ADAMS HEIGHTS DISTRICT	LOS ANGELES		P		NAT REG.	19-0079	07/24/94	7W
								HIST.SURV	0053-4713 0001	07/15/92	7R
								HIST RES.	DOE-19 86-0803 0000	08/21/86	2S2
								PROJ.REVW.	HUD860725H	08/21/86	2S2
150065		950 S HARVARD BLVD		LOS ANGELES			1921	HIST.RES.	DOE-19-04 0178 0000	09/30/04	6Y
								PROJ.REVW.	HUD0410060	09/30/04	6Y
150066		952 S HARVARD BLVD		LOS ANGELES			1921	HIST.RES.	DOE-19-04-0179 0000	09/30/04	6Y

ATTACHMENT F: DPR Records

State of California ▯ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings | Review Code | Reviewer | Date

Page 1 **of** 2 ***Resource Name or #:** (Assigned by recorder) 3431-3445 W. 8th Street, Los Angeles, CA
P1. Other Identifier:

***P2. Location:** ☐**Not for Publication** ☐**Unrestricted**

- ***a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
- ***b. USGS 7.5' QuadDateT; R; ☐ of ☐ of Sec; B.M.**
- c. Address City 3431-3445 W. 8th Street, Los Angeles Zip 90005
- d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
  APN: 5093-018-020

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

The Colonial Revival in style building consists of two sections: the east section of the building is one-story; the west section of the building is two-stories. The one-story section is brick and stucco clad with a hipped roof with boxed eaves and a wide cornice band. Entry door assembly features a classical broken pediment but the door is an offset non-original single panel door. A stucco clad signage course runs above the windows. There is one window to the east of the door and two windows to the west of the door. Windows are slightly recessed with a concrete sill and have security screens. There are fluted columns at the corner between the signage band and ground level; one has been damaged. The next section of the building features a series of retail storefronts. The cornice band continues from the corner to the two-story section of the building. Two vent dormers are located along this section of the roof. The area between the signage band and the cornice band is stucco clad and is for display of signage. There is one entry door with a triangular pediment above at the west end of the building. Most bulkheads are brick. All storefronts and doors are varied having undergone numerous tenant changes over the decades. The two-story section of the building has a hipped roof. The signage band of the one-story section of the building continues along the two-story section. This two-story section has a symmetrically arranged elevation and entry door with a classical door assembly with broken pediment located at each end of the section. Storefronts have undergone adaptations over the decades. The upper portion of this section is clad with wide clapboard.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P3b. Resource Attributes:** (List attributes and codes) HP6

***P4. Resources Present:** X☐ Building☐ Structure☐ Object☐ Site☐ District☐ Element of District☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) September 2019

***P6. Date Constructed/Age and Source:** X☐ Historic ☐ Prehistoric ☐ Both 1938

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, and address) Pam O'Connor, Kaplan Chen Kaplan, 2526 18thSt., Santa Monica, CA 90405

***P9. Date Recorded:** 10/2019 **Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey reportnd other sources, or enter "none.") *Historic Resources Evaluation of 3411-3455 W. 8th St., 765, 767, & 749 S. Harvard Bl., Kaplan Chen Kaplan,* 10/2019

***Attachments:** ☐NONE☐Location Map☐Continuation Sheet☐Building, Structure, and Object Record
☐Archaeological Record☐District Record☐Linear Feature Record☐Milling Station Record☐Rock Art Record
☐Artifact Record☐Photograph Record☐ Other (List):

State of California ▯ The Resources Agency Primary # DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

1*Resource Name or # (Assigned by recorder) 3431-3445 W. 8th Street . *NRHP Status Code: 6Z
Page 2 of 2

B1Historic Name: B2. Common Name: B3. Original Use: Offices and Retail stores
B4. Present Use: Offices and Retail stores
*B5. Architectural Style: Colonial Revival
*B6. Construction History: (Construction date, alterations, and date of alterations)

The first building permit was for a 42 foot by 135 foot store and office building with Stiles O. Clements as architect . In early 1939 another permit was taken out to eliminate two posts and change the entrance detail with the architect listed as "none." The engineer for the project was E.F Rudolph.

*B7. Moved? No Date: Original Location:
*B8. Related Features:
B9a. Architect: Stiles O.Clements b. Builder: No contractor listed on building permit
*B10. Significance: Theme American Colonial Revival Area: Architecture and Engineering
Period of Significance: 1895-1960 Property Type: Commercial office/stores Applicable Criteria None (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.

The building was designed by master architect Stiles O. Clements. The building has undergone major alterations over the decades with individual retail store tenants making changes to the storefront assemblies including windows and doors. Clements body of work includes designs for over 50 commercial buildings in the Wilshire corridor. This building is not an intact or excellent example of the work of architect Clements and does not meet the threshold to be eligible for designation as an historic resource. There is no evidence that any of the owners or workers of the businesses that occupied the building are considered to be historic persons. There is no evidence that any historic events occurred on the property

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:
Historic Resources Evaluation 3411-3455 W. 8th St., 765, 767, & 749 S. Harvard Bl., Kaplan Chen Kaplan, 10/2019.

B13. Remarks:

*B14. Evaluator: Pam O'Connor, Kaplan Chen Kaplan
*Date of Evaluation: 10/2019

(This space reserved for official comments.)



3431-3445 W. 8th Street

State of California ▯ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings | Review Code | Reviewer | Date

Page 1 **of** 2 ***Resource Name or #:** (Assigned by recorder) 3447-3453 W. 8th Street, Los Angeles, CA
P1. Other Identifier:

***P2. Location:** ☐**Not for Publication** ☐**Unrestricted**

- ***a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
- ***b. USGS 7.5' QuadDateT; R; ☐ of ☐ of Sec; B.M.**
- c. Address City 3447-3453 W. 8th Street, Los Angeles Zip 90005
- d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
  APN: 5093-018-009

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

The one-story 50 by 70 foot building is rectangular in plan with a front shed roof and rear flat roof. There are three dormer vents with curved caps arranged across the front of the roof. Neoclassical elements include the narrow frieze below the boxed eave; the frieze design consists of rectangles each containing a small centered medallion. A fluted column is located at each end of the building. The upper level of the building is stucoo-clad and provides space for signage; one of the storefronts has an awning attached to that area. There is another simple band and that runs along the top of the storefront assemblies. The bulkheads are brick. There are three storefronts of varying widths; over the decades a variety of tenants occupied the storefronts and made tenant improvements/changes to the storefronts.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P3b. Resource Attributes:** (List attributes and codes) HP6

***P4.Resources Present:** X☐ Building☐ Structure☐ Object☐ Site☐ District☐ Element of District☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) September 2019

***P6. Date Constructed/Age and Source:** X☐ Historic ☐ Prehistoric ☐ Both 1940

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, and address) Pam O'Connor, Kaplan Chen Kaplan, 2526 18thSt., Santa Monica, CA 90405

***P9. Date Recorded:** 10/2019 **Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Historic Resources Survey, Evaluation of 3411-3455 W. 8th St., 765, 767, & 749 S. Harvard Bl., Kaplan Chen Kaplan,* 10/2019

***Attachments:**☐NONE☐Location Map☐Continuation Sheet☐Building, Structure, and Object Record
☐Archaeological Record☐District Record☐Linear Feature Record☐Milling Station Record☐Rock Art Record
☐Artifact Record☐Photograph Record☐ Other (List):

State of California ▯ The Resources Agency Primary # DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

1***Resource Name or #** (Assigned by recorder) 3447-3453 W. 8th Street . _***NRHP Status Code:** 6Z
Page2**of**2

B1Historic Name: B2. Common Name: B3. Original Use: Retail stores
B4. Present Use: Retail stores
***B5. Architectural Style:** Neoclassical
***B6. Construction History:** (Construction date, alterations, and date of alterations)

A building permit was taken out by owner, the Permoid Process Company in 1940 for a 50 foot by 70 foot one-story store building. John E. Mackel is listed as the engineer.

***B7. Moved?** No **Date:** **Original Location:**
***B8. Related Features:**
B9a. Architect: None b. Builder: No contractor listed on building permit
***B10. Significance:** **Theme** Neoclassical **Area:** Architecture and Engineering
Period of Significance: 1895-1940 **Property Type:** Retail stores **Applicable Criteria** None (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.

The building is a simple one-story retail building with storefronts. There are minimal Neoclassical elements consisting of pilasters at building corners and a frieze under the cornice. The building was not designed by a master architect nor is it the work of a master builder/craftsman. City Directories, U.S. Census records, and building permits provide data on occupants and owners of the subject building. Later City Directory listings did not include data on occupations. The following information was identified regarding owners and occupants of the commercial building at 3447-3453 W. 8th Street. No one associated with the property achieved historic significance.

Year	*Name*	*Occupation/Use*
1942	Frank Rose, Baker	Business
1958	Graphics Process Group	Business/Office
1962	Lord Baltimore Press	Business
1962	Muirson Label Co.	Business
1962	Rowell E. N Co Inc	Business
1962	Copenhagen Bakery	Business
1971	Pizza Man	Business
1971	Evans Specialty Co	Business
1975-1991	Al-Anon Family Group Central	Non-Profit
1981	Renaissance Design Studio	Business
1981-1986	Tiffany Boutique	Business
1981	Lee Brothers Custom Home Cleaning Co	Business

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
Historic Resources Evaluation 3411-3455 W. 8th St., 765, 767, & 749 S. Harvard Bl., Kaplan Chen Kaplan, 10/2019.

B13. Remarks:

***B14. Evaluator:** Pam O'Connor, Kaplan Chen Kaplan
***Date of Evaluation:** 10/2019

(This space reserved for official comments.)



3447-3453 W. 8th Street

State of California ▯ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings Review Code Reviewer Date

Page 1 **of** 2 ***Resource Name or #:** (Assigned by recorder) 3455 W. 8th Street, Los Angeles, CA
P1. Other Identifier:

***P2. Location:** ☐**Not for Publication** ☐**Unrestricted**
- ***a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
- ***b. USGS 7.5' QuadDateT; R; ☐ of ☐ of Sec; B.M.**
- c. Address City 3455 W. 8th Street, Los Angeles Zip 90005
- d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
  APN: 5093-018-008

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

The one-story building is rectangular in plan and stucco clad. Originally built as a store, display windows have been removed and replaced with a row of smaller windows with double horizontal and vertical muntins along the front façade. The window bays are slightly recessed and enframed. At each end of the building's front elevation are a pair of fluted pilasters. The entry door is located at the east end of the front façade. Below the cornice of the flat roof is a slightly projecting canopy below which is a band of wood creating a decorative row. Below that band is a side area for signage. There is a short brick planter at the base of the building. The west side elevation is visible as it faces a surface parking lot. The design of the front elevation wraps around and decorates the southernmost bay; the five bays to the north are stucco clad separated by flat piers with limited fenestration.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P3b. Resource Attributes:** (List attributes and codes) HP6

***P4.Resources Present:** X☐ Building☐ Structure☐ Object☐ Site☐ District☐ Element of District☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) September 2019

***P6. Date Constructed/Age and Source:** X☐ Historic ☐ Prehistoric ☐ Both 1940

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, and address) Pam O'Connor, Kaplan Chen Kaplan, 2526 18thSt., Santa Monica, CA 90405

***P9. Date Recorded:** 10/2019 **Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Historic Resources Survey, Evaluation of 3411-3455 W. 8th St., 765, 767, & 749 S. Harvard Bl., Kaplan Chen Kaplan*, 10/2019

***Attachments:** ☐NONE☐Location Map☐Continuation Sheet☐Building, Structure, and Object Record
☐Archaeological Record☐District Record☐Linear Feature Record☐Milling Station Record☐Rock Art Record
☐Artifact Record☐Photograph Record☐ Other (List):

State of California ▯ The Resources Agency Primary # DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

1*Resource Name or # (Assigned by recorder) 3455 W. 8th Street . *NRHP Status Code: 6Z
Page 2 of 2

B1Historic Name: B2. Common Name: B3. Original Use: Supermarket
B4. Present Use: Restaurant
*B5. Architectural Style: None
*B6. Construction History: (Construction date, alterations, and date of alterations)

The building at 3455 W. 8th Street was constructed in 1940 as a one-story store, 50 feet by 110 feet. Another permit from 1940 was for installation of tile to the storefront with the owner listed as Jackson Brothers-Le Sage and the contractor being the Tile Seal Manufacturing Company. Later in 1940 the store was acquired by Safeway Stores, Inc. a grocery store chain and improvements such as installation of cooling tower were undertaken. In 1947 Safeway Stores made changes including installing plate glass windows and new doors and a two foot ceramic tile bulkhead. In 1970 the building was converted into a Bridge Club by the owner, the R.M. Lawson Company. In 1978 owner was Rickey Park converted the bridge club into a restaurant. The exterior of the building was changed to a design with oriental references.

*B7. Moved? No Date: Original Location:
*B8. Related Features:
B9a. Architect: Harold S. Johnson b. Builder: Jackson Brothers-LeSage
*B10. Significance: Theme Commercial Development/Markets Area: Architecture and Engineering
Period of Significance: 1910-1975 Property Type: Market Applicable Criteria None (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.

The building has been converted and altered from a supermarket into a restaurant. The architect is not considered a master architect. No master builder or craftsman is associated with the building's original structure.

City Directories, U.S. Census records, and building permits provide data on occupants and owners of the subject buildings. Later City Directory listings did not include data on occupations. The following information was identified regarding owners and businesses associated with the commercial building.

Year	*Name*	*Occupation*
1940	Safeway Grocery Market	Business
1971	Kingsley Bridge Club	Business
1981-2014	Dong Il Jang Restaurant	Business

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:
Historic Resources Evaluation 3411-3455 W. 8th St., 765, 767, & 749 S. Harvard Bl., Kaplan Chen Kaplan, 10/2019.

B13. Remarks:

*B14. Evaluator: Pam O'Connor, Kaplan Chen Kaplan
*Date of Evaluation: 10/2019

(This space reserved for official comments.)



3455 W. 8th Street

State of California ▯ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings | Review Code | Reviewer | Date

Page 1 **of** 2 ***Resource Name or #:** (Assigned by recorder) 765 S. Harvard Avenue , Los Angeles, CA
P1. Other Identifier:

***P2. Location:** ☐**Not for Publication** ☐**Unrestricted**

- ***a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
- ***b. USGS 7.5' QuadDateT; R; ☐ of ☐ of Sec; B.M.**
- c. Address City 765 S. Harvard Avenue , Los Angeles Zip 90005
- d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
  APN: 5093-018-020

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

The building at 765 S. Harvard Avenue is a two-story office building in the Neoclassical architectural style. The front elevation is narrow and faces Harvard Avenue while its long side faces the surface parking lot for it and the 3431-3445 W. 8th Street building. The building has a front facing gable with boxed eaves and a band at the base of the gable. The building's front façade is symmetrical in design with a centered doorway with a classical door assembly with broken pediment in the central bay. To each side of the centered bay is a fluted pilaster with capital; similar pilasters are at each enc of the front façade. There is a window on each side of the central bay on both the upper and lower stories of the building. The windows are four over four windows with narrow surround. There is a marble band at the base of the front of the building which turns into the recessed entry door. There is a tile floor and marble like wall in the recessed doorway. The side elevation (north) has the side gable with three curved capped vents projecting upward. There is a wide cornice band. On the first floor a series of three by four windows are organized along the elevation. At the upper lever are widows with vertical sliders.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P3b. Resource Attributes:** (List attributes and codes) HP6

***P4.Resources Present:** X☐ Building☐ Structure☐ Object☐ Site☐ District☐ Element of District☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) September 2019

***P6. Date Constructed/Age and Source:** X☐ Historic ☐ Prehistoric ☐ Both 1951

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, and address) Pam O'Connor, Kaplan Chen Kaplan, 2526 18thSt., Santa Monica, CA 90405

***P9. Date Recorded:** 10/2019 **Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Historic Resources Survey, Evaluation of 3411-3455 W. 8th St., 765, 767, & 749 S. Harvard Bl., Kaplan Chen Kaplan,* 10/2019

***Attachments:**☐NONE☐Location Map☐Continuation Sheet☐Building, Structure, and Object Record
☐Archaeological Record☐District Record☐Linear Feature Record☐Milling Station Record☐Rock Art Record
☐Artifact Record☐Photograph Record☐ Other (List):

State of California ▯ The Resources Agency Primary # DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

1*Resource Name or # (Assigned by recorder) 765 S. Harvard Avenue _*NRHP Status Code: 6Z
Page 2 of 2

B1Historic Name: B2. Common Name: B3. Original Use: Offices
B4. Present Use: Offices and health services
*B5. Architectural Style: Neoclassical
*B6. Construction History: (Construction date, alterations, and date of alterations)

The office building at 765 S. Harvard Avenue was constructed in 1951 for the Permoid Process Company. The building permits lists "none" as the architect; John E. Mackel was the engineer and the owner was the contractor. Later owner, the Oriental Medical Center added signs in 1975.

*B7. Moved? No Date: Original Location:
*B8. Related Features:
B9a. Architect: None b. Builder: Permoid Process Company
*B10. Significance: Theme Neoclassical Area: Architecture and Engineering
Period of Significance: 1895-1940 Property Type: Commercial office Applicable Criteria None (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.

City Directories, U.S. Census records, and building permits provide data on occupants and owners of the subject building. Later City Directory listings did not include data on occupations. The following information was identified regarding owners and occupants of the commercial office building at 765 S. Harvard Boulevard.

Year	*Name*	*Occupation*
1951	Thalco Glass Fiber Products	Business
1970	Dictaphone Corporation	Business
1975-2019	Oriental Medical Center	Business
1986-1990	Eva Gabor International	Business

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:
Historic Resources Evaluation 3411-3455 W. 8th St., 765, 767, & 749 S. Harvard Bl., Kaplan Chen Kaplan, 10/2019.

B13. Remarks:

*B14. Evaluator: Pam O'Connor, Kaplan Chen Kaplan
*Date of Evaluation: 10/2019

(This space reserved for official comments.)



765. S. Harvard Street

State of California ▯ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings | Review Code | Reviewer | Date

Page 1 **of** 2 ***Resource Name or #:** (Assigned by recorder) 767 S. Harvard Ave., Los Angeles, CA
P1. Other Identifier:

***P2. Location:** ☐**Not for Publication** ☐**Unrestricted**
- ***a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
- ***b. USGS 7.5' QuadDateT; R; ☐ of ☐ of Sec; B.M.**
- c. Address City 767 S. Harvard Ave., Los Angeles Zip 90005
- d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
  APN: 5093-018-020

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

This building is sited behind the 3431-3445 W. 8th Street building and has no elevation that faces a street; rather one elevation, the north, faces the surface parking lot. This elevation of the stucco-clad building has four windows on the upper level. Three of the windows have a window surround with broken lintel, One other window has no surround. There are two multi-pane windows on the first level and an entry door with a classical assembly with broken pediment.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P3b. Resource Attributes:** (List attributes and codes) HP6

***P4.Resources Present:** X☐ Building☐ Structure☐ Object☐ Site☐ District☐ Element of District☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) September 2019

***P6. Date Constructed/Age and Source:** X☐ Historic ☐ Prehistoric ☐ Both 1951

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, and address) Pam O'Connor, Kaplan Chen Kaplan, 2526 18thSt., Santa Monica, CA 90405

***P9. Date Recorded:** 10/2019 **Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Historic Resources Survey, Evaluation of 3411-3455 W. 8th St., 765, 767, & 749 S. Harvard Bl., Kaplan Chen Kaplan,* 10/2019

***Attachments:** ☐NONE☐Location Map☐Continuation Sheet☐Building, Structure, and Object Record
☐Archaeological Record☐District Record☐Linear Feature Record☐Milling Station Record☐Rock Art Record
☐Artifact Record☐Photograph Record☐ Other (List):

State of California ▯ The Resources Agency Primary # DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

1*Resource Name or # (Assigned by recorder) 767 S. Harvard Avenue _*NRHP Status Code: 6Z
Page 2 of 2

B1Historic Name: B2. Common Name: B3. Original Use: Offices and Retail stores
B4. Present Use: Offices and Retail stores
*B5. Architectural Style: None
*B6. Construction History: (Construction date, alterations, and date of alterations)

This commercial building was constructed as offices and retail in 1951 for owner, the Permoid Process Company. The building permit lists the building as a rear addition to the building to the south that faces West 8th Street, 3431 W. 8th St. This addition's north elevation faces the rear surface parking lot. The building is two-stories and 24 feet by 42 feet built as offices and retail stores. The building permit lists "none" as the architect with John E. Mackel as the engineer and the Jackson Brothers as the contractors.

*B7. Moved? No Date: Original Location:
*B8. Related Features:
B9a. Architect: None b. Builder: Jackson Brothers.
*B10. Significance: Theme Commercial Area: Architecture and Engineering
Period of Significance: 1895-1960 Property Type: Commercial office/stores Applicable Criteria None (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.

The building was not designed by a master architect. No master builder or craftsman is associated with the building. City Directories, U.S. Census records, and building permits provide data on occupants and owners of the subject buildings. Later City Directory listings did not include data on occupations. The following information was identified regarding owners and occupants of the commercial building at 767 S. Harvard Boulevard.

Year	*Name*	*Occupation*
1970-1995	AA Alcholics Anonymous Central LA	Non-Profit/Service

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:
Historic Resources Evaluation 3411-3455 W. 8th St., 765, 767, & 749 S. Harvard Bl., Kaplan Chen Kaplan, 10/2019.

B13. Remarks:

*B14. Evaluator: Pam O'Connor, Kaplan Chen Kaplan
*Date of Evaluation: 10/2019

(This space reserved for official comments.)



767 S. Harvard Street

State of California ▯ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings | Review Code | Reviewer | Date

Page 1 **of** 2 ***Resource Name or #:** (Assigned by recorder) 749 S. Harvard Avenue, Los Angeles, CA
P1. Other Identifier:

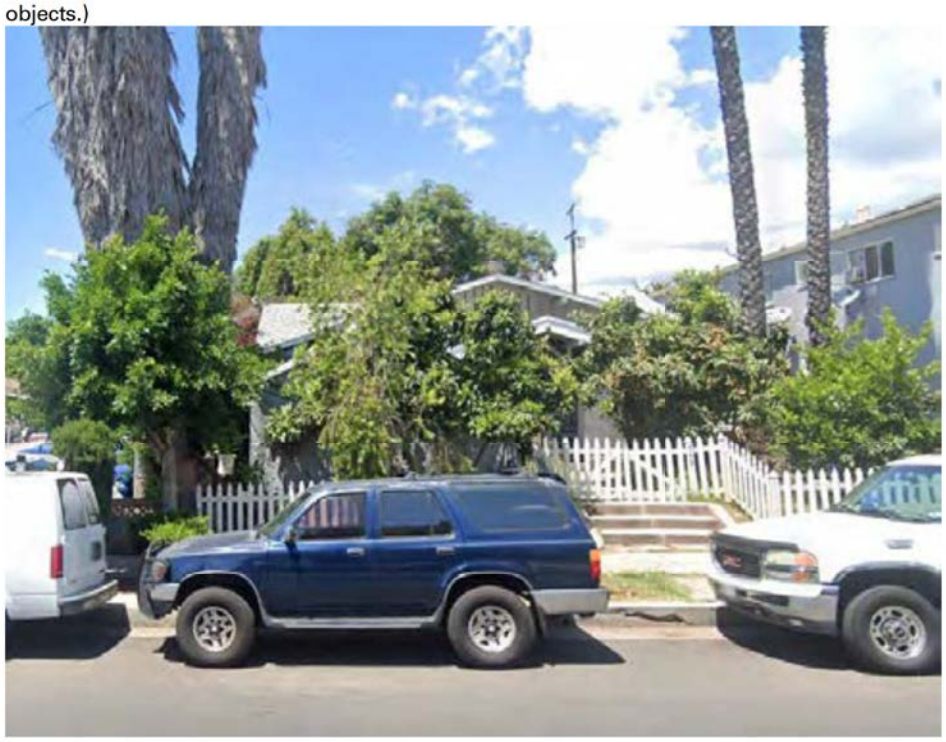
***P2. Location:** ☐**Not for Publication** ☐**Unrestricted**

- ***a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
- ***b. USGS 7.5' Quad DateT; R; ☐ of ☐ of Sec; B.M.**
- c. Address City 749 S. Harvard Avenue, Los Angeles Zip 90005
- d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
  APN: 5093-018-017

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

The building is a one-story, Craftsman style bungalow with a cross gable roof. A broad pitched front gable roof faces the street. A partial porch is a front gable is slightly offset under the main front gable and has a lattice work triangular brace with projecting purlins and is supported by large concrete piers. The building is clad with shingles. Two steps lead up to the base of the porch. The entry door is centered and multi-paned windows are located to each side of that door. A cross gable with wide overhand projects out on each side of the building. Windows are positioned along the side elevations but there are no other architectural details on the elevations. A driveway is located on the north side of the property.

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P3b. Resource Attributes:** (List attributes and codes) HP2

***P4.Resources Present:** X☐ Building☐ Structure☐ Object☐ Site☐ District☐ Element of District☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) September 2019

***P6. Date Constructed/Age and Source:** X☐ Historic ☐ Prehistoric ☐ Both 1912

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, and address) Pam O'Connor, Kaplan Chen Kaplan, 2526 18thSt., Santa Monica, CA 90405

***P9. Date Recorded:** 10/2019 **Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Historic Resources Survey, Evaluation of 3411-3455 W. 8th St., 765, 767, & 749 S. Harvard Bl., Kaplan Chen Kaplan,* 10/2019

***Attachments:**☐NONE☐Location Map☐Continuation Sheet☐Building, Structure, and Object Record ☐Archaeological Record☐District Record☐Linear Feature Record☐Milling Station Record☐Rock Art Record ☐Artifact Record☐Photograph Record☐ Other (List):

State of California ▯ The Resources Agency Primary # DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

1***Resource Name or #** (Assigned by recorder) 749 S. Harvard Avenue. ***NRHP Status Code:** 6Z
Page2**of**2

B1Historic Name: B2. Common Name: B3. Original Use: Single-family residence
B4. Present Use: Single-family residence
***B5. Architectural Style:** Craftsman
***B6. Construction History:** (Construction date, alterations, and date of alterations)

According to City of Los Angeles building permits, the single-family seven room dwelling at 749 S. Harvard Avenue was constructed in 1912 for owner Paul Wagner. The architect was A. W. Stibolt. No contractor was listed on the permit. In 1928 owner Max Hartfield added a room and bath onto the building.

***B7. Moved?** No **Date:** **Original Location:**
***B8. Related Features:**
B9a. Architect: A. W. Stibolt b. Builder: No contractor listed on building permit
***B10. Significance:** **Theme** Craftsman **Area:** Architecture and Engineering
Period of Significance: 1895-1930 **Property Type:** Single-Family Residence **Applicable Criteria** None (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.

Architect Stibolt is not considered to be a master architect. There is no evidence that a master builder or craftsman worked on the building. City Directories, U.S. Census records, and building permits provide data on occupants and owners of the subject buildings. Later City Directory listings did not include data on occupations. The following information was identified regarding owners and occupants of the residential building at 749 S. Harvard Boulevard. None of the persons associated with the property has achieved historic significance.

Year	*Name*	*Occupation*
1912	Paul Wagner	No occupation listed
1924-1933	Max Hartfield Elizabeth Hartfield	Paules & Hartfield Milliner
1937-1962	Charles De Brell Mary De Brell	Assistant Cashier Stenographer
1964	Volunteer Bureau	Unknown
1976	Lawrence Edwards	No occupation listed

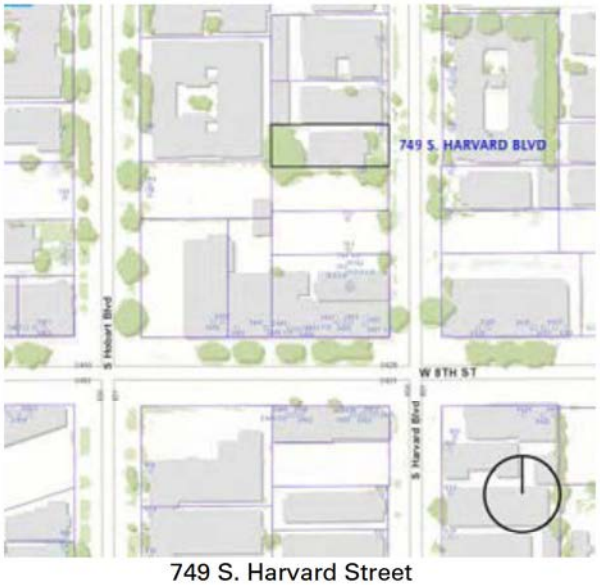
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
Historic Resources Evaluation 3411-3455 W. 8th St., 765, 767, & 749 S. Harvard Bl., Kaplan Chen Kaplan, 10/2019.

B13. Remarks:

***B14. Evaluator:** Pam O'Connor, Kaplan Chen Kaplan
***Date of Evaluation:** 10/2019

(This space reserved for official comments.)



749 S. Harvard Street

ATTACHMENT G: Project Drawings

THE PARKS IN LA



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Project:

THE PARKS IN L.A. (TPLA)

3433 8th St.
Los Angeles, CA 90005

Project Owner:

CHARLES PARK & ASSOCIATES, LLC

2250 Maple Ave., Los Angeles, CA 90011

Engineer:

Architect / Engineer Seal:

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NO	ISSUED	DATE
01	ENTITLEMENT SET	12/20/18
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

Project No: 18011

Drawn By: CL

Checked By:

Sheet Name:

ENTITLEMENT SET

COVER SHEET

Sheet No:

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SCOPE OF WORK:	CONSTRUCTION OF 8-STORY MIXED-USE BUILDING OVER 2 LEVELS OF SUBTERRANEAN PARKING - 100% PRIVATELY FUNDED PROJECT		
ADDRESS	3433 8th St. LOS ANGELES, CA 90005		
ZONING	ZONE CHANGE FROM PB-1 & C2-1 TO C2-2		
TOTAL SITE AREA	**63,118.5 SF (1.449 ACRES)**	63,196.50 SF	(CALCULATED PER ZIMAS)
LEGAL LOT INFORMATION			
LOTS IN PB-1 ZONE INFORMATION			
LOT AREA	23333.9		
PIN NUMBER	132B193 510	132B193 535	
ADDRESS	749 S. HARVARD BLVD.	753 S. HARVARD BLVD.	
LOT AREA	6771.3	6771.1	
APN	5093-018-017	5093-018-018	
TRACT	WILSHIRE HAVRVARD...	WILSHIRE HAVRVARD...	
BLOCK	NONE	NONE	
LOT NUMBER	110	111	
PIN NUMBER	132B193 529	132B193 540	
ADDRESS	744 S. HOBART BLVD.	748 S. HOBART BLVD.	
LOT AREA	4519.2	5272.3	
APN	5093-018-007	5093-018-007	
TRACT	TR 2189	TR 2189	
BLOCK	NONE	NONE	
LOT NUMBER	200	201	
LOTS IN C2-1 ZONE INFORMATION			
LOT AREA	39862.6		
PIN NUMBER	132B193 554	132B193 569	132B193 595
ADDRESS	757 S. HARVARD BLVD.	763 S. HARVARD BLVD.	3433 W. 8th ST.
LOT AREA	6770.7	6770.5	5954
APN	5093-018-019	5093-018-020	5093-018-020
TRACT	WILSHIRE HAVRVARD...	WILSHIRE HAVRVARD...	WILSHIRE HAVRVARD...
BLOCK	NONE	NONE	NONE
LOT NUMBER	112	113	FR 114
PIN NUMBER	132B193 556	132B193 555	132B193 568
ADDRESS	NO ADDRESS	NO ADDRESS	3455 W. 8th ST.
LOT AREA	4016.8	2008.3	9537.5
APN	5093-018-008	5093-018-009	5093-018-008
TRACT	TR 2189	TR 2189	TR 2189
BLOCK	NONE	NONE	NONE
LOT NUMBER	201	201	FR 202

PIN NUMBER	132B193 567		
ADDRESS	3447 W. 8th ST.		
LOT AREA	4804.8		
APN	5093-018-009		
TRACT	TR 2189		
BLOCK	NONE		
LOT NUMBER	FR 202		

PROPOSED DEVELOPMENT TYPE	1. GENERAL PLAN AMENDMENT FROM NEIGHBORHOOD OFFICE COMMERCIAL TO REGIONAL COMMERCIAL 2. ZONE CHANGE FROM PB TO C2 3. HEIGHT DISTRICT CHANGE FROM No. 1 TO No. 2 4. CONDITIONAL USE APPROVAL TO PERMIT THE OFF-SALE DISPENSING AND CONSUMPTION OF A FULL LINE OF ALCOHOLIC BEVERAGES WITHIN THE DEVELOPMENT SITE 5. SITE PLAN REVIEW 6. SLIGHT MODIFICATION OF LESS THAN 20% OF THE REAR YARD SETBACK AREA AND OPEN SPACE REQUIREMENT				
FAR ALLOWED (LAMC SEC.12.03 &...	6:1 (HEIGHT DISTRICT 2)	6.00 (F.A.R. FACTOR)	63,196.50 (BUILDABLE AREA)		
MAX. FLOOR AREA ALLOWED	379,179.00 SF				
FLOOR AREA PROPOSED	TOTAL 293,820.00 SF				
	COMMERCIAL AREA		RESIDENTIAL AREA		
	61,500.00		232,320.00		
HEIGHT ALLOWED (LAMC SEC.12.21.1)	NO HEIGHT/STORY LIMIT				
HEIGHT PROPOSED	*88'-6" TO TOP OF PARAPET *100'-0" TO TOP OF ROOF STRUCTURE				
DENSITY ALLOWED (LAMC SEC.12.21 A.18)	315.98 (BASE DENSITY)		63,196.50 (TOTAL LOT AREA)	200 (MINIMUM LOT AREA PER DWELLING...	
DENSITY PROPOSED	TOTAL 251 UNITS				

	2ND FL. *	4TH FL.	5TH FL.	6TH - 8TH FL.	SUB-TOTAL
LIVE/WORK	18	0	0	0 /FL	18
STUDIO	0	17	18	20 /FL	95
1-BED ROOM	0	17	24	24 /FL	113
2-BED ROOM	0	5	5	5 /FL	25
					251

* 3RD FLOOR - LOFT OF LIVE/WORK UNIT.

VEHICLE PARKING REQUIREMENT (LAMC SEC.12.21.A 4,	RESIDENTIAL			
	UNIT TYPE	# OF UNITS	PARKING FACTOR	REQUIRED # OF PARKING STALLS
	LIVE/WORK	18	1	18.0
	STUDIO	95	1	95.0
	1 BEDROOM	113	1.5	169.5
	2 BEDROOM	25	2	50.0
	SUB TOTAL	251		332
	REQUIRED RESIDENTIAL PARKING AFTER 15 % REDUCTION WITH RICYCLE PARKING (MIN. 200 BICYCLE PARKING REQUIRED, 1/4			**282**
	EV READY PARKING (FUTURE EV CAPABLE)	56 (282X0.20=56.4) 20% OF REQUIRED OF RESIDENTIAL PARKINGS		
	EV CAPABLE PARKING	15 (282X0.05=14.1) 5% OF TOTAL # OF RESIDENTIAL PARKINGS		
	COMMERCIAL			
	TYPE	AREA	PARKING FACTOR	REQUIRED # OF PARKING STALLS
	COMMERCIAL	25,000 SF	1 / 500SF	50
	OFFICE	15,500 SF	1 / 500SF	31
	SUB TOTAL	40,500 SF		81
	REQUIRED COMMERCIAL PARKING AFTER 30 % REDUCTION WITH BICYCLE PARKING (MIN. 96 BICYCLE PARKING REQUIRED, 1/4 BASE)			**57**
	EV READY PARKING (FUTURE EV CAPABLE)	11 (57X0.20=11.4) 20% OF REQUIRED OF COMMERCIAL PARKINGS		
	EV CAPABLE PARKING	3 (57X0.05=2.85) 5% OF TOTAL # OF COMMERCIAL PARKINGS		
	TOTAL REQUIRED VEHICLE PARKING STALLS			**339**
	TOTAL REQUIRED FUTURE EV CAPABLE PARKING STALLS			**19**

VEHICLE PARKING PROPOSED (RESIDENTIAL)	2ND BASEMENT LEVEL	1ST BASEMENT LEVEL	GROUND LEVEL	SUBTOTAL
STANDARD	98	78	0	176
EV CAPABLE...	44	21	6	71
COMPACT	22	11	0	33
ACCESSIBLE	0	hr	6	6
EV ACCESSIBLE			3	
SUB TOTAL	164	110	9	**283**

VEHICLE PARKING PROPOSED (COMMERCIAL)	2ND BASEMENT LEVEL	1ST BASEMENT LEVEL	GROUND LEVEL	SUBTOTAL
STANDARD	0	18	4	22
EV CAPABLE...	0	11	3	14
COMPACT	0	17	3	20
ACCESSIBLE	0	0	3	3
EV ACCESSIBLE			2	
SUB TOTAL	0	46	11	**57**
TOTAL PROPOSED VEHICLE PARKING STALLS				**340**

BICYCLE PARKING...	REQUIRED # OF LONG TERM BICYCLE PARKING (RESIDENTIAL)	200
	REQUIRED # OF LONG TERM BICYCLE PARKING (COMMERCIAL)	96
	TOTAL REQUIRED # OF LONG TERM BICYCLE PARKING	**296**
	REQUIRED # OF SHORT TERM BICYCLE PARKING (RESIDENTIAL)	14
	REQUIRED # OF SHORT TERM BICYCLE PARKING (COMMERCIAL)	14

	TYPE	AREA	PARKING FACTOR	REQUIRED # OF PARKING STALLS
	COMMERCIAL...	25,000 SF	1 / 2,000SF	13
	OFFICE	15,500 SF	1 / 10,000SF	2
	TOTAL REQUIRED # OF SHORT TERM BICYCLE PARKING			**28**

BICYCLE PARKING PROPOSED	2ND BASEMENT LEVEL	1ST BASEMENT LEVEL	GROUND LEVEL	SUBTOTAL
LONG TERM	0	0	296	**296**
SHORT TERM	0	0	28	**28**

AFFORDABLE UNIT PROPOSED	**28 VERY LOW INCOME UNITS**	(11% OF TOTAL PROPOSED UNITS (27.61= 251 X 0.11)			
UNIT TYPE	# OF UNITS	PROPORTION			# OF AFF....
LIVE/WORK	18	0.07	7%	1.98	**2**
STUDIO	95	0.38	38%	10.45	**11**
1-BED ROOM	113	0.45	45%	12.43	**12**
2-BED ROOM	25	0.10	10%	2.75	**3**
SUB TOTAL	251	1	100%	28	**28**

SETBACK REQUIREMENTS (LAMC SEC. 12.14 & 12.22. A 18)	**NONE FOR COMMERCIAL USES**			
	RESIDENTIAL AREA			
	REQUIRED		ALLOWABLE AFTER 20% REDUCTION	PROPOSED
FRONT YARD (8th ST.)	0 FEET		N/A	**3'-0"**
SIDE YARD (HARVARD BLVD &...	0 FEET		N/A	**0'-0"**
REAR YARD	20 FEET	15' + 1' OVER 3 STORY 8 STORY	16 FEET	**16'-0"**

OPEN SPACE REQUIREMENT (LAMC SEC 12.21.G)				
	UNIT TYPE	# OF UNITS	O.P. FACTOR	REQUIRED SF OF OPEN SPACE
	2 HABITABLE ROOMS - STUDIO/1BEDROOM UNIT	226	100	22,600 SF
	3 HABITABLE ROOMS - 1 BED + DEN/2 BEDROOM UNIT	25	125	3,125 SF
	TOTAL REQUIRED SF OF OPEN SPACE			25,725 SF
	AFTER 20% DECREASE PER SEC. 12.28			20,580 SF

OPEN SPACE PROPOSED	GROUND	2ND FL.	4TH FL.	5TH - 8TH (TYP.) FL.
PRIVATE AREA	-	850 SF	1,150 SF	3,200 SF
COMMON AREA - EXTERIOR	-	-	10,180 SF	-
COMMON AREA - INTERIOR	-	-	5,200 SF	-
TOTAL	20,580 SF			
RECYCLING AREA (LAMC. SECT. 12.21.A.19.)	100 SF REQUIRED			
	100 SF PROPOSED			

PROGRAM AREA (SF)

	SUB TOTAL	2ND BASEMENT	BASEMENT	GROUND FL.	2ND FL.	3RD FL.	4TH FL.	5TH~8TH FL.
PARKING	138,000.0	58,000.0	58,000.0	22,000.0				
LOBBY	6,000.0	1,500.0	1,500.0	3,000.0				
COMMERICAL	25,000.0			18,000.0	7,000.0			
EXT. WALKING AREA	16,500.0			7,500.0	9,000.0			
EXT. COMMUNAL AREA	4,500.0				4,500.0			
CREATIVE OFFICE	15,500.0				15,500.0			
RESIDENTIAL	188,620.0				9,060.0	9,060.0	28,500.0	35,500.0
CORRIDOR	32,500.0						6,500.0	6,500.0
AMENITY	5,200.0						5,200.0	
EXT. OPEN SPACE	10,180.0						10,180.0	
SUB TOTAL	431,820.0	59,500.0	59,500.0	50,500.0	45,060.0	9,060.0	40,200.0	42,000.0

* 2ND FLOOR LIVE/WORK UNIT INCLUDED 3RD FLOOR LOFT.

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Project:

THE PARKS IN L.A. (TPLA)

3433 8th St.
Los Angeles, CA 90005

Project Owner:

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2250 Maple Ave., Los Angeles, CA 90011

Engineer:

Architect / Engineer Seal:

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NO	ISSUED	DATE

Project No: 18011
Drawn By: CL
Checked By:

Sheet Name:

PROJECT INFO

Sheet No:

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ENTITLEMENT SET



W 8TH ST & HOBART BLVD (SOUTH-WEST)



W 8TH ST & S HARVARD BLVD (SOUTH-EAST)

CORBeL architects

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Los Angeles, California 90010

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Project:

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Los Angeles, CA 90005

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Engineer:

Architect / Engineer Seal:

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NO	ISSUED	DATE

Project No:	18011
Drawn By:	CL
Checked By:	Checker

Sheet Name:

PERSPECTIVE VIEW-1

Sheet No:

A0.02

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ENTITLEMENT SET



HOBART BLVD (NORTH-WEST)



S HARVARD BLVD (NORTH-EAST)

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3450 Wilshire Blvd Suite 1000
Los Angeles, California 90010

T: 1 213 739-9802
F: 1 213 739-9805

Project:

THE PARKS IN L.A. (TPLA)

3433 8th St.
Los Angeles, CA 90005

Project Owner:

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2250 Maple Ave., Los Angeles, CA 90011

Engineer:

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NO	ISSUED	DATE

Project No:	18011
Drawn By:	CL
Checked By:	Checker

Sheet Name:

PERSPECTIVE VIEW-2

Sheet No:

A0.03

ENTITLEMENT SET

8/9/2019 5:11:58 PM



STREET VIEW - SOUTH WEST



GROUND FLOOR COURTYARD



STREET VIEW - SOUTH EAST



FOURTH FLOOR COURTYARD

CORBeL architects

www.corbelarchitects.com
3450 Wilshire Blvd Suite 1000
Los Angeles, California 90010

T: 1 213 739-9802
F: 1 213 739-9805

Project:

THE PARKS IN L.A. (TPLA)

3433 8th St.
Los Angeles, CA 90005

Project Owner:

CHARLES PARK & ASSOCIATES, LLC

2250 Maple Ave., Los Angeles, CA 90011

Engineer:

Architect / Engineer Seal:

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ENTITLEMENT SET

PERSPECTIVE VIEW-3

Sheet No:

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SITE CONTEXT

GOOGLE - EXISTING

SITE LOCATION

Proposed 8-Story, Mix-used, 251 Unit Apartment

S Serrano Ave
James M Wood Blvd
S Hobart Blvd
W 9th St
S Harvard Blvd
W 8th St
S Kingsley Dr

CORBeL architects

SITE CONTEXT

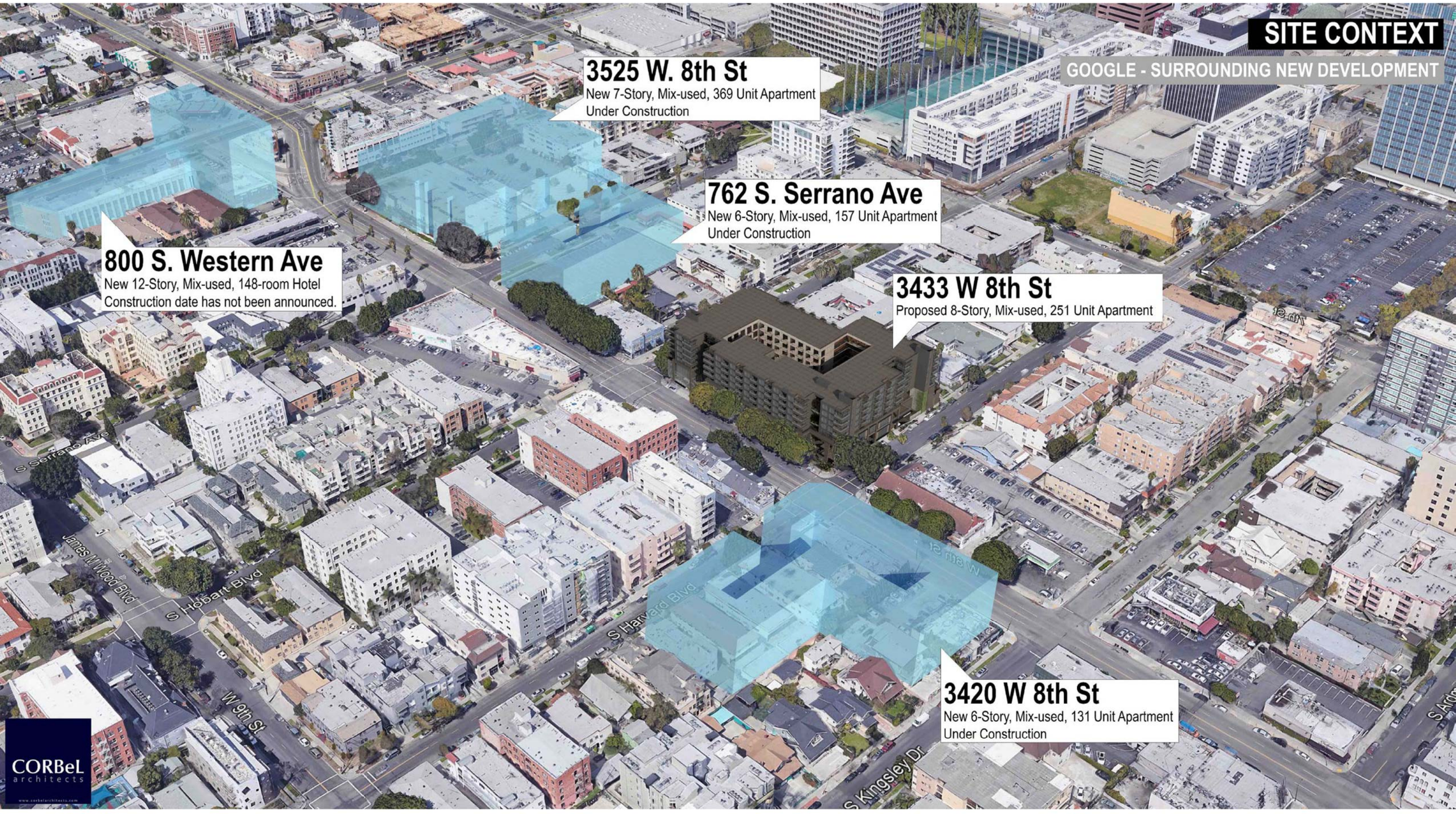
SURROUNDING CONTEXT



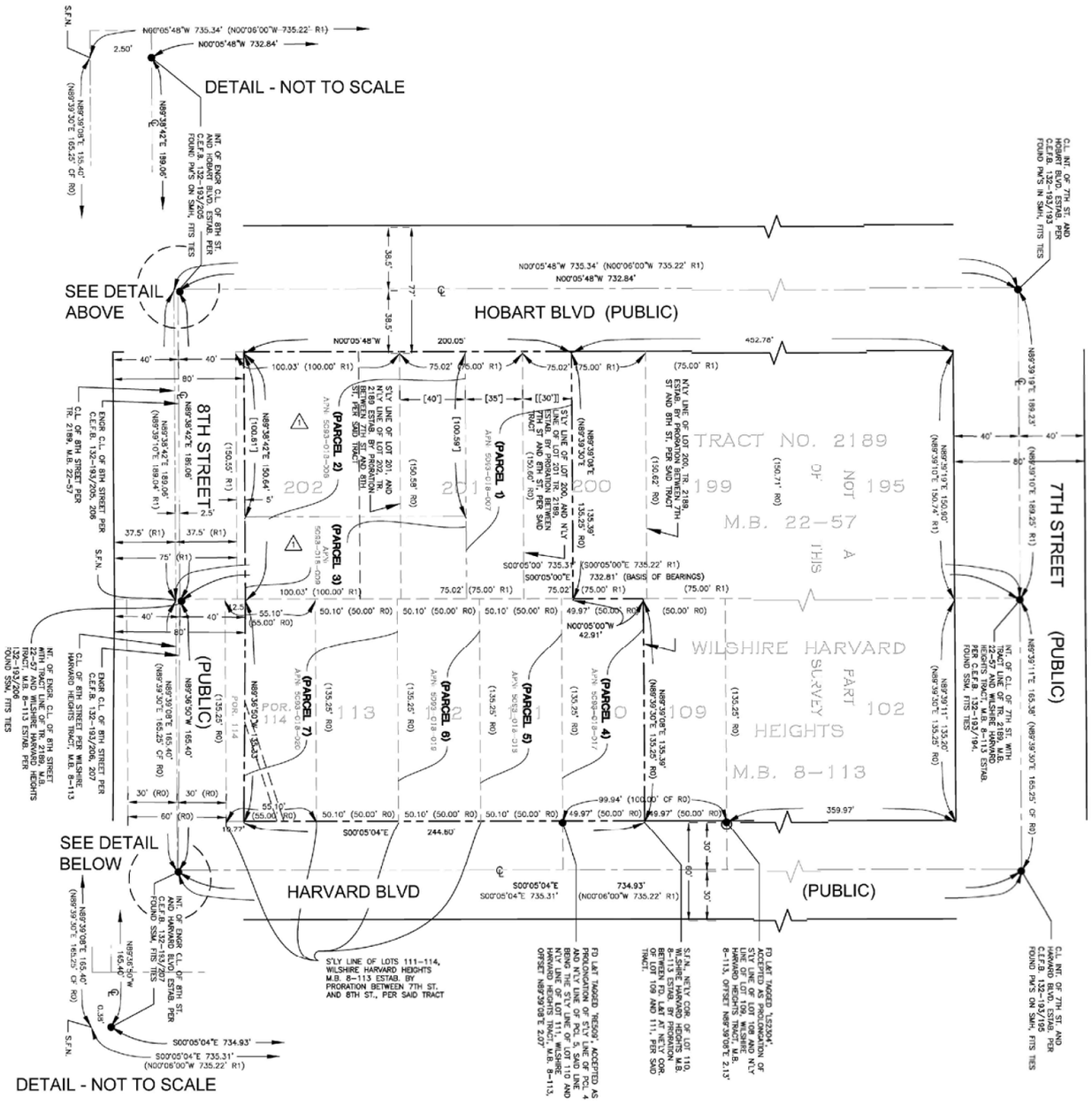
CORBeL architects

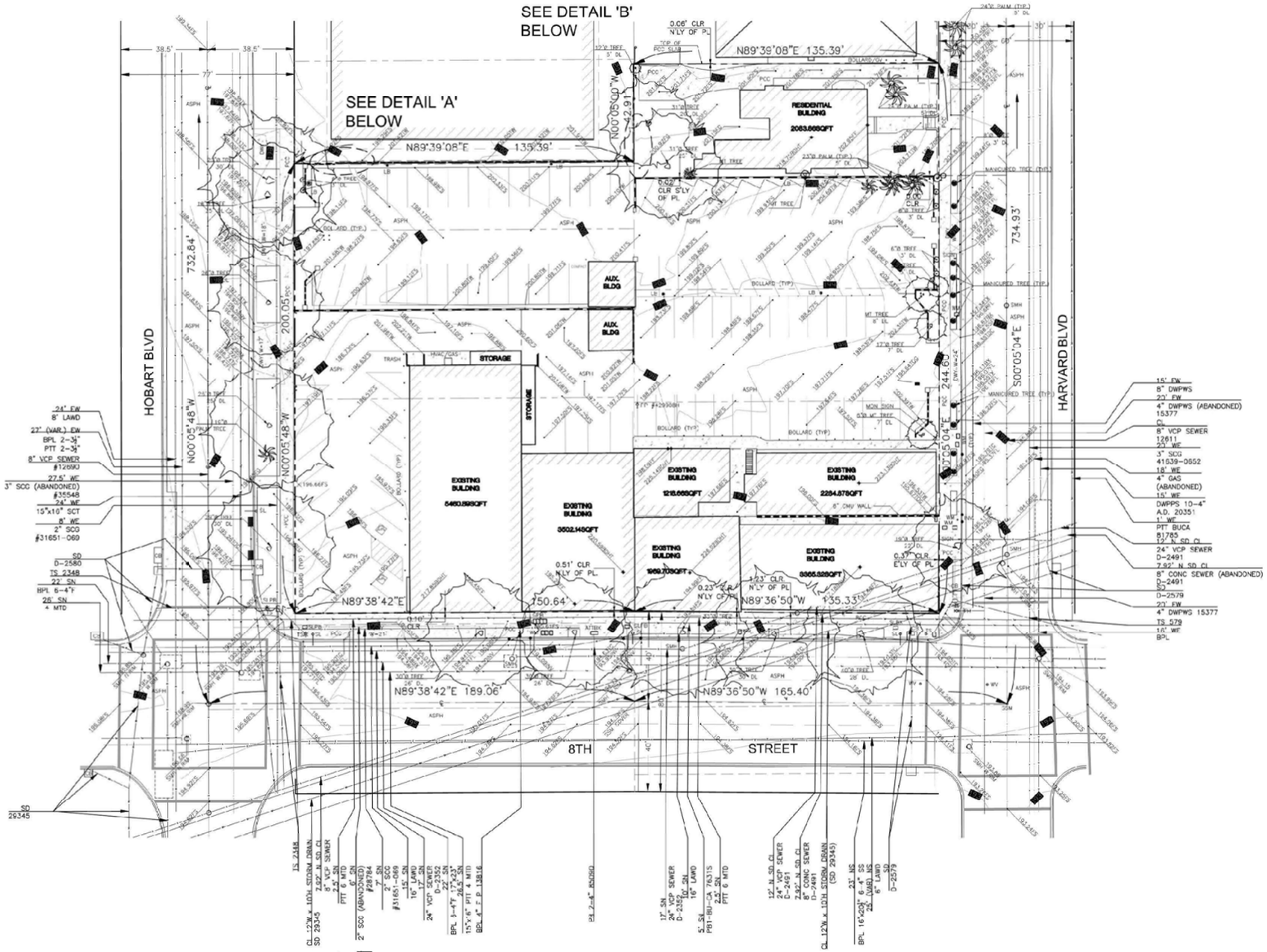
SITE CONTEXT

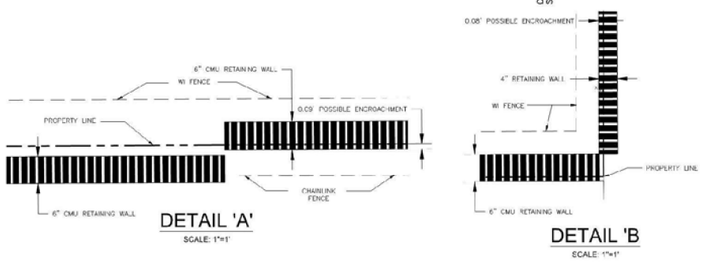
GOOGLE - SURROUNDING NEW DEVELOPMENT



CORBeL architects


DETAIL - NOT TO SCALE
SEE DETAIL ABOVE
HOBART BLVD (PUBLIC)
8TH STREET (PUBLIC)
7TH STREET (PUBLIC)
HARVARD BLVD (PUBLIC)
SEE DETAIL BELOW
DETAIL - NOT TO SCALE
TRACT NO. 2189
M.B. 22-57
WILSHIRE HARVARD HEIGHTS TRACT
M.B. 8-113
(PARCEL 1)
(PARCEL 2)
(PARCEL 3)
(PARCEL 4)
(PARCEL 5)
(PARCEL 6)
(PARCEL 7)
N00°05'48"W 735.34' (N00°06'00"W 735.22' R1)
N00°05'48"W 732.84'
N89°39'10"E 165.40' (N89°39'30"E 165.25' CF R0)
N89°38'42"E 189.06'
N89°39'10"E 189.23'
N89°39'10"E 150.00' (N89°39'30"E 150.74' R1)
N89°39'11" 165.38' (N89°39'30"E 165.25' CF R0)
S00°05'00" 735.37' (S00°06'00"E 735.22' R1)
S00°05'00"E 732.81' (BASIS OF BEARINGS)
S00°05'04"E 734.93'
S00°05'04"E 735.31' (N00°06'00"W 735.22' R1)
S00°05'04"E 244.80'
S00°05'04"E 735.31'
734.93' (N00°06'00"W 735.22' R1)
N00°05'00"W 42.91'
359.97'
452.76'
200.05'
FD LRT TAGGED "RE509", ACCEPTED AS PROLONGATION OF S'LY LINE OF PCL 4 AND MARKING THE SW'LY CORNER OF SAID LOT 111, BEING THE S'LY LINE OF LOT 110 AND N'LY LINE OF LOT 111, WILSHIRE HARVARD HEIGHTS TRACT, M.B. 8-113, OFFSET N89°39'08"E 2.07'
S'LY LINE OF LOTS 111-114, WILSHIRE HARVARD HEIGHTS M.B. 8-113 ESTAB. BY PRORATION BETWEEN 7TH ST. AND 8TH ST., PER SAID TRACT
S.F.N. NELY COR. OF LOT 110, WILSHIRE HARVARD HEIGHTS M.B. 8-113 ESTAB. BY PRORATION BETWEEN 7TH ST. AND 8TH ST. PER SAID TRACT, BEING A FD LRT AT NELY COR. OF LOT 109 AND 111, PER SAID HARVARD HEIGHTS TRACT, M.B. 8-113, OFFSET N89°39'08"E 2.13'
FD LRT TAGGED "LS2304", ACCEPTED AS PROLONGATION OF SWLY LINE OF LOT 109, WILSHIRE HARVARD HEIGHTS TRACT, M.B. 8-113, OFFSET N89°39'08"E 2.13'
N'LY LINE OF LOT 201 AND N'LY PROLONGATION THEREOF, TR. 2189, 8TH ST. AND 8TH ST., PER SAID TRACT
S'LY LINE OF LOT 201 AND S'LY PROLONGATION THEREOF, TR. 2189, ESTAB. BY PRORATION BETWEEN 7TH ST. AND 8TH ST., PER SAID TRACT
N'LY LINE OF LOT 202 AND N'LY PROLONGATION THEREOF, TR. 2189, ESTAB. BY PRORATION BETWEEN 7TH ST. AND 8TH ST., PER SAID TRACT
N'LY LINE OF LOT 202, TR. 2189, ESTAB. BY PRORATION BETWEEN 7TH ST. AND 8TH ST., PER SAID TRACT
S'LY LINE OF LOT 201, TR. 2189, ESTAB. BY PRORATION BETWEEN 7TH ST. AND 8TH ST., PER SAID TRACT
S.F.N.
ENGR C.L. OF 8TH STREET PER TR. 2189, M.B. 22-57
ENGR C.L. OF 8TH STREET PER C.E.F.B. 132-193/205, 206
INT. OF ENGR C.L. OF 8TH ST. AND HOBART BLVD. ESTAB. PER C.E.F.B. 132-193/205 FOUND PK'S ON SMH, FITS TIES
INT. OF ENGR C.L. OF 8TH ST. AND HARVARD BLVD. ESTAB. PER C.E.F.B. 132-193/207 FOUND SSM, FITS TIES
C.L. INT. OF 7TH ST. AND HOBART BLVD. ESTAB. PER C.E.F.B. 132-193/193 FOUND PK'S IN SMH, FITS TIES
C.L. INT. OF 7TH ST. AND HARVARD BLVD. ESTAB. PER C.E.F.B. 132-193/195 FOUND PK'S ON SMH, FITS TIES
ENGR C.L. OF 8TH STREET PER WILSHIRE HARVARD HEIGHTS TRACT, M.B. 8-113
INT. OF ENGR C.L. OF 8TH STREET WITH TRACT LINE OF TR. 2189, M.B. 22-57 AND WILSHIRE HARVARD HEIGHTS TRACT, M.B. 8-113 ESTAB. PER C.E.F.B. 132-193/206 FOUND SSM, FITS TIES
APN: 5093-018-007
APN: 5093-018-008
APN: 5093-018-009
APN: 5093-018-017
APN: 5093-018-018
APN: 5093-018-019
APN: 5093-018-020
POB
POR. 114
113
109
102
202
201
200
199
195
A
THIS
PART
SURVEY
HEIGHTS
NOT
(150.59' R0)
(150.71' R0)
(150.82' R0)
(135.25' R0)
(135.39' R0)
(100.59')
(100.64' R1)
(150.55' R1)
(150.62' R0)
(150.74' R1)
(100.03' (100.00' R1)
(75.02' (75.00' R1)
(75.00' R1)
(50.10' (50.00' R0)
(49.97' (50.00' R0)
(55.10' (55.00' R0)
(99.94' (100.00' CF R0)
(165.40' (165.25' CF R0)
(165.40' (165.25' CF R0)
(165.40' (165.25' CF R0)
(165.38' (165.25' CF R0)
(165.40' (165.25' CF R0)
(165.40' (165.25' CF R0)
(165.40





DETAIL 'A'
SCALE: 1"=1'

DETAIL 'B'
SCALE: 1"=1'

ABBREVIATIONS

A.C. – ASPHALT CONCRETE
ATTBX – ATT BOX
CC – CORNER CONCRETE
CF – CURB FACE
CL – CENTERLINE
CLR. – CLEAR
CO – CLEANOUT
COR – CORNER
DL – DRIP LINE
EC – EDGE OF CONCRETE
FD – FOUND
FG – FINISHED GROUND
FS – FINISHED SURFACE
GV – GAS VALVE
INV – INVERT
TOG – TOP OF GRATE
INT – INTERSECTION
MH – MANHOLE
MT TREE – MULTI-TRUNK TREE
NRIM – NORTH RIM
MKD – MARKED
PCC – PORTLAND CEMENT CONCRETE
PG – PAGE
PP – POWER POLE
PROP – PROPERTY
REF – REFERENCE
SFN – SEARCHED FOUND NOTHING
SL – STREET LIGHT
SLBX – STREET LIGHT BOX
SPK – SPIKE
SMH – SEWER MANHOLE
TC – TOP OF CURB
TSB – TOP OF SLAB
TSP – TOP OF STEP
TR – TOP OF RAMP
TW – TOP OF WALL
WI – WROUGHT IRON
WV – WATER VALVE

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

UTILITY NOTICE:

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THIS PLAN ARE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. ON SITE UTILITY INFORMATION WAS NOT AVAILABLE FOR THIS PROPERTY. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS EXCEPT ON SITE. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN AND ANY OTHER LINES OR STRUCTURES NOT SHOWN ON THESE PLANS.

ENGINEER'S CERTIFICATE

TO: B2B ANE, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY; AND FIDELITY NATIONAL 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 1, 2, 3, 4, 6(a), 6(b), 7(a)(b)(c), 8, 9, 11, 13, 14, 16, 17, 19, 20 (PROFESSIONAL LIABILITY INSURANCE OF $1 MILLION PER OCCURRENCE) OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 18, 2018.

DATE OF THE MAP: JUNE 8, 2018

MICHAEL M. KIM, R.C.E. NO. 27998
EXPIRES: 03-31-2020

5-8-2018
DATE

REGISTERED PROFESSIONAL ENGINEER
MICHAEL M. KIM
No. 27998
EXP. 3/31/20
CIVIL
STATE OF CALIFORNIA

REVISIONS			
NUMBER	DATE		APPV'D

REFERENCES
TITLE REPORT DATED: DECEMBER 14, 2017 7:30AM
AMENDED: FEBRUARY 5, 2018 AMENDMENT NO. B
ORDER NO.: CO187060-C13-SC-RR1
PREPARED BY FIDELITY NATIONAL TITLE COMPANY

ALTA/NSPS LAND TITLE SURVEY

LOTS 109 TO 114 INCLUSIVE, OF WILSHIRE HARVARD HEIGHTS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 8, PAGE 113 OF MISCELLANEOUS RECORDS, ALONG WITH PORTIONS OF LOTS 200 TO 202 INCLUSIVE OF TRACT 2189, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE 67 OF MISCELLANEOUS RECORDS, BOTH IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5093-018-007, 008, 009, 017, 018, 019, 020

SURVEYED AT THE REQUEST OF:

Mick Myungsik Choi, AIA
CORBeL architects, inc.
3450 Wilshire Blvd., Suite 1000
Los Angeles, CA 90010

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LAND SURVEYING
PLANNING/ARCHITECTURE
MUNICIPAL SERVICES

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BREA, CALIFORNIA 92821
(714) 671-0005 OFFICE
(714) 671-1208 FAX
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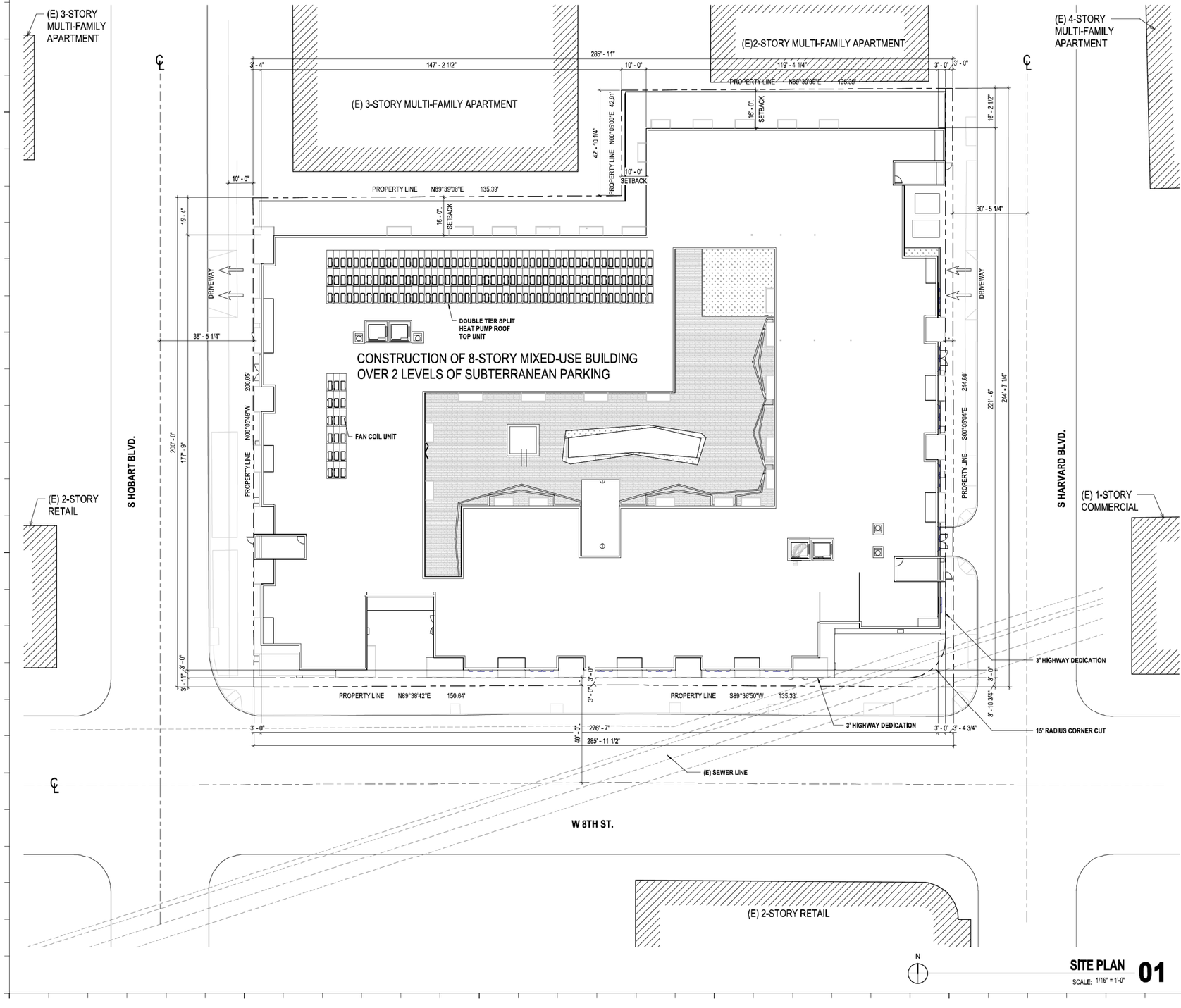
SHEET 2

JOB NO. 495.30.14001

OF 2 SHEETS



SITE PLAN **01**
SCALE: 1/16" = 1'-0"

SITE PLAN NOTES

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Project:

THE PARKS IN L.A. (TPLA)

3433 8th St.
Los Angeles, CA 90005

Project Owner:

CHARLES PARK & ASSOCIATES, LLC

2250 Maple Ave., Los Angeles, CA 90011

Engineer:

Architect / Engineer Seal:

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NO	ISSUED	DATE
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Project No: 18011
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Sheet Name: SITE PLAN

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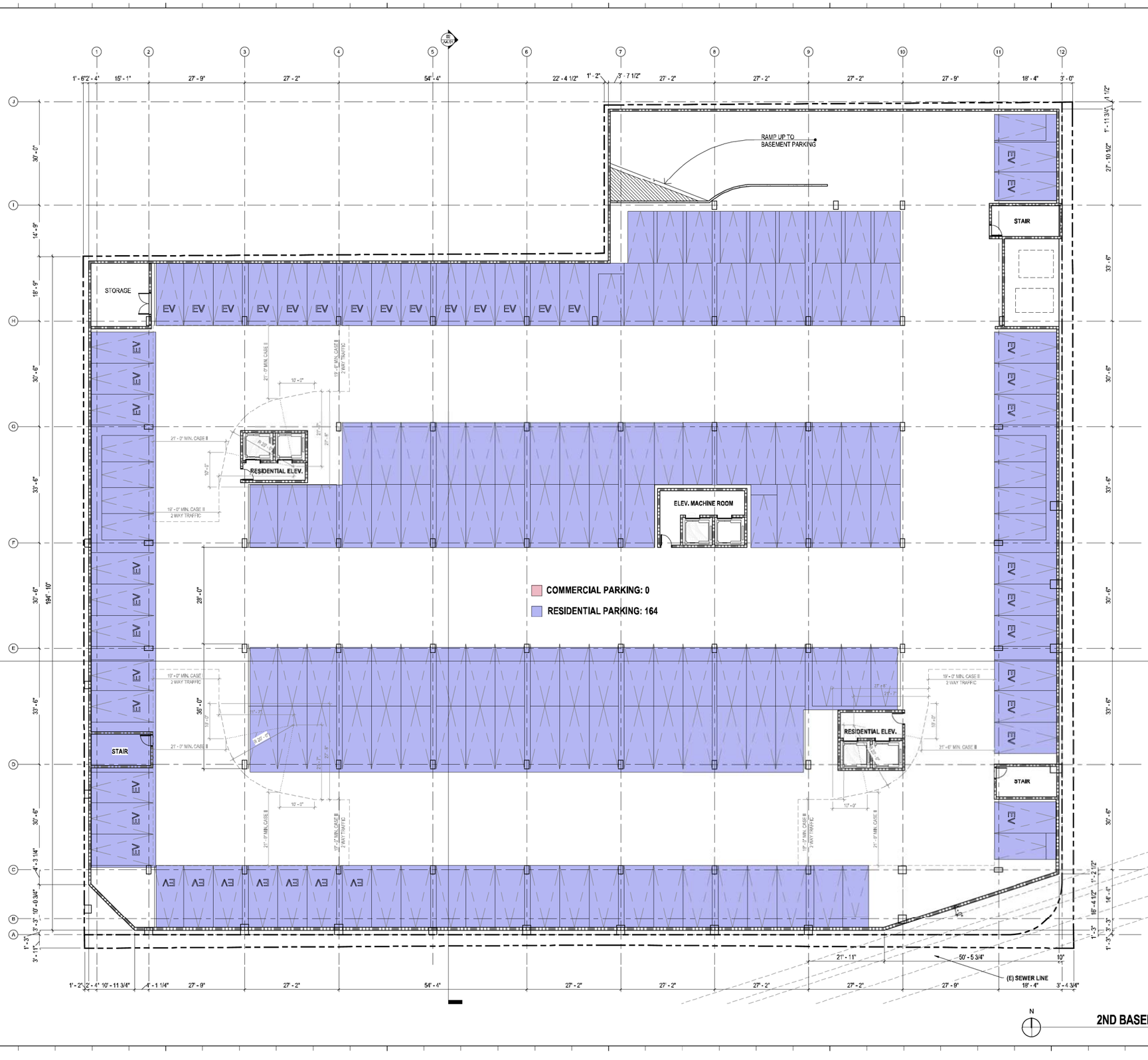

N

2ND BASEMENT (B2) PLAN 01

SCALE: 3/32" = 1'-0"

PARKING	
TYPE	COUNT
2ND BASEMENT LEVEL	
	23
COMPACT	22
EV CAPABLE	21
STANDARD	98
	164
BASEMENT LEVEL	
	11
COMPACT	28
EV CAPABLE	21
STANDARD	96
	156
GROUND LEVEL	
	5
ADA	6
COMPACT	3
EV CAPABLE	2
STANDARD	4
	20
GRAND TOTAL	340

BIKE PARKING	
TYPE	COUNT
GROUND LEVEL	
LONG TERM	296
SHORT TERM	31
	327
GRAND TOTAL	327

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2ND BASEMENT PLAN

Sheet No:

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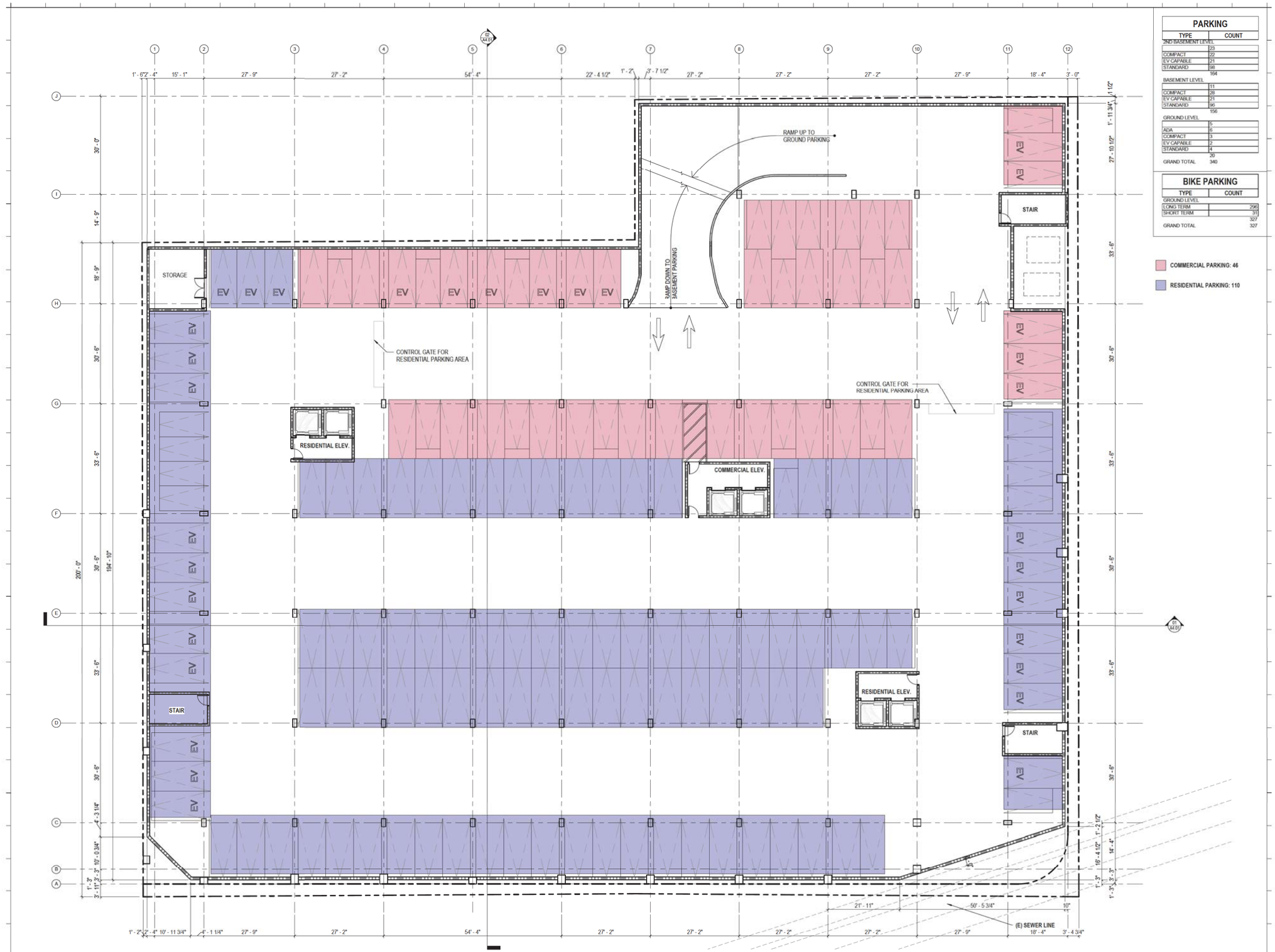

PARKING	
TYPE	COUNT
2ND BASEMENT LEVEL	
	23
COMPACT	22
EV CAPABLE	21
STANDARD	98
	164
BASEMENT LEVEL	
	11
COMPACT	28
EV CAPABLE	21
STANDARD	96
	156
GROUND LEVEL	
	5
ADA	6
COMPACT	3
EV CAPABLE	2
STANDARD	4
	20
GRAND TOTAL	340

BIKE PARKING	
TYPE	COUNT
GROUND LEVEL	
LONG TERM	296
SHORT TERM	31
	327
GRAND TOTAL	327

COMMERCIAL PARKING: 46

RESIDENTIAL PARKING: 110

N

BASEMENT (B1) PLAN 01

SCALE: 3/32" = 1'-0"

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Los Angeles, CA 90005

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Project No: 18011

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Sheet Name:

ENTITLEMENT SET

BASEMENT PLAN

Sheet No:

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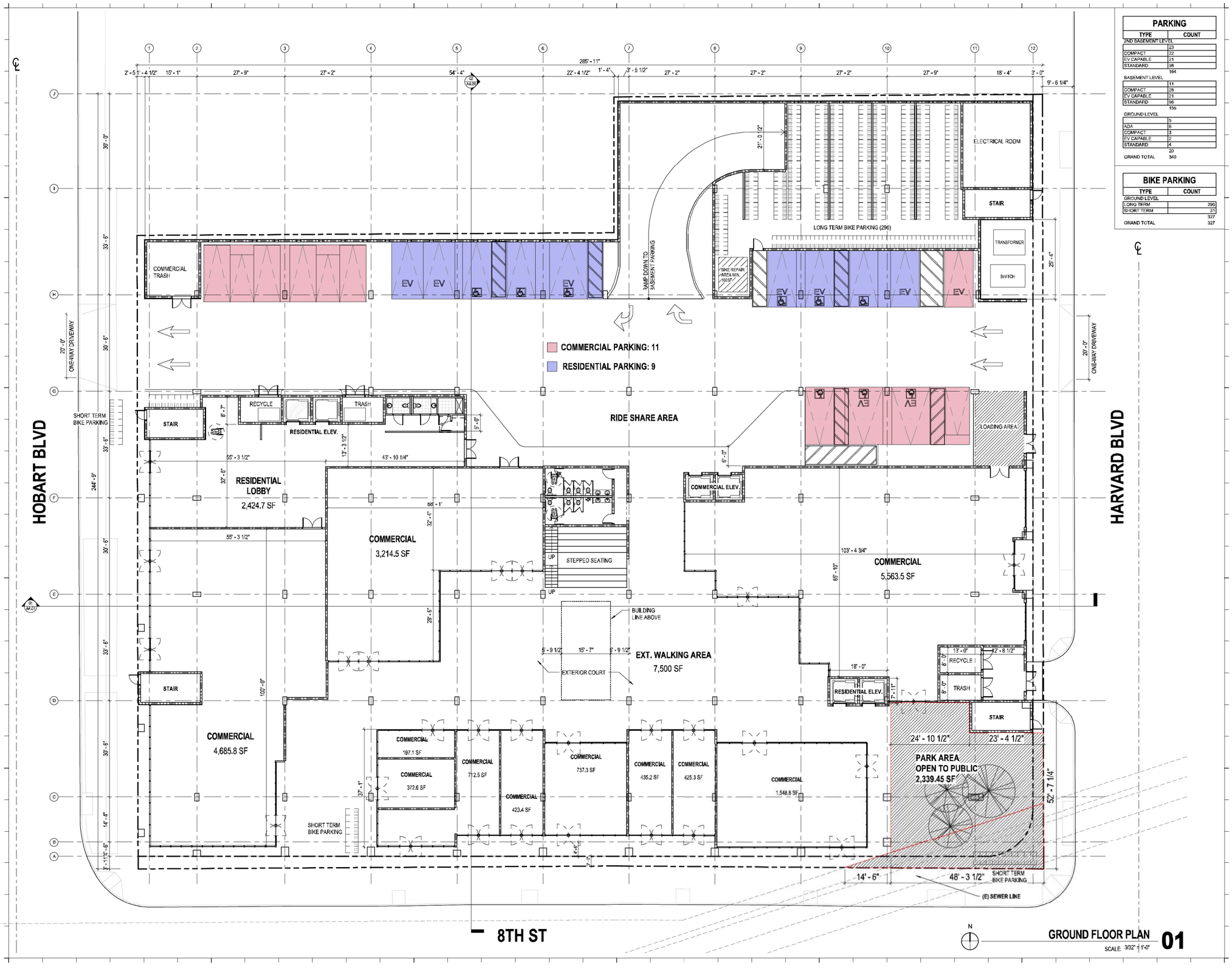

GROUND FLOOR PLAN 01
SCALE: 3/32" = 1'-0"

PARKING	
TYPE	COUNT
2ND BASEMENT LEVEL	
	23
COMPACT	22
EV CAPABLE	21
STANDARD	98
	164
BASEMENT LEVEL	
	11
COMPACT	28
EV CAPABLE	21
STANDARD	96
	156
GROUND LEVEL	
	5
ADA	6
COMPACT	3
EV CAPABLE	2
STANDARD	4
	20
GRAND TOTAL	340

BIKE PARKING	
TYPE	COUNT
GROUND LEVEL	
LONG TERM	296
SHORT TERM	31
	327
GRAND TOTAL	327

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Los Angeles, CA 90005

Project Owner:

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Engineer:

Architect / Engineer Seal:

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01	ENTITLEMENT SET	12/20/18
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ENTITLEMENT SET

Project No: 18011
Drawn By: CL
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Sheet Name:

GROUND FLOOR PLAN

Sheet No:

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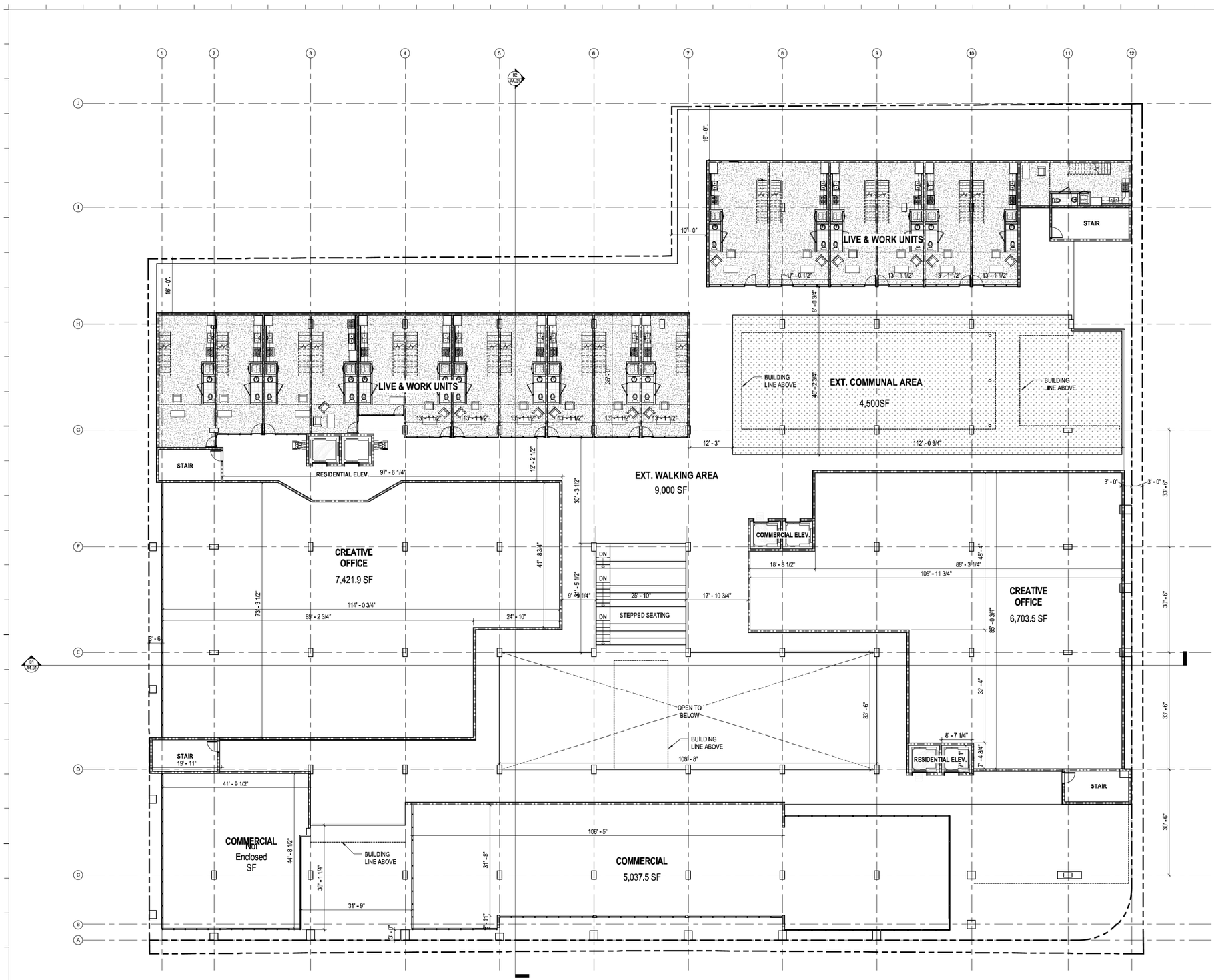

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2ND FLOOR PLAN 01

SCALE: 3/32" = 1'-0"

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Project:

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Los Angeles, CA 90005

Project Owner:

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Engineer:

Architect / Engineer Seal:

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NO	ISSUED	DATE
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Project No:	18011
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2ND FLOOR PLAN

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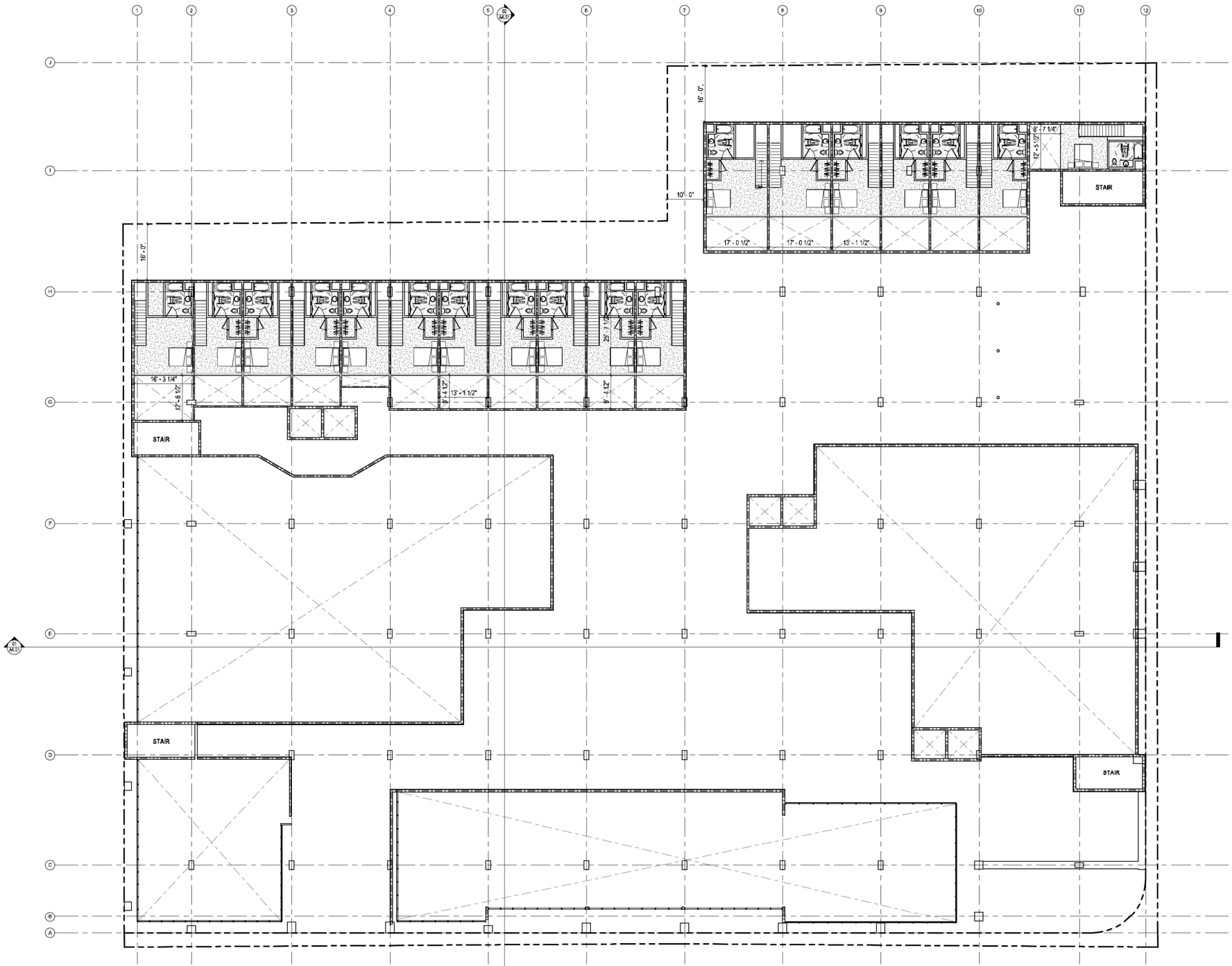

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3RD FLOOR PLAN (LOFT LEVEL) **01**

SCALE: 3/32" = 1'-0"

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Project:

THE PARKS IN L.A. (TPLA)

3433 8th St.
Los Angeles, CA 90005

Project Owner:

CHARLES PARK & ASSOCIATES, LLC

2250 Maple Ave., Los Angeles, CA 90011

Engineer:

Architect / Engineer Seal:

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NO	ISSUED	DATE
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Project No:	18011
Drawn By:	CL
Checked By:	MC

Sheet Name:

3RD FLOOR PLAN

Sheet No:

A2.04

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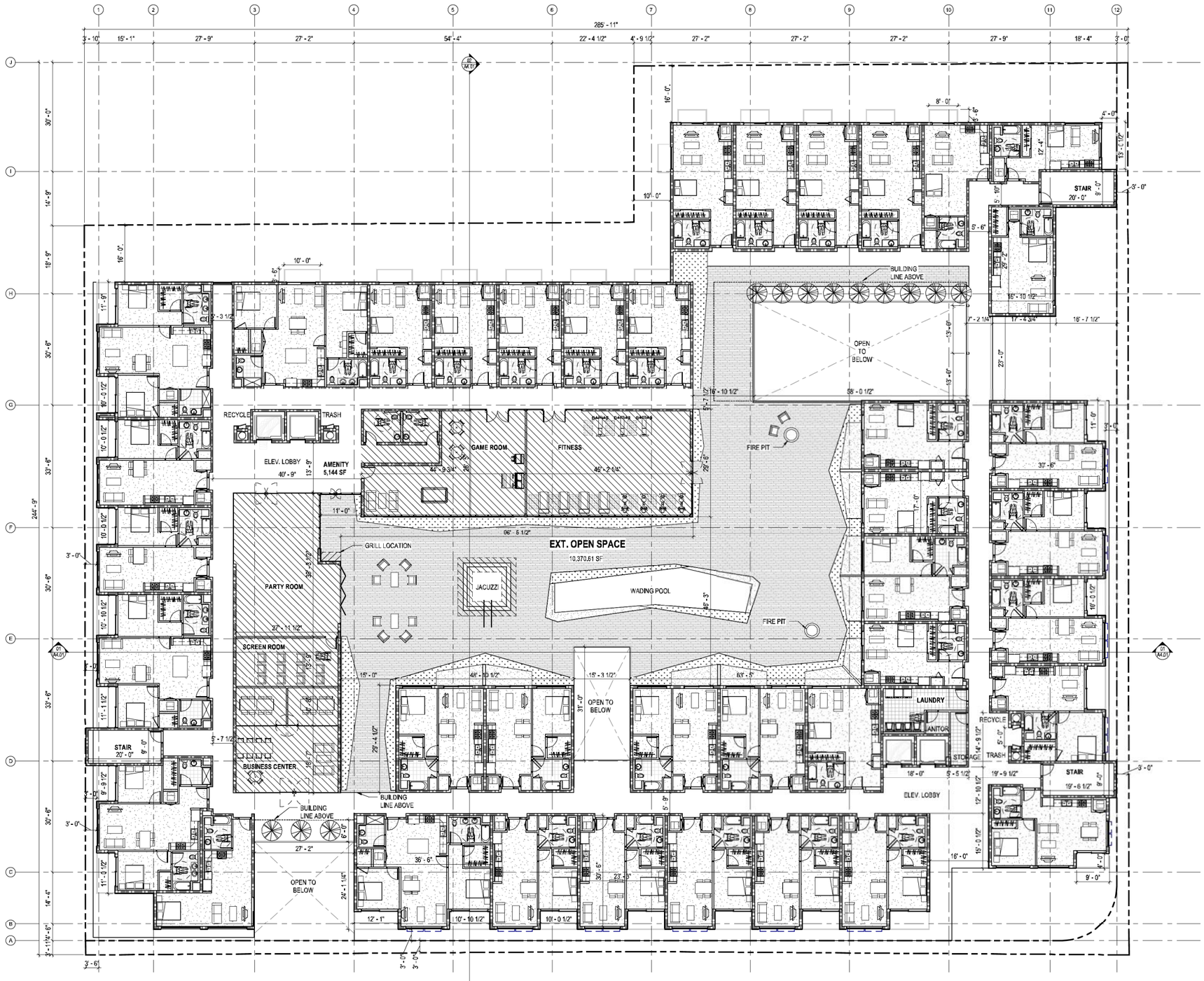

4TH FLOOR PLAN **01**
SCALE: 3/32" = 1'-0"

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Los Angeles, California 90010
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F: 1 213 739-9806

Project:

THE PARKS IN L.A. (TPLA)

3433 8th St.
Los Angeles, CA 90005

Project Owner:

CHARLES PARK & ASSOCIATES, LLC

2250 Maple Ave., Los Angeles, CA 90011

Engineer:

Architect / Engineer Seal:

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4TH FLOOR PLAN

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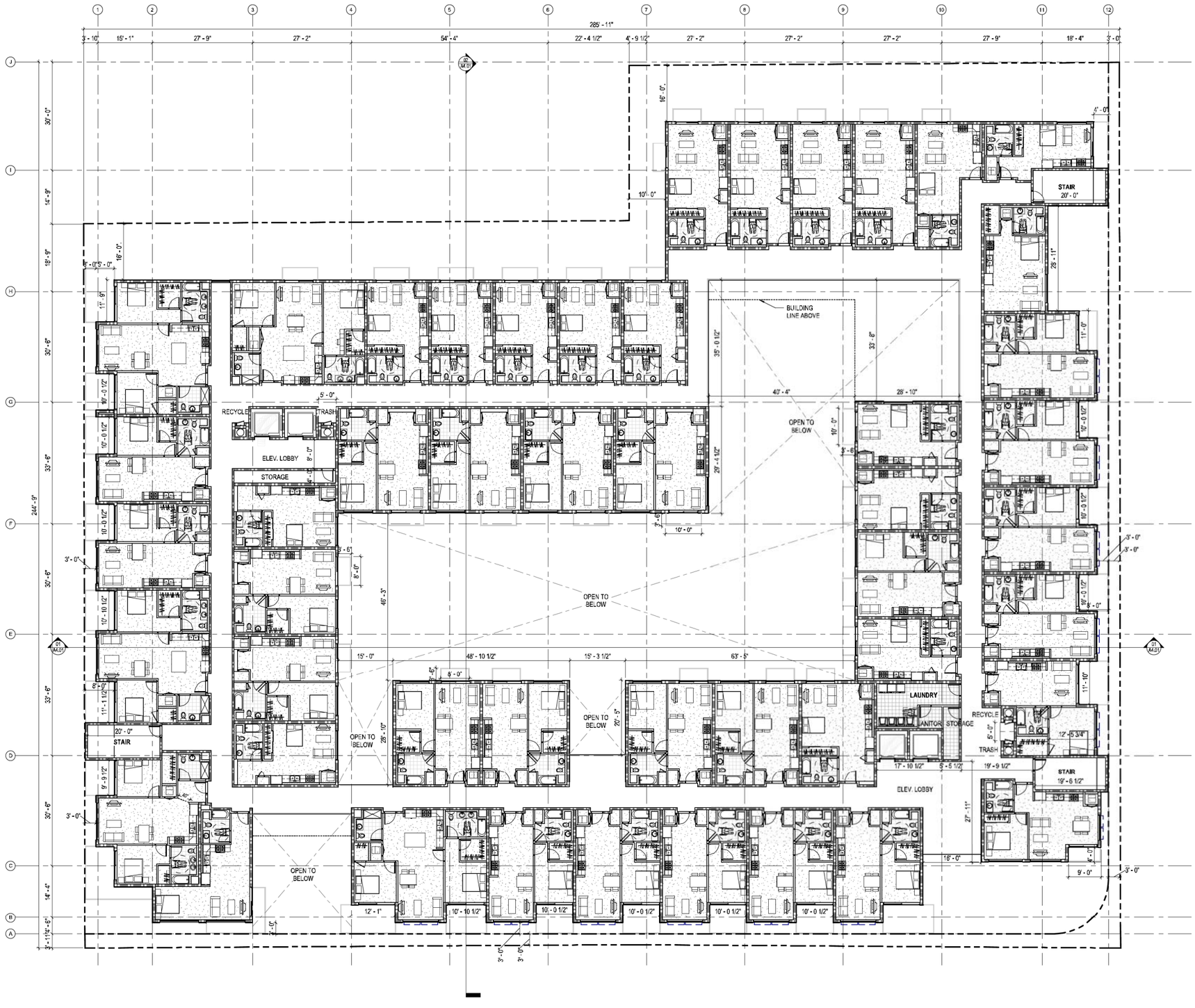

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5TH FLOOR PLAN 01

SCALE: 3/32" = 1'-0"

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Project:

THE PARKS IN L.A. (TPLA)

3433 8th St.
Los Angeles, CA 90005

Project Owner:

CHARLES PARK & ASSOCIATES, LLC

2250 Maple Ave., Los Angeles, CA 90011

Engineer:

Architect / Engineer Seal:

LICENSED ARCHITECT
SEONG BAE KIM
C-23320
EXPIRATION
STATE OF CALIFORNIA

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Project No: 18011

Drawn By: CL

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Sheet Name: 5TH FLOOR PLAN

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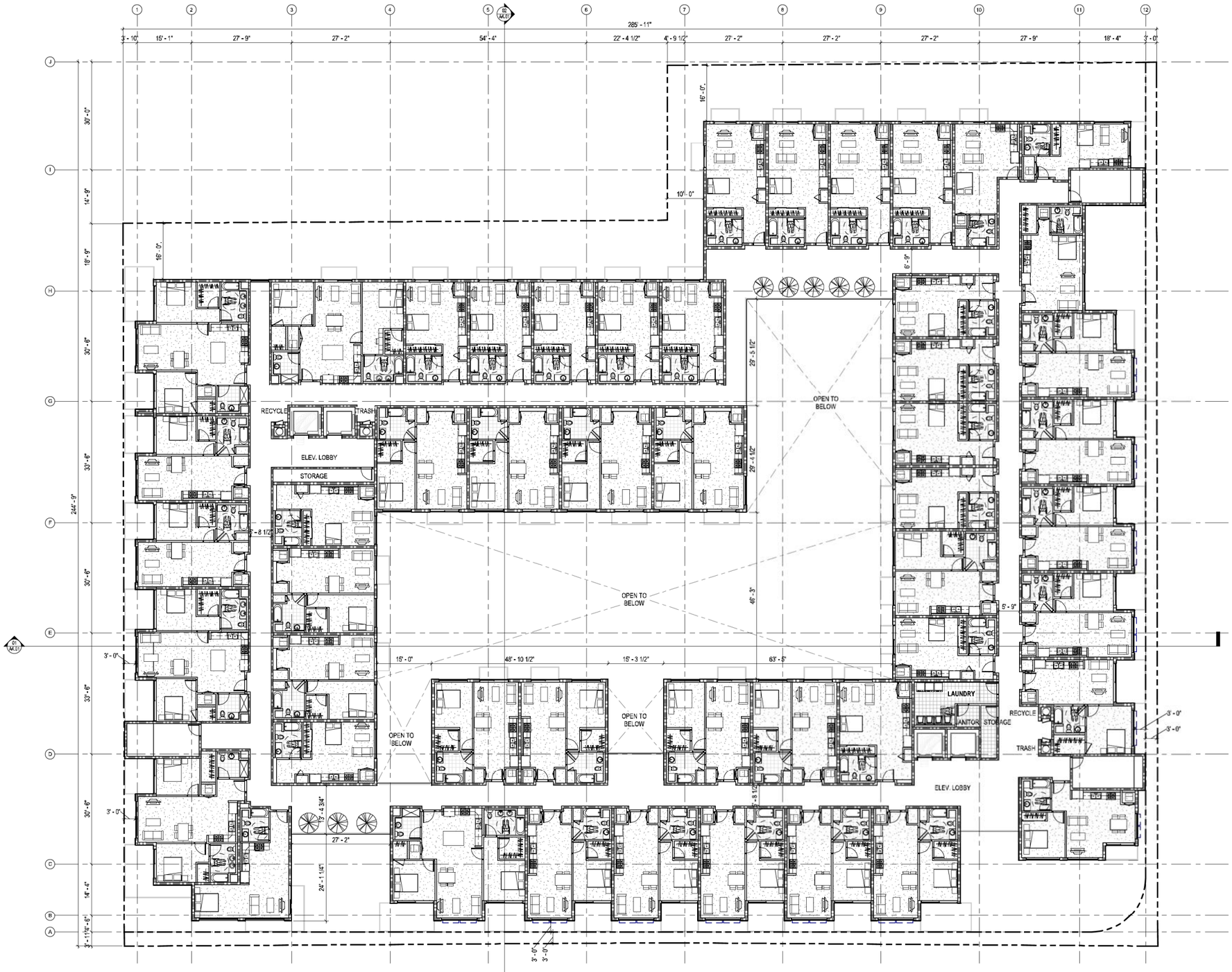

6TH - 8TH (TYP.) FLOOR PLAN **01**

SCALE: 3/32" = 1'-0"

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6TH - 8TH (TYP.) FLOOR PLAN

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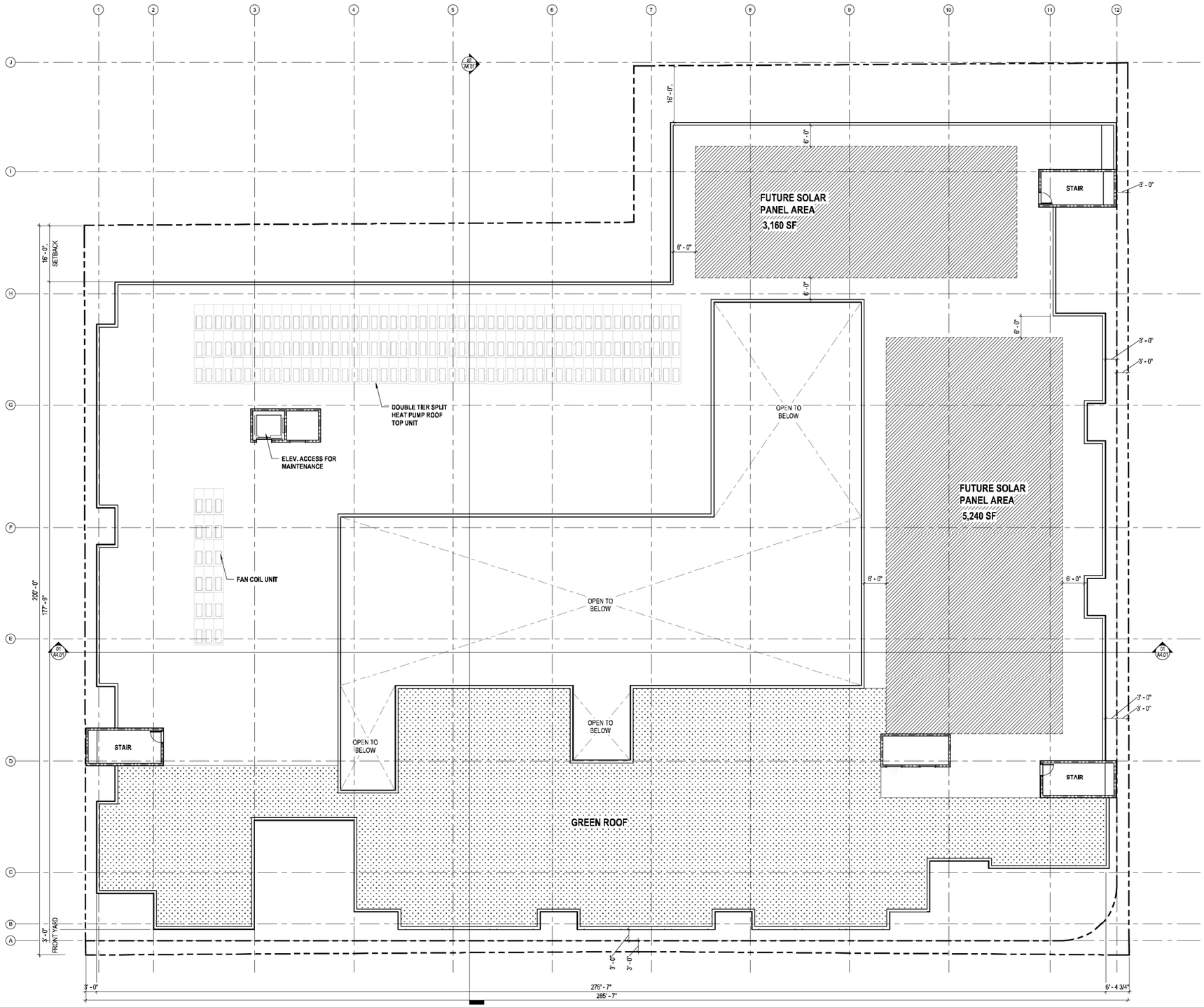

ROOF PLAN 01
SCALE: 3/32" = 1'-0"

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Project:

THE PARKS IN L.A. (TPLA)

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ROOF PLAN

Sheet No:

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SOUTH ELEVATION (8TH ST.) **02**

SCALE: 3/32" = 1'-0"



EAST ELEVATION (S HARVARD BLVD.) **01**

SCALE: 3/32" = 1'-0"

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Los Angeles, CA 90005

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ELEVATIONS

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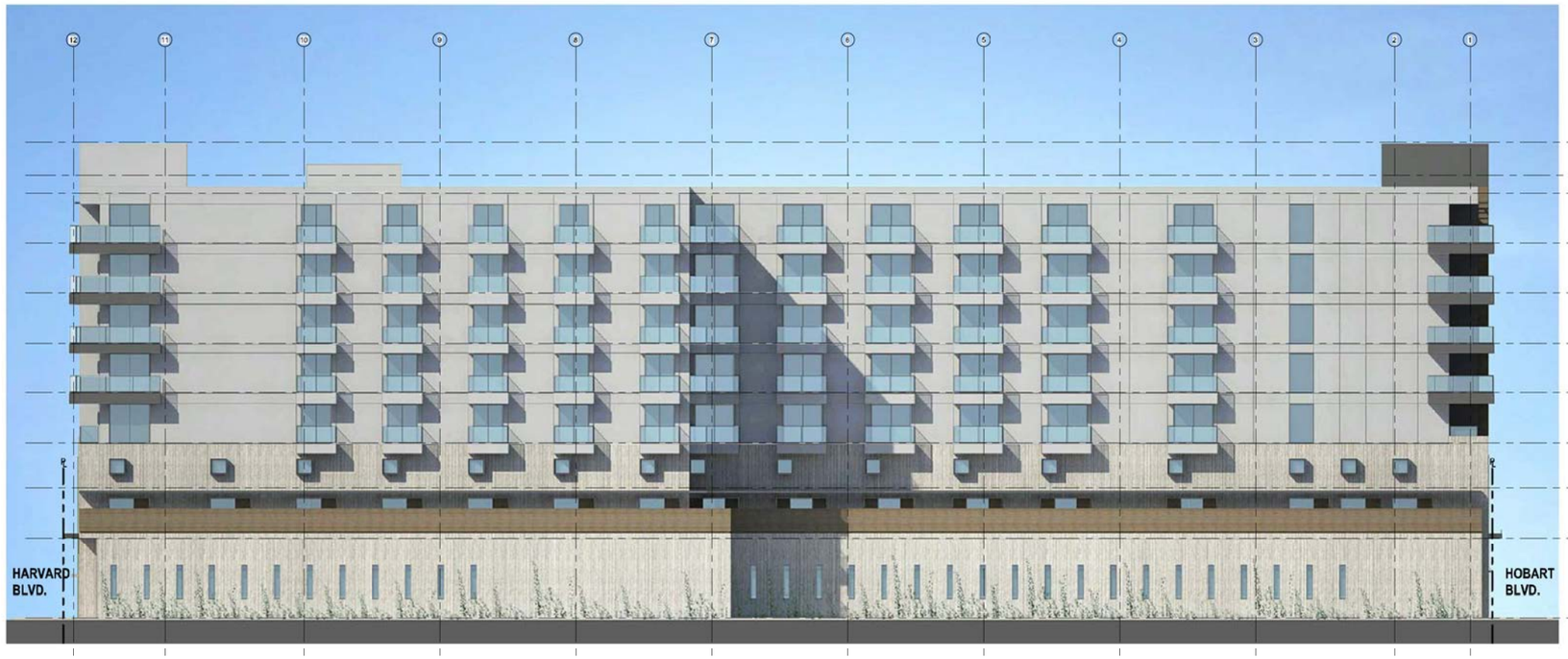
WEST ELEVATION (HOBART BLVD.) **02**

SCALE: 3/32" = 1'-0"



NORTH ELEVATION **01**

SCALE: 3/32" = 1'-0"

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Project:

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Project Owner:

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Engineer:

Architect / Engineer Seal:

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ELEVATIONS

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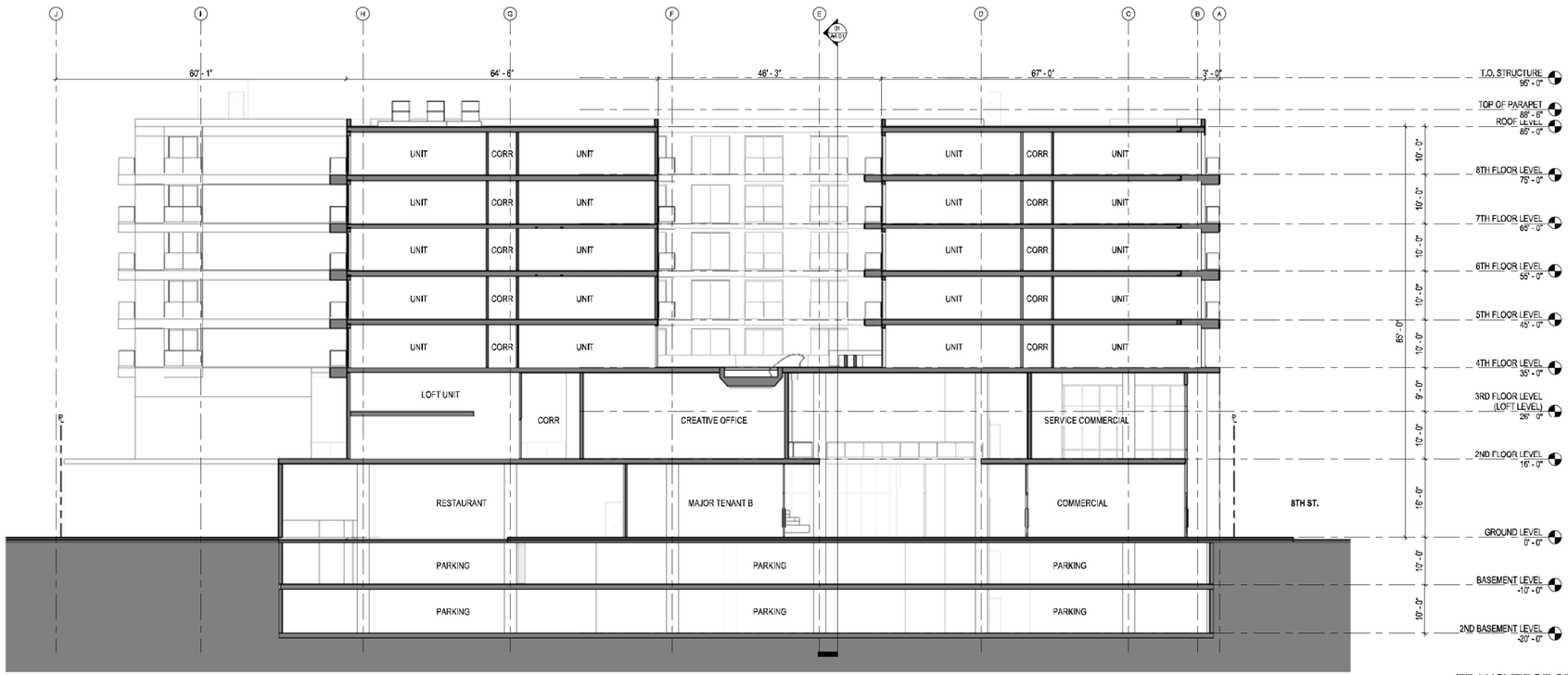

TRANSVERSE SECTION **02**

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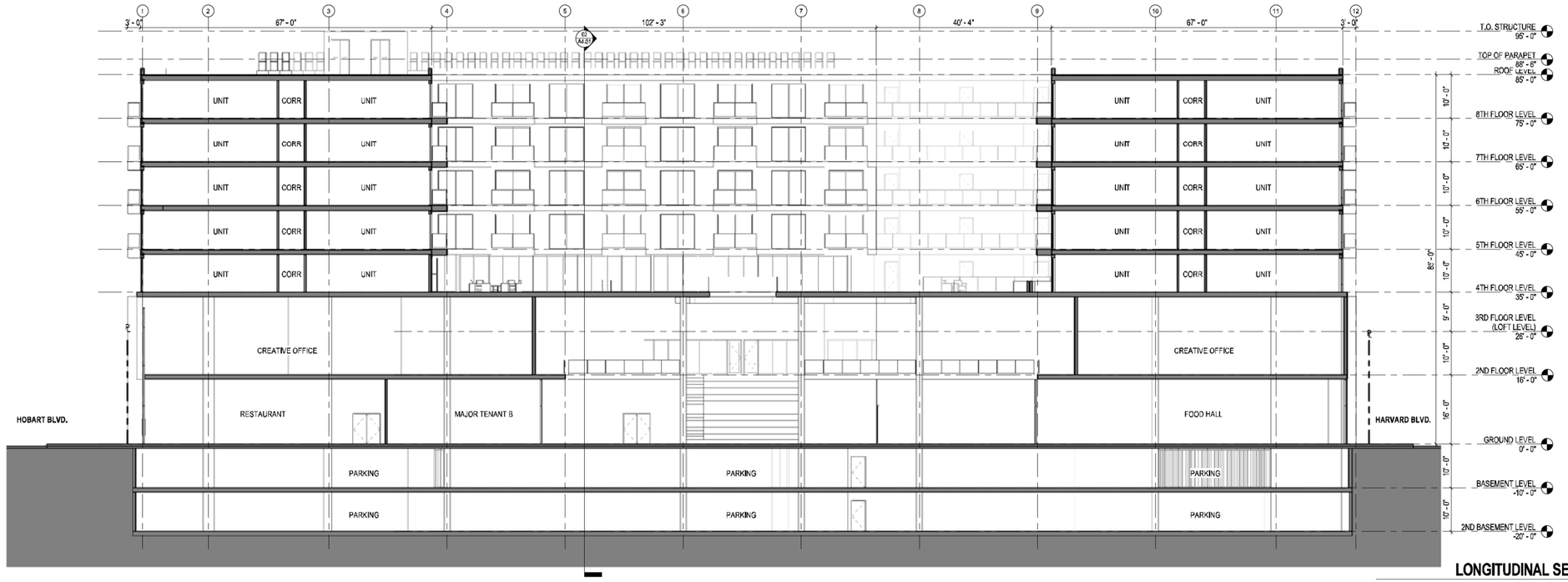

LONGITUDINAL SECTION **01**

SCALE: 3/32" = 1'-0"

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Engineer:

Architect / Engineer Seal:

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BUILDING SECTION

Sheet No:

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APPENDIX E
Construction Fuel Consumption Worksheet

The Parks in LA Mixed Use Project Fuel Consumption by Construction Phase Worksheet

Demolition			
diesel	**MT CO2**	**gasoline**	**MT CO2**
off road	25.79	worker trips	1.32
hauling	4.33		
Subtotal	**30.12**	**Subtotal**	**1.32**

Site Preparation			
diesel	**MT CO2**	**gasoline**	**MT CO2**
off road	5.33	worker trips	0.25
hauling	0.00		
Subtotal	**5.33**	**Subtotal**	**0.25**

Grading			
diesel	**MT CO2**	**gasoline**	**MT CO2**
off road	41.08	worker trips	2.06
hauling	271.94		
Subtotal	**313.02**	**Subtotal**	**2.06**

Building Construction			
diesel	**MT CO2**	**gasoline**	**MT CO2**
off road	364.74	worker trips	435.44
vendor	210.57		
Subtotal	**575.31**	**Subtotal**	**435.44**

Paving			
diesel	**MT CO2**	**gasoline**	**MT CO2**
off road	5.93	worker trips	0.56
hauling	0		
Subtotal	**5.93**	**Subtotal**	**0.56**

Architectural Coatings			
diesel	**MT CO2**	**gasoline**	**MT CO2**
off road	3.84	worker trips	6.22
Subtotal	**3.84**	**Subtotal**	**6.22**

	MT CO2	**lbs CO2**	lbs per gallon
Total Diesel CO2	933.6	2,058,130	22.4
(assumes vendors use diesel)			
Total Gasoline CO2	445.8	982,904	19.6
Total Diesel Gallons	**91,881**		
Total Gasoline Gallons	**50,148**		

MTCO2 emissions for each phase as reported in CalEEMod "Annual" output sheets from CalEEMod.2020.4.0 for The Parks in LA Mixed Use Project

lbs per gallon factors from U.S. Energy Information Administration, Environment Carbon Dioxide Emissions Coefficients, Release date: February 2, 2016.

APPENDIX F
Geotechnical Investigation

November 20, 2018

PROJECT NO. S-1747

GEOTECHNICAL INVESTIGATION REPORT

Site of Proposed Mixed-Use Building
3431-3451 W. 8th St., 749-753 S. Harvard Blvd., and 748 S. Hobart Blvd.
Los Angeles, California
(Tract: Wilshire Harvard Heights Block:-, Lot: Part of 200, 201 202, 110, 111, 112,113&114)

DON SOILS ENGINEERING CO.

DON SOILS ENGINEERING, CO
CONSULTING GEOTECHNICAL ENGINEERS
2225 S. LA BREA AVE. LOS ANGELES, CA900016 TEL. (323) 936-6763 FAX. (323) 936-6581

November 20, 2018

Project No.: S-1747

Corbel Architect
3450 W. Wilshire Blvd. Suite 1000
Los Angeles, California

Subject: Geotechnical Investigation,
Proposed Mixed-Use Building
3431-3451 W. 8th St., 749-753 S. Harvard Blvd., and 748 S. Hobart Blvd.
Los Angeles, California

Gentlemen:

Submitted herewith is our geotechnical report summarizing the results of the subject investigation we performed at the site of your proposed mixed-use building.

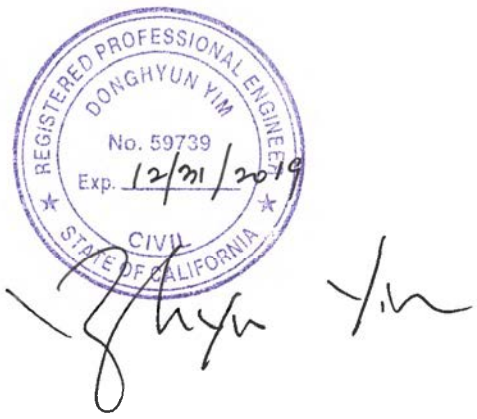
Based on the findings of this investigation we conclude that the site is suitable for the proposed construction provided that the specific recommendations set forth herein are implemented. The proposed structures may be supported by conventional spread footings or mat footing.

The accompanying report presents relevant conclusions and recommendations for preliminary planning and foundation design.

We appreciate the opportunity to be of service on this project and we look forward to serving you again. If any questions arise concerning the interpretation of this report, please feel free to call.

Very truly yours,

DON SOILS ENGINEERING, CO.
Donghyun Yim
Civil Engineer



1. INTRODUCTION

This report presents the results of a geotechnical investigation performed at the site of your proposed mixed-use building to be constructed at 3431, 3447, 3451 W. 8th St., 749, 753 S. Harvard Blvd., and 748 S. Hobart Blvd. in the Korea Town District of the City of Los Angeles, California.

The purpose of this investigation was to determine the nature and engineering properties of the subsurface soils and to provide recommendations for the design and construction of foundations, slabs and earthwork.

The locations of our borings are shown with respect to the property lines and proposed structure depicted on Drawing A.

It is understood that the proposed development will consist of a new seven-story mixed-use (commercial +residential) building over two levels of subterranean parking (See Drawing B-1&B-2). 1

Structural loading is not decided yet. However, maximum column and wall loading estimated to be approximately 1000 kips and 8.0 kips per lineal foot, respectively.

2.0 SCOPE OF WORK

Our investigation included subsurface field exploration, soil sampling, laboratory testing, engineering analyses, site evaluation and preparation of this report. The scope of work included the following tasks:

- Six (6) test borings were drilled to depths ranging from 30 feet to 60 feet below the existing ground surface. The approximate locations of the test borings are shown on Drawing A, Plot Plan and Boring locations. Subsurface conditions encountered in the

test borings were logged at the time of drilling. Relatively undisturbed samples of the subsurface materials were obtained from the borings at various intervals for laboratory testing. More detailed descriptions of the field exploration procedures and boring summaries are presented in Appendix A.

- Laboratory tests were conducted on selected soil samples. The tests included moisture-density determinations, shear strength tests, consolidation tests and expansion test. Descriptions and results of the laboratory tests are presented in Appendix B.

- Engineering analyses to evaluate the results of the field exploration, laboratory testing, earthwork and development of recommendations for foundations.

- The findings and recommendations developed during our site investigation are documented in this written report

3.0 EXISTING SITE CONDITIONS

The subject site is located at the west side of Harvard Blvd. and east side of Hobart Blvd. between 7th Street and 8th Street in the City of Los Angeles, California. The approximate site location is shown on the Vicinity Map, Figure A.

At the time of our field investigation, the site was occupied by two 2-story commercial buildings, two 1-story commercial buildings, and one 2-story single family home. These structures will be demolished. There was no basement in existing buildings.

The site is irregular in shape, measuring 286 feet wide along 8th St. and a maximum of approximately 245 feet deep along Harvard Blvd..

The lot is bounded to the north by two 2-story apartment buildings, to the east by Harvard Blvd., to the south by 8th Street, and Hobart Blvd. along the west property line.

3.1 Subsurface Material

The subsurface material encountered at the test boring locations consisted of uncertified fill overlying native soils.

The uncertified fill consisted of dark brown, compacted, silty, clayey sand. The depth of this unit is ranged to 1 foot.

The native soils encountered during boring consisted of layers of red brown to brown, very stiff, sandy, clayey silt, and gray brown, clayey to slightly clayey to trace clay, firm to dense sand to the depth explored.

3.2 Groundwater

Groundwater was encountered approximately at a depth of 26-29 feet. Historical shallow ground depth is approximately 20 feet below surface (see Figure B).

3.3 Liquefaction Analysis

From the State of California, Seismic Hazard Zones Official Map: Hollywood Quadrangle released March 25, 1999, the site is not located in the area as delineated to have potential of soil liquefaction during strong earthquakes (Figure C). Due to dense deposits of subsurface soils, the soil liquefaction potential at the subject lot is considered to be negligible.

3.4 Subsurface Variations

Based on the results of our subsurface exploration and experience, variations in the continuity and depth of subsurface deposits should be anticipated in interpolating or extrapolating subsurface soils conditions between or beyond test borings.

4.0 EVALUATION AND RECOMMENDATIONS

4.1 General Evaluation

Based on the evaluation of the site conditions, the proposed structure may be supported by means of spread footings or mat foundation bearing on firm native sails in accordance with the following recommendations

4.2 Spread Footing

Shallow footings may be designed for a bearing value of 3,500 pounds per square foot and should be a minimum of 18 inches in width, 24 inches in depth below the lowest adjacent grade, and 24 inches into the recommended bearing material.

The bearing value is for dead plus live load and may be increased by one-third for momentary wind or seismic loads.

The weight of the concrete in the footings may be taken as 50 pounds per cubic foot and weight of the soil backfill may be neglected when determining the downward load on the footings.

The edge pressure of any eccentrically loaded footing should not exceed the bearing value recommended for either permanent or momentary loads.

Continuous footings shall be reinforced with at least four continuous No. 4 reinforcing bars, two placed near the bottom and the other two placed near the top.

Settlements of footings up to 3 feet wide continuous and 7 feet square are not expected to exceed 0.75 of an inch under the recommended fully applied bearing pressure.

Differential settlements between adjacent footings are not expected to exceed 1/4 of an inch.

4.2 Mat Foundation

An allowable bearing value of 5,000 pounds per square foot is recommended for mat foundation, placed at a depth of at least 2 feet below the final grade, bearing on the native soils at the proposed basement garage floor level. For elastic method of design , a modulus of subgrade reaction of 250 p.c.i. may be used.

4.3 Lateral Design

Resistance to lateral loading may be provided by friction acting at the base of the footings and by passive earth pressure against the sides of the footing.

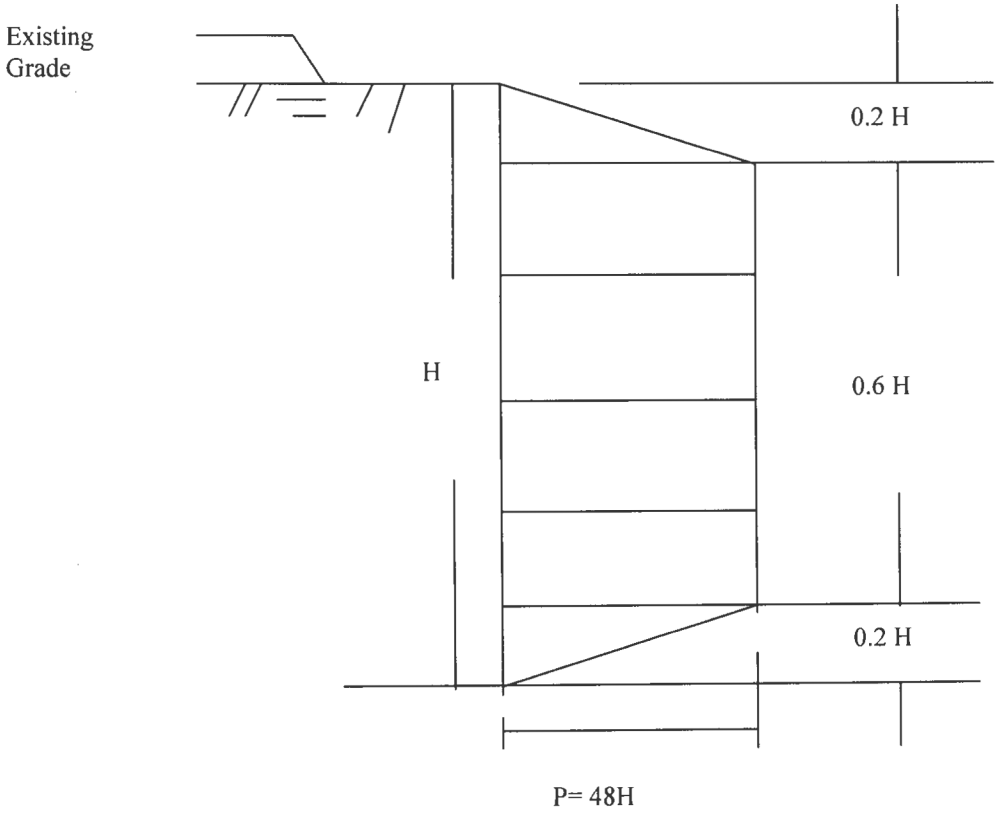
Friction between the base of the footing and the underlying soil may be assumed as 0.35 times the dead load. The allowable passive earth pressure may be computed as 350 psf per foot of depth below lowest adjacent sub-grade, to a maximum of 5000 psf. Friction

and passive pressure may be combined provided that the latter is limited to two-thirds of the allowable.

4.4 Retaining Wall

Lateral Pressures

Based on the calculations shown on plates D-1 retaining wall analyses, it is recommended that the basement walls be designed to resist a trapezoidal distribution of lateral earth pressure. The recommended pressure distribution, for the case where the grade is level behind the walls, is illustrated below with the maximum pressure equal to 48H in pounds per square foot, where H is the height of the wall in feet.



Cantilevered (Active) walls to 10 ft height such as ramp supporting a level backslope may be designed utilizing a triangular distribution of pressure. It may be designed using equivalent fluid pressure of 30 pounds per square foot per foot of depth (see Plate D-2 and D-3 for calculations).

The seismic load can be modeled as a thrust load applied at a point of 0.6H above the base of the wall. The peak ground acceleration was determined to be one-half of two-thirds of the maximum peak ground acceleration Ag=0.854x0.67x0.5=0.284. Earthquake load may be designed using equivalent fluid pressure of 26 pounds per square (see Plate D-1).

In addition, all basement walls should also be designed to resist applicable surcharge, not including at analysis.

Sub-drainage

Building walls below grade should be waterproofed or at least dampproofed, depending on the degree of moisture protection desired.

An adequate drainage system should be provided behind the walls to prevent the build-up of hydrostatic pressure. The drainage system may consist of a 4-inch perforated drain pip, PVC Schedule 40 or ABS SDR-3, encased in two cubic feet per lineal foot of coarse gravel or No. 4 crushed rock placed above and adjacent to the heel of the retaining wall footings.

Also a drainage system consisting of a manufactured drainage composite such as Miradrain along wall with gravel pocket (12"x12"x12") at drain location behind the wall can be usable.

Backfill

Prior to backfilling, the excavated ground between the retaining wall and the temporary cut bank should be cleared of all loose materials, construction debris, etc. Soil backfill should be compacted by mechanical means to at least 90 percent of the ASTM D-1557-12 laboratory standard. In-lieu of mechanical compaction, pea gravel or clean sand vibrated in suitable layers may be employed as backfill. Ideally, the top two feet of backfill exposed to water infiltration should consist of non-expansive and fine-grained material that will serve as a relatively impervious soil cover. Otherwise, the surface of the backfill should be mantled with concrete paving.

Any required soil backfill should be mechanically compacted, in layers not more than eight inches in thickness, to at least 90% of the maximum density obtainable by the ASTM Designation D1557-12 method of compaction. Flooding should not be permitted. Properly compaction of backfill will be necessary to minimize settlement of the backfill and to minimize settlement of overlying walks and paving. The excavated soils may be used for backfill; however, cobbles larger than four inches in diameter should be omitted from the backfill to minimize possible damage to the walls and waterproofing.

4.5 Floor Slabs on Grade

The firm native soils are considered to be suitable for direct support of floor slabs. Any loose soil disturbed by removal of structural elements and piping, etc. should be removed and replaced as properly compacted fill. If the recommendations presented herein are followed, the floor slab may be designed in a normal manner with steel reinforcing to be determined by the structural engineer.

The subsurface soils consist primary of slightly clayey sand. According to the expansion test (expansive index =13) at basement level, It is considered that subsurface soils have low expansion potential. However, in order to minimize cracking of concrete slab on

grade, it is recommended that slabs-on-grade be a minimum of 4 inches thick and reinforced with at least No. 4 rebar, 16 inches on center each way.

A moisture barrier beneath slabs-on-grade, preferably consisting of a water-proof vapor barrier such as a polyethylene membrane of at least 10 mils in thickness, protected with at least one inch of clean sand over and under the membrane, is recommended in areas where concrete floor slabs will be covered with moisture sensitive coverings. The membrane should be properly lapped and sealed.

4.6 Seismic Design Criteria

Based on the Los Angeles Building Code, design information as follows:

Short Period Map Value Ss= 2.304g
1.0 sec Period Map Value S_1=0.817 g

The Site Class D
Seismic Category E

Value of Site Coefficient Fa=1.0
Value of Site Coefficient Fv=1.5

SMs = Fa x Ss = 2.304g
SM1=Fv x S_1= 1.225 g

SDs =2/3 x SMs =1.536 g
SD1=2/3 x SDs =0.817 g

4.7 Temporary Excavations

Temporary excavations to a maximum depth of 29 feet below the existing ground surface for constructing basement including excavation of perimeter footings are anticipated.

Unsurcharged temporary cuts can be made vertically to a maximum height of 6 feet without support. Cut deeper than 6 feet shall have the upper portion trimmed back to 1H:1V. This is based on the stability calculation shown on Plate D-10 and Plate D-11.

Excavation for the proposed subterranean parking may require shoring to provide a stable excavation due to the depth of the excavation and the proximity of the adjacent structures.

Shoring

The method of shoring would consist of steel soldier piles, placed in drilled holes and backfilled with concrete. The following information on the design and installation of the shoring is necessarily general.

Lateral Pressures

For the design of shoring, we recommend the use of a trapezoidal distribution of earth pressure. Shoring that are restrained against movement or rotation at the top should be designed to resist a trapezoidal distribution of lateral earth pressure. The recommended pressure distribution, for the case where the grade is level behind the walls, equal to 25 H in pounds per square along north property lines and 21 H in pounds per square along east, west and south property lines, where H is the height of the wall in feet.

Cantilevered shoring supporting a level backslope may be designed utilizing a triangular distribution of pressure. Shoring may be designed using equivalent fluid pressure of 38

pounds per square foot per foot of depth along north property line, 29 pounds per square foot per foot of depth along south property line, and 32 pounds per square foot per foot of depth along east and west property lines plus applicable surcharges not including in this analysis

Anchor Design

Tie-back anchors may be used to resist lateral loads. Either friction anchors or belled anchors could be used. However, it has been our experience that friction anchors involve fewer installation problems and provides more uniform support than belled anchors.

For design purposes, it may be assumed that the active wedge adjacent to the shoring is defined by a plane drawn at 58 degrees with the vertical through the bottom of the excavation. Friction anchors would extend at least 20 feet beyond the potential active wedge and to a greater length if necessary to develop the desire capacities.

The capacities of the anchors should be determined by testing of the initial anchors as outlined in a following paragraph. For preliminary design purposes, it may be estimated that drilled friction anchors will develop an average friction value of 700 pounds per square foot. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads. If the anchors are spaced at least six feet on centers, no reduction in the capacity of the anchors need be considered due to group action.

Anchor Installation

The anchors may be installed at angles of 15 to 40 degrees below the horizontal. The anchors should be filled with concrete placed 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 chances of caving, we suggest that the portion of the anchor shaft within the active wedge be backfilled with sand or slurry 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.

Anchor Testing

Our firm should select at least one of the initial anchors for a 24-hour 200% test and additional anchors (approximately 10 % of tie-back number) for quick 200% tests. The purpose of the 200% tests is to verify the friction value assumed in design. The anchors should be tested to develop twice the assumed friction value. Where satisfactory tests are not achieved on the initial anchors, the anchor diameter and/or length should be increased until satisfactory test results are obtained.

The total deflection during the 24-hour 200% test should not exceed 12 inches. During the 24-hour test, the anchor deflection should not exceed 0.75 inch measured after the 200% load is applied. If the anchor movement after the 200% load has been applied for 12 hours is less than one-half inch, and the movement over the previous 4 hours has been less than 0.1 inch, the 24-hour test may be terminated.

For the quick 200% tests, the 200% test load should be maintained for 30 minutes. The total deflection of the anchor during the 200% quick test should not exceed 12 inches; the deflection after the 200% test load has been applied should not exceed 0.25 inch during the 30-minute period.

All of the anchors should be pre-tested to at least 150% of the design load; the total deflection during the test should not exceed 12 inches. The rate of creep under the 150% 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. The locked-

off should be verified by rechecking the load in the anchor. If the locked-off load varies by more than 10% from the design load, the load should be reset until the anchor is locked-off within 10% of the design load.

The installation of the anchors and the testing of the completed anchor should be observed by our firm.

Design of Soldier Piles

For the design of soldier piles spaced at least two diameters on centers, the allowable lateral bearing value (passive value) of the soils below the level of excavation may be assumed to be 350 pounds per square foot per foot of depth, up to a maximum of 5000 pounds per square foot. To develop the full lateral value, provision should be taken to assure firm contact between the solider piles and the undisturbed soils. Structural concrete should be used for the portion of a solider pile that is below the excavation level: lean mix concrete may be used above that level.

The frictional resistance between the solider piles and the retained earth may be used in resisting a portion of the downward component of the anchor load. The coefficient of friction between the soldier piles and the retained earth may be taken as 0.40. This value is based on the assumption that uniform full bearing will be developed between the steel soldier beam, the lean-mix concrete, and the retained earth. In addition, the soldier piles below the excavation level may be used to resist downward loads. The frictional resistance between the concrete solider piles and the soils below the excavation level may be taken as equal to 700 pounds per square foot.

Lagging

Continuous lagging should be used adjacent to the existing building. Lagging shall be installed every 4-foot of excavation

The soldier piles should be designed for the full anticipated pressures. However, the pressure on the lagging will be less due to arching in the soils. We recommend that the lagging be designed for the recommended earth pressure but limited to a maximum value of 400 pounds per square foot.

Deflection

It is difficult to accurately predict the amount of deflection of a shored embankment. It should be realized, however, that some deflection will occur. It is estimated that the deflection could be on the order of half inch for the shoring area surcharged from adjacent building or traffic or one inch for the unsurcharged shoring area at the top of the shored embankment. If greater deflection occurs during construction, additional bracing may be necessary to minimize settlement of the adjacent building and the utilities in the adjacent streets. If desired to reduce the deflection of the shoring, a greater active pressure could be used in the shoring design.

Monitoring

Some means of monitoring the performance of the shoring system is recommended. The monitoring should consist of periodic surveying of lateral and vertical locations of the tops of all the 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 may be necessary. We will be pleased to discuss this further with the design consultants and the contractor when the design of the shoring system has been finalized.

4.8 Earthwork

Site grading is expected to consist primarily of excavation of the site for subterranean within the proposed construction and backfill of utility trenches. Suggested guidelines for backfill, site drainage, and utility trench backfill are presented below:

Backfill

Where backfilling is required, excavated on site clayey or sandy fill soils are probably suitable for backfill. Any required soil backfill should be mechanically compacted, in layers not more than eight inches in thickness, to at least 90% of the maximum density obtainable by the ASTM D1557-12 method of compaction. Flooding should not be permitted. Properly compaction of backfill will be necessary to minimize settlement of the backfill and to minimize settlement of overlying walks and paving.

Loose soil, organics, and debris should be removed prior to backfilling. Cobbles larger than four inches in diameter should be omitted from the backfill to minimize possible damage to the walls and waterproofing.

Backfill should be placed and compacted in accordance with the recommended specifications of Appendix C.

Site Drainage: Adequate positive drainage should be provided from the structure to prevent ponding and percolation of water into the soil. The ground immediately adjacent to the foundation shall be sloped away from the building at slope not less than 5 percent for a minimum distance of 10 feet from the structure. If it is not possible due to physical obstruction or property lines, alternative method of diverting water away from the foundation should be provided. Swale might be usable with a minimum 2 % of slope within 10 feet of building foundation. Paved areas within 10 feet of the building foundation shall be sloped a minimum of 2 % away from the building.

Utility Trenches: Buried utility conduits should be bedded and backfilled around the conduit in accordance with the project specifications.

If utility contractors indicate that it is undesirable to use compaction equipment in close proximity to a buried conduit, we would recommend the utilization of lightweight mechanical equipment or shading of the conduit with clean granular material which could be thoroughly jetted in-place above the conduit prior to initiating mechanical compaction procedures. Where conduit underlies concrete slabs-on-grade and pavement, the remaining trench backfill above the pipe should be placed and compacted in accordance with Appendix C.

4.9 Stormwater Infiltration System

Historical shallow groundwater depth is approximately 20 feet below surface. Los Angeles City requires that the top of the infiltration pit/trench/well should be 10 feet below foundation, and the bottom of the infiltration pit/trench/well should be less than 10 feet above groundwater, unless approved by the Bureau of Sanitation, Department of Public Works. The proposed building has approximately 20-27 feet deep basement. Therefore, storm water infiltration system is unfeasible at the subject site.

4.10 Plan Review and Observations During Construction

This report has been prepared to aid in the evaluation of this site and to assist the structural engineer in the design of the structure. It is recommended that this office be provided the opportunity to review the final design drawings and specifications to determine if the recommendations of this report have been properly implemented.

All temporary excavations and footing excavations should be observed by a representative of this office to see that construction procedures follow the design recommendations.

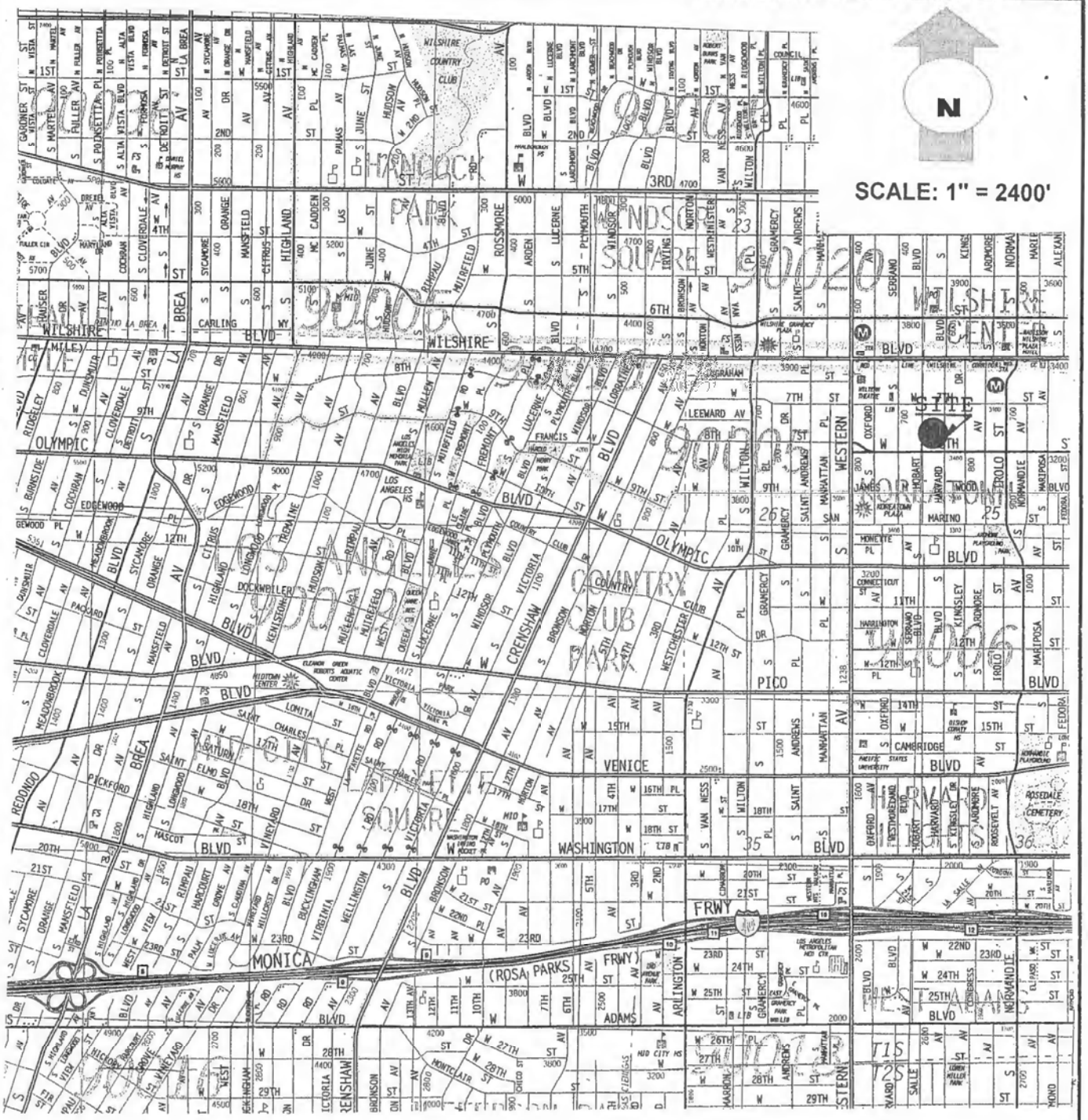
5.0 CLOSURE

The findings and recommendations of this report were prepared in accordance with generally accepted professional engineering principles and practices. We make no other warranty, either expressed or implied. Our conclusions and recommendations are based on the results of the field and laboratory investigations, combined with an interpolation of soil conditions between and beyond boring locations. If conditions encountered during construction appear to be different from those encountered by the borings, this office should be notified so we may take appropriate measures.

APPENDIX " A "

FIELD EXPLORATION

VICINITY MAP

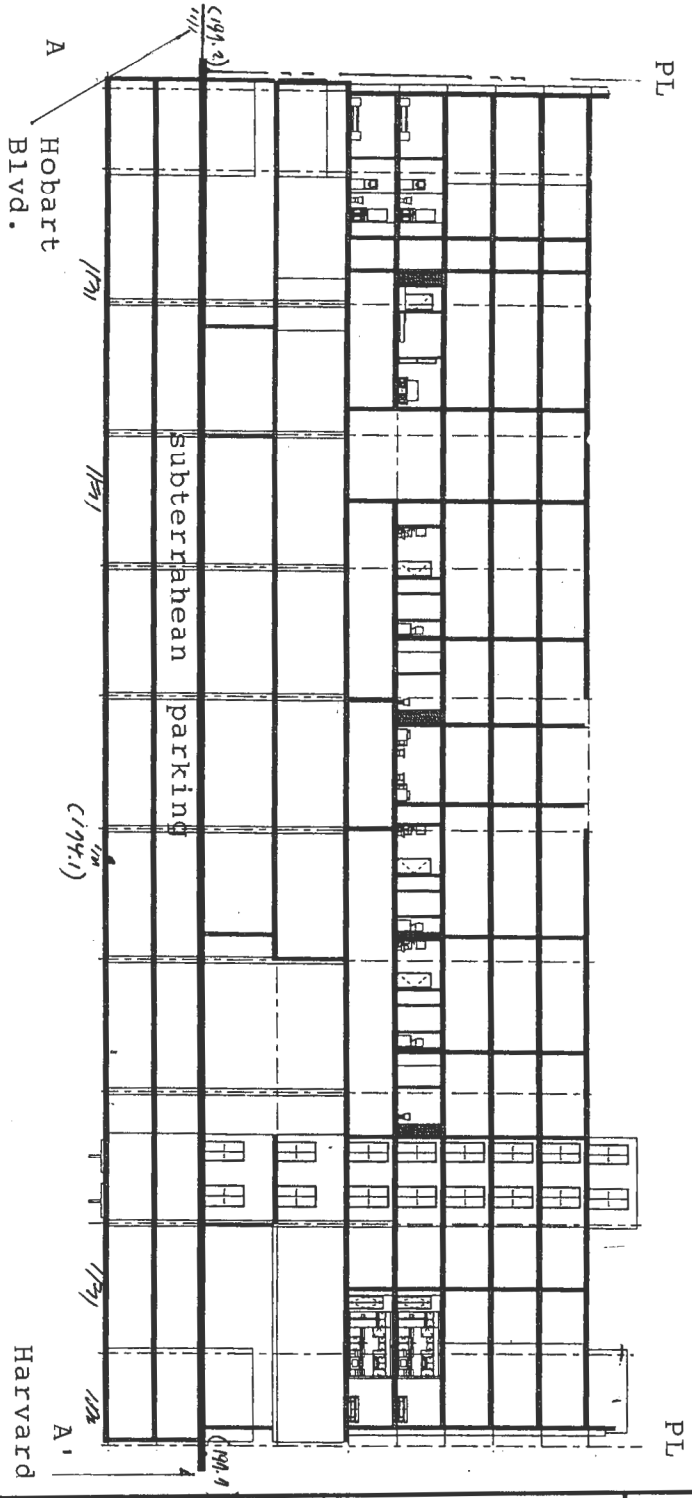


PROPOSED MIXED-USE BUILDING
3431-3451 W. 8TH ST., 749-753 HARVARD BLVD. AND 748 S. HOBART BLVD.
LOS ANGELES, CALIFORNIA

PROJECT NO.	**S-1747**
FIGURE	**A**

DON SOILS ENGINEERING, INC.
CONSULTING FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST

CROSS SECTIONS



Section A -- A'

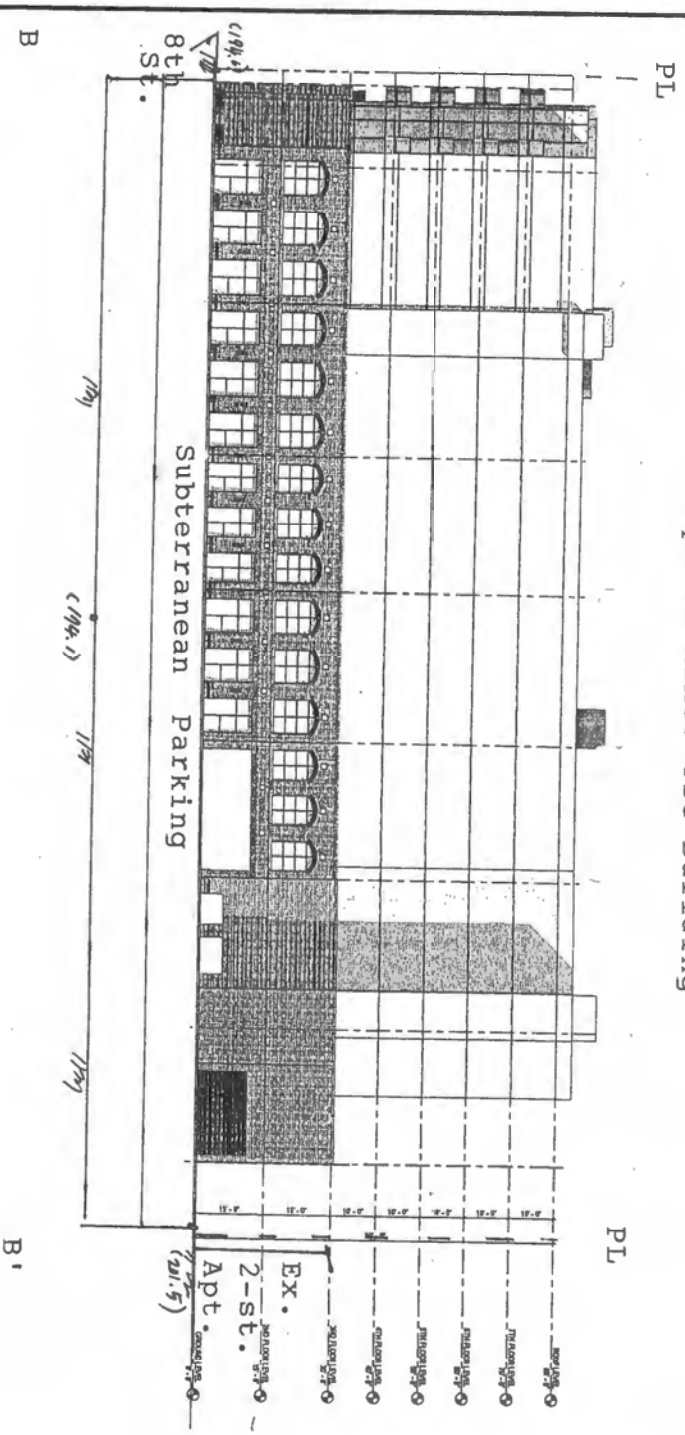
(scale 1"=40')

PROPOSED MIXED-USE BUILDING
3431-3451 W. 8TH ST., 749-753 HARVARD BLVD. AND 748 S. HOBART BLVD.
LOS ANGELES, CALIFORNIA

PROJECT NO.	**S-1747**
DRAWING	**B-1**

DON SOILS ENGINEERING, CO.
CONSULTING FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST

CROSS SECTIONS



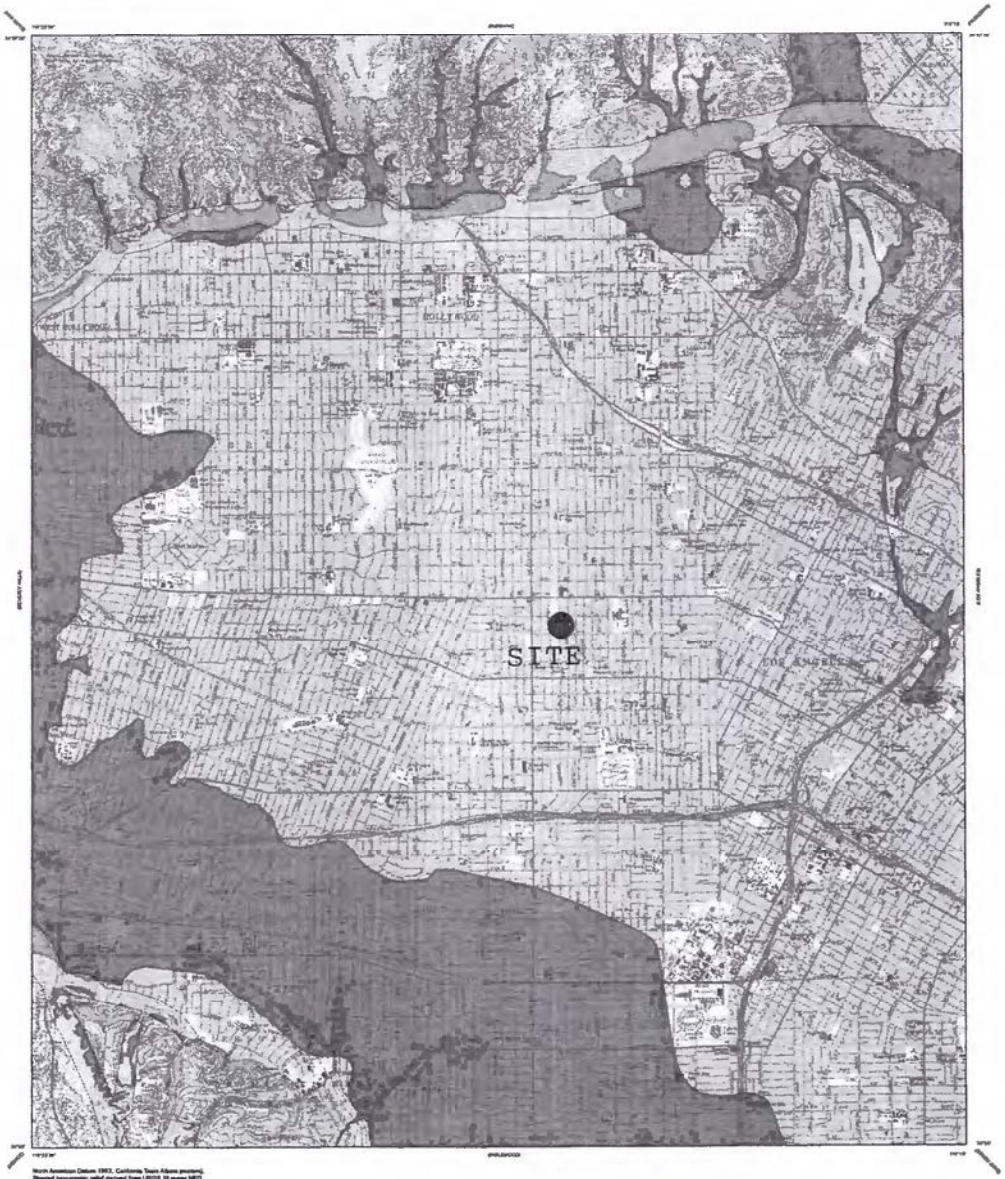
Section B-- B'

(scale 1"=40')

PROPOSED MIXED-USE BUILDING
3431-3451 W. 8TH ST., 749-753 HARVARD BLVD. AND 748 S. HOBART BLVD.
LOS ANGELES, CALIFORNIA

PROJECT NO.	S-1747
DRAWING	B-2

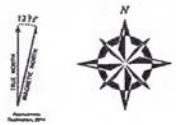
DON SOILS ENGINEERING, CO.
CONSULTING FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST



North American Datum 1983, California Teale Albers projection.
Shaded topographic relief derived from USGS 10 meter NED.
Topographic base map from USGS, 1995, photorevised, 1981.
Street data from US Census Bureau TIGER/Line, 2014.

Scale 1: 24,000

Contour Interval 20 Feet





California Geological Survey
Geologic Information and Publications
801 K Street, MS 14-34
Sacramento, CA 95814-3532
www.conservation.ca.gov/cgs



STATE OF CALIFORNIA
California Geological Survey

Earthquake Zones of Required Investigation
Hollywood Quadrangle

THIS MAP SHOWS BOTH ALQUIST-PRIOLO EARTHQUAKE FAULT ZONES AND SEISMIC HAZARD ZONES ISSUED FOR THE HOLLYWOOD QUADRANGLE

This map shows the location of Alquist-Priolo (AP) Earthquake Fault Zones and Seismic Hazard Zones, collectively referred to here as Earthquake Zones of Required Investigation. The Geographic Information System (GIS) digital files of these regulatory zones released by the California Geological Survey (CGS) are the "Official Maps." GIS files are available at the CGS website [illegible]. These zones will assist cities and counties in fulfilling their responsibilities for protecting the public from the effects of surface fault rupture and earthquake-triggered ground failure as required by the AP Earthquake Fault Zoning Act (Public Resources Code Sections 2621-2630) and the Seismic Hazards Mapping Act (Public Resources Code Sections 2690-2699.6). For information regarding the general approach and recommended methods for preparing these zones, see California Geological Survey (CGS) Special Publication 42, *Fault-Rupture Hazard Zones in California*, and Special Publication 118, *Recommended Criteria for Delineating Seismic Hazard Zones in California*.

For information regarding the scope and recommended methods to be used in conducting required site investigations refer to CGS Special Publication 42, Appendix C *Guidelines for Evaluating the Hazard of Surface Rupture*, and CGS Special Publication 117A, *Guidelines for Evaluating and Mitigating Seismic Hazards in California*. For a general description of the AP and Seismic Hazards Mapping acts, the zonation programs, and related information, please refer to the website at [illegible].

MAP EXPLANATION

ALQUIST-PRIOLO EARTHQUAKE FAULT ZONES

Earthquake Fault Zones
Zone boundaries are delineated by straight-line segments; the boundaries define the zone encompassing active fault(s) that constitute a potential hazard to structures from surface faulting or fault creep such that consistency as described in Public Resources Code Section 2621.6(a) would be required.

Active Fault Traces
Faults considered to have been active during Holocene time and to have potential for surface rupture; Solid Line in Black or Red where Accurately Located; Long Dash in Black or Solid Line in Purple where Approximately Located; Short Dash in Black or Solid Line in Orange where Inferred; Dotted Line in Black or Solid Line in Rose where Concealed; Query (?) indicates additional uncertainty. Evidence of historic offset indicated by year of earthquake-associated event or 'C' for displacement caused by fault creep.

SEISMIC HAZARD ZONES

Liquefaction Zones
Areas where historical occurrence of liquefaction, or local geological, geotechnical and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Earthquake-Induced Landslide Zones
Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

OVERLAPPING ALQUIST-PRIOLO AND SEISMIC HAZARD ZONES

Overlap of Earthquake Fault Zone and Liquefaction Zone
Areas that are covered by both Earthquake Fault Zone and Liquefaction Zone.

Overlap of Earthquake Fault Zone and Earthquake-Induced Landslide Zone
Areas that are covered by both Earthquake Fault Zone and Earthquake-Induced Landslide Zone.

Note: Mitigation methods differ for each zone --
AP Act only allows avoidance; Seismic Hazard Mapping Act allows mitigation by engineering/geotechnical design as well as avoidance.

ADDITIONAL INFORMATION

For additional information on the zones of required investigation presented on this map, the data and methodology used to prepare them, and additional references consulted, please refer to the following:

The Hollywood Fault in the Hollywood 7.5' Quadrangle,
Los Angeles County, California, California Geological Survey, Fault Evaluation Report FER-203.
[illegible]

For more information on the Alquist-Priolo Earthquake Fault Zoning Act please refer to:
[illegible]

Seismic Hazard Zone Report for the Hollywood 7.5-minute Quadrangle, Los Angeles County, California.
California Geological Survey, Seismic Hazard Zone Report 026.
[illegible]

For more information on the Seismic Hazards Mapping Act please refer to:
[illegible]

HOLLYWOOD QUADRANGLE

EARTHQUAKE FAULT ZONES

Delineated in compliance with
Chapter 7.5 Division 2 of the California Public Resources Code
(Alquist-Priolo Earthquake Fault Zoning Act)

OFFICIAL MAP

Released: November 6, 2014

STATE GEOLOGIST

SEISMIC HAZARD ZONES

Delineated in compliance with Chapter 7.8,
Division 2 of the California Public Resources Code
(Seismic Hazards Mapping Act)

OFFICIAL MAP

Released: March 25, 1999

STATE GEOLOGIST

IMPORTANT
PLEASE NOTE THE FOLLOWING FOR ZONES SHOWN ON THIS MAP

1) This map may not show all faults that have the potential for surface fault rupture, either within the Earthquake Fault Zones or outside their boundaries. Additionally, this map may not show all areas that have the potential for liquefaction, landsliding, strong earthquake ground shaking or other earthquake and geologic hazards. Also, a single earthquake capable of causing liquefaction or triggering landslide failure will not uniformly affect the entire area zoned.

2) Faults shown are the basis for establishing the boundaries of the Earthquake Fault Zones.

3) The identification and location of those faults are based on the best available data. However, the quality of data varied in content. Therefore, faults have been depicted as accurately as possible at a map scale of 1:24,000.

4) Liquefaction zones may also contain areas susceptible to the effects of earthquake-induced landslides. This includes landslides typically victim at or near the toes of existing landslides, downslope from landslide or debris flow source areas, or adjacent to steep stream banks.

5) Landslide zones on this map were determined, in part, by adapting landslide hazard developed by the U.S. Geological Survey (USGS) and CGS for the National Seismic Hazard Maps published by the USGS. Specific use requirements of Seismic Hazard Zones Official (SHZO) Maps and all the types of landslides that are susceptible to failure during earthquakes must be demonstrated in future USGS seismic hazard zone maps. USGS maps should not be used as substitutes for these Official SHZO and SHMS maps.

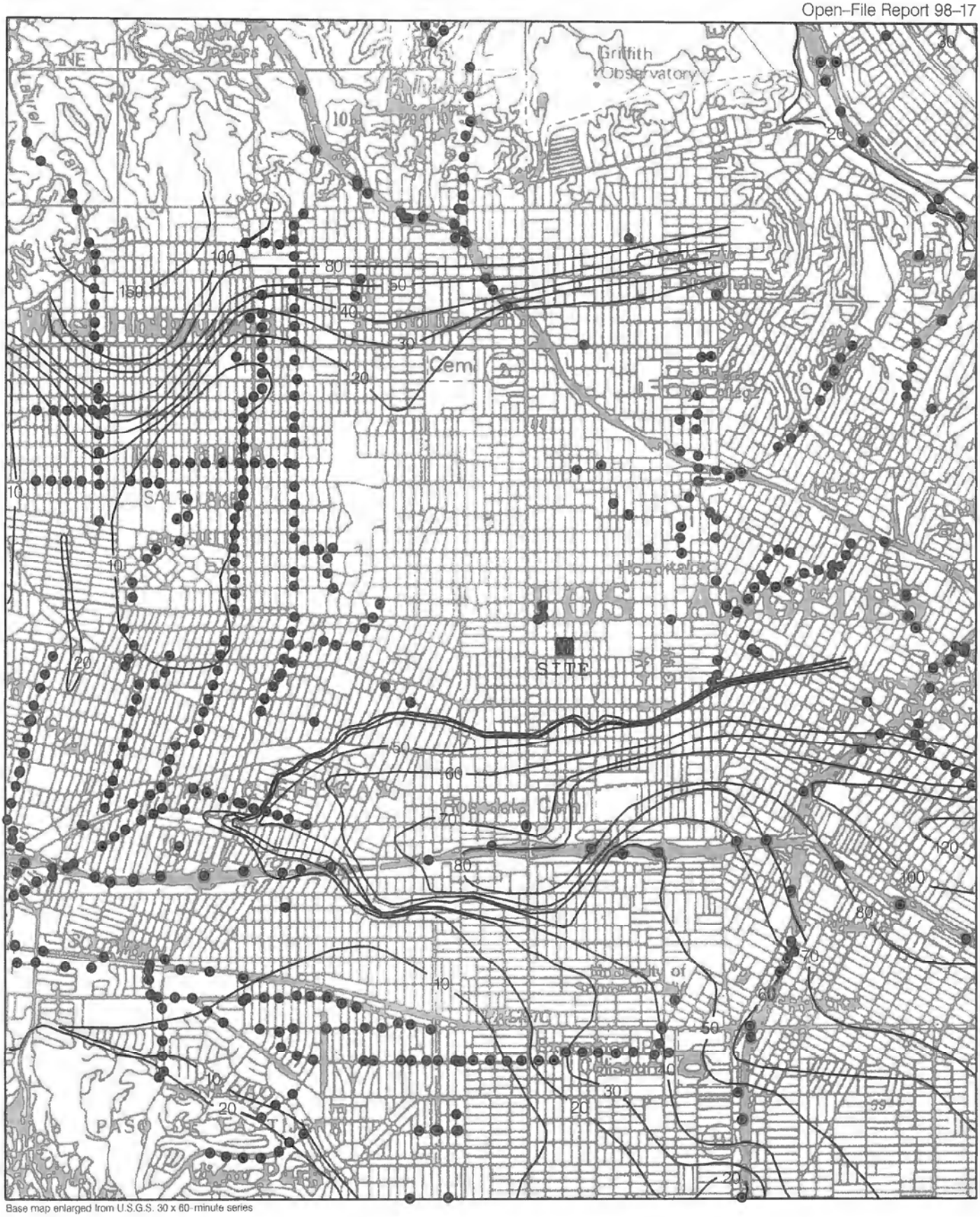
6) USGS base-map standards generally find 90 percent of national features be located within 40 feet (horizontal uncertainty) of the scale of this map. The identification and location of liquefaction and earthquake-induced landslide zones are based on available data. However, the quality of data used is varied. The zone boundaries depicted have been drawn as accurately as possible at this scale.

7) Information on this map is not sufficient to serve as a substitute for the geologic and geotechnical site investigations required under Chapters 7.5 and 7.8 of Division 2 of the California Public Resources Code.

8) Seismic Hazard Zones identified on this map may include developed land where delineated hazards have already been mitigated to city or county standards. Check with your local building/planning department for information regarding the location of such mitigated areas.

9) DISCLAIMER: The State of California and the Department of Conservation make no representations or warranties regarding the accuracy of the data from which these maps were derived. Neither the State nor the Department shall be liable under any circumstances for any direct, indirect, special, incidental or consequential damages with respect to any claim by any user or any third party on account of or arising from the use of this map.

Figure B



Base map enlarged from U.S.G.S. 30 x 60-minute series

Plate 1.2 Historically Highest Ground Water Contours and Borehole Log Data Locations, Hollywood Quadrangle.

Figure C

● Borehole Site

— 30 — Depth to ground water in feet

ONE MILE

SCALE

APPENDIX " A "

FIELD EXPLORATION

APPENDIX A

Field Exploration

The field exploration included a site reconnaissance and subsurface drilling program. During the site reconnaissance, the surface conditions were noted, and the location of the test borings was determined. The test borings were approximately located using existing boundary features as a guide.

Test borings were advanced using a hollow stem auger drilling equipment. Soils were continuously logged by an experienced engineer and classified in the field by visual examination in accordance with the Unified Soil Classification System. The field descriptions have been modified, where appropriate, to reflect laboratory test results.

Relatively undisturbed samples of the subsurface soils were obtained at frequent intervals in the borings using a drive sampler (2.4-inch diameter, 3-inch outside diameter) lined with sample rings. The thin-walled steel sampler was driven into the bottom of the bore hole with successive drops of a driving weight. The driving energy required for one foot of sampler penetration, computed from the recorded driving blows for each sample, is shown on the log of boring sheets, in the column "N." The soil was retained in brass rings (2.4-inch in diameter, 1.0-inch in height). The central portion of the sample was retained and carefully sealed in waterproof plastic containers for shipment to the laboratory.

Logs of test borings are presented on the log of test boring sheets Plates A-1 through A-13. The test boring summary sheet also includes descriptions of the soils, pertinent flied data, and supplementary laboratory results.

LOG OF BORING 1

DIGGING EQUIPMENT: 4" ϕ Power-Drive Hand Auger
DRIVING WEIGHT: 50 lb w/30" drop
DATE EXCAVATED: September 15-16, 2018
SURFACE ELEVATION: 197.2

DEPTH IN FEET	UND.	BULK	N	USC	MATERIAL DESCRIPTION	γ	MC	S	RC
					Fill, sand, clayey, silty, brwn,compacted, 4" gravel, 3"asphalt				
				ML	**Silt,** sandy, f-sli.c, dry to slightly moist, red brown, very stiff				
X			65			116.4	4.8		
5					brown				
X			61			103.7	7.6		
					clayey, gray brown				
10 X			62			110.4	8.7		
				SC	**Sand**, f-m, slightly clayey, slightly moist, firm to dense				
					gray brown				
15 X			56			101.9	8.9		
					f-c,slightly clay to trace clay				
20 X			65		slightly clayey, fine	99.0	14.6		
					continue				

LEGEND: B = bedding; J = joint; F = fault; SS = slide surface;
γ = dry unit weight(pcf); MC = moisture content(%);
S = degree of saturation(%); Rc = relative compaction(%);
N = blows per foot; USC = unified soil classification

PROPOSED MIXED-USE BUILDING
3431-3451 W. 8TH ST., 749-753 S. HARVARD BLVD. AND 748 S. HOBARD BLVD.
LOS ANGELES, CALIFORNIA

PROJECT NO.: **S-1747**
PLATE: **A-1**

DON SOILS ENGINEERING, CO.

CONSULTANT FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST

LOG OF BORING 1 (Cont.)

DIGGING EQUIPMENT: 4" ϕ Power-Drive Hand Auger
DRIVING WEIGHT: 50 lb w/30" drop
DATE EXCAVATED: September 15-16, 2018
SURFACE ELEVATION: 197.2

DEPTH IN FEET	UND.	BULK	N	USC	MATERIAL DESCRIPTION	γ	MC	S	RC
				SC					
					fine to coarse, moist				
25	X		77			112.8	16.4		
					Groundwater, wet				
30	X		80			106.2	16.2		
					End of Boring at 35 feet below surface Groundwater at 26 feet below surface No Caving				
35									
40									

LEGEND: B = bedding; J = joint; F = fault; SS = slide surface;
γ = dry unit weight(pcf); MC = moisture content(%);
S = degree of saturation(%); Rc = relative compaction(%);
N = blows per foot; USC = unified soil classification

PROPOSED MIXED-USE BUILDING
3431-3451 W. 8TH ST., 749-753 S. HARVARD BLVD. AND 748 S. HOBARD BLVD.
LOS ANGELES, CALIFORNIA

PROJECT NO.: S-1747
PLATE: A-2

DON SOILS ENGINEERING, CO.
CONSULTANT FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST

LOG OF BORING 2

DIGGING EQUIPMENT: 4" ϕ Power-Drive Hand Auger
DRIVING WEIGHT: 50 lb w/30" drop
DATE EXCAVATED: september 9-10, 2018
SURFACE ELEVATION: 201.7

DEPTH IN FEET	UND.	BULK	N	USC	MATERIAL DESCRIPTION	γ	MC	S	RC
					Fill, sand, clayey, silty, brwn,compacted, 4" gravel, 3"asphalt				
				SM	**Sand**, f-sli.c, silty, scattered gravels, brown, slightly moist				
X			57		fiirm to dense	104.7	3.0		
5					brown to red brown				
X			68			123.2	6.5		
10 X			65		slightly moist to moist	117.4	8.4		
				SC	slightly clayey, sli. Gravelly				
15 X			58		clayey	107.4	9.9		
20 X			68		fine, gray brown	116.6	8.6		
					continue				

LEGEND: B = bedding; J = joint; F = fault; SS = slide surface;
γ = dry unit weight(pcf); MC = moisture content(%);
S = degree of saturation(%); Rc = relative compaction(%);
N = blows per foot; USC = unified soil classification

PROPOSED MIXED-USE BUILDING
3431-3451 W. 8TH ST., 749-753 S. HARVARD BLVD. AND 748 S. HOBARD BLVD.
LOS ANGELES, CALIFORNIA

PROJECT NO.: **S-1747**
PLATE: **A-3**

DON SOILS ENGINEERING, CO.
CONSULTANT FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST

LOG OF BORING 2 (Cont.)

DIGGING EQUIPMENT: 6" ϕ Power-Drive Hand Auger
DRIVING WEIGHT: 50 lb w/30" drop
DATE EXCAVATED: July 24, 2007
SURFACE ELEVATION: 201.7

DEPTH IN FEET	UND.	BULK	N	USC	MATERIAL DESCRIPTION	γ	MC	S	RC
				SC					
					f-m, slightly clayey, scattered gravels				
25 X			50		moist	116.0	13.0		
					clayey, moist to wet				
30 X			60		Groundwater	117.6	16.3		
					End of Boring at 30 feet below surface Groundwater at 29 ft below surface, No Caving				
35									
40									

LEGEND: B = bedding; J = joint; F = fault; SS = slide surface;
γ = dry unit weight(pcf); MC = moisture content(%);
S = degree of saturation(%); Rc = relative compaction(%);
N = blows per foot; USC = unified soil classification

PROPOSED MIXED-USE BUILDING
3431-3451 W. 8TH ST., 749-753 S. HARVARD BLVD. AND 748 S. HOBARD BLVD.
LOS ANGELES, CALIFORNIA

PROJECT NO.: S-1747
PLATE: A-4

LOG OF BORING 3

DIGGING EQUIPMENT: 8" ϕ Truck Mount Hollow Stem Auger
DATE EXCAVATED: Septeber 20, 2018
DRIVING WEIGHT: 140 lb w/30" drop
SURFACE ELEVATION: ± 199.4

DEPTH IN FEET	UND.	BULK	N	USC	MATERIAL DESCRIPTION	γ	MC	S	RC
					Fill, sand, clayey, silty, dark brown, moderately compact				
				ML	**Silt**, clayey, slighty sandy, f-m, slightly moist, brown				
					firm				
5	X		36		firm to dense	122.7	10.4		
				SC	**Sand**, f-m, clayey, slightly moist, firm to dense				
					light brown				
10	X		28			107.4	16.2		
					slightly clayey to trace clay, dense	121.1	11.2		
					slightly clayey, gray brown				
20	X		77			125.4	10.0		
					continue				

LEGEND: B = bedding; J = joint; F = fault; SS = slide surface;
γ = dry unit weight(pcf); MC = moisture content(%);
S = degree of saturation(%); Rc = relative compaction(%);
N = blows per foot; USC = unified soil classification

PROPOSED MIXED-USE BUILDING
3431-3451 W. 8TH ST., 749-753 S. HARVARD BLVD. AND 748 S. HOBARD BLVD.
LOS ANGELES, CALIFORNIA

PROJECT NO.: S-1747
PLATE: A-5

DON SOILS ENGINEERING, CO.
CONSULTANT FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST

LOG OF BORING 3 (Cont.)

DIGGING EQUIPMENT: 8" ϕ Truck Mount Hollow Stem Auger
DRIVING WEIGHT: 140 lb w/30" drop
DATE EXCAVATED: Septeber 20, 2018
SURFACE ELEVATION: ± 199.4

DEPTH IN FEET	UND.	BULK	N	USC	MATERIAL DESCRIPTION	γ	MC	S	RC
					f-sli. coarse, clayey, gray, very dense				
25 X			100			116.1	12.3		
					slightly clayey				
30 X			100		**Groundwater**	117.1	16.5		
35 X			40	CL	**Clay**, sandy, f-m, dark gray brown, very stiff, slightly moist	116.7	15.5		
40 X			38			118.7	13.3		
					continue				

LEGEND: B = bedding; J = joint; F = fault; SS = slide surface;
γ = dry unit weight(pcf); MC = moisture content(%);
S = degree of saturation(%); Rc = relative compaction(%);
N = blows per foot; USC = unified soil classification

PROPOSED MIXED-USE BUILDING
3431-3451 W. 8TH ST., 749-753 S. HARVARD BLVD. AND 748 S. HOBARD BLVD.
LOS ANGELES, CALIFORNIA

PROJECT NO.: S-1747
PLATE: A-6

DON SOILS ENGINEERING, CO.
CONSULTANT FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST

LOG OF BORING 3 (cont.)

DIGGING EQUIPMENT: 8" ϕ Truck Mount Hollow Stem Auger
DRIVING WEIGHT: 140 lb w/30" drop
DATE EXCAVATED: Septeber 20, 2018
SURFACE ELEVATION: ±199.4

DEPTH IN FEET	UND.	BULK	N	USC	MATERIAL DESCRIPTION	γ	MC	S	RC
				CL					
				SC	**Sand**, f-m, slightly clayey to trace clay, wet, firm to dense				
45 X			40			120.8	11.6		
50 X			45		clayey, wet	99.3	27.0		
55 X			55		slightly clayey	121.5	10.2		
					clayey, dense				
60 X			100		End of boring at 60 ft below surface	111.6	18.2		
					Groundwater at 29 ft below surface				

LEGEND: B = bedding; J = joint; F = fault; SS = slide surface;
γ = dry unit weight(pcf); MC = moisture content(%);
S = degree of saturation(%); Rc = relative compaction(%);
N = blows per foot; USC = unified soil classification

PROPOSED MIXED-USE BUILDING
3431-3451 W. 8TH ST., 749-753 S. HARVARD BLVD. AND 748 S. HOBARD BLVD.
LOS ANGELES, CALIFORNIA

PROJECT NO.: S-1747
PLATE: A-7

DON SOILS ENGINEERING, CO.
CONSULTANT FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST

LOG OF BORING 4

DIGGING EQUIPMENT: 8" ϕ Truck Mount Hollow Stem Auger
DRIVING WEIGHT: 140 lb w/30" drop
DATE EXCAVATED: Septeber 20, 2018
SURFACE ELEVATION: 198.4

DEPTH IN FEET	UND.	BULK	N	USC	MATERIAL DESCRIPTION	γ	MC	S	RC
					Fill, sand, clayey, silty, dark brown, moderately compact				
				SM	**Sand,** silty, slightly sandy, fine, slightly moist, brown				
					firm				
5 X			18		sandy,f-c, scat. Gravels	128.5	5.0		
					firm to dense				
10 X			41			125.5	7.9		
15 X			75	SC	gravelly, slightly clayey	115.6	5.1		
					dense, gray brown				
20 X			80		slightly clayey to trace clay	116.1	10.9		
					continue				

LEGEND: B = bedding; J = joint; F = fault; SS = slide surface;
γ = dry unit weight(pcf); MC = moisture content(%);
S = degree of saturation(%); Rc = relative compaction(%);
N = blows per foot; USC = unified soil classification

PROPOSED MIXED-USE BUILDING
3431-3451 W. 8TH ST., 749-753 S. HARVARD BLVD. AND 748 S. HOBARD BLVD.
LOS ANGELES, CALIFORNIA

PROJECT NO.: S-1747
PLATE: A-8

DON SOILS ENGINEERING, CO.
CONSULTANT FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST

LOG OF BORING 4 (Cont.)

DIGGING EQUIPMENT: 8" ϕ Truck Mount Hollow Stem Auger
DRIVING WEIGHT: 140 lb w/30" drop
DATE EXCAVATED: Septeber 20, 2018
SURFACE ELEVATION: 198.4

DEPTH IN FEET	UND.	BULK	N	USC	MATERIAL DESCRIPTION	γ	MC	S	RC
				SC					
					slightly clayey, slightly gravelly				
25	X		100			109.3	7.6		
30	X		100		trace clay, Groundwater	115.2	15.8		
35			52		sligtly clayey	114.5	13.8		
40			40		End of Boring at 25 feet below surface	119.2	12.8		
					No Groundwater, No Caving				

LEGEND: B = bedding; J = joint; F = fault; SS = slide surface;
γ = dry unit weight(pcf); MC = moisture content(%);
S = degree of saturation(%); Rc = relative compaction(%);
N = blows per foot; USC = unified soil classification

PROPOSED MIXED-USE BUILDING
3431-3451 W. 8TH ST., 749-753 S. HARVARD BLVD. AND 748 S. HOBARD BLVD.
LOS ANGELES, CALIFORNIA

PROJECT NO.: S-1747
PLATE: A-9

DON SOILS ENGINEERING, CO.

CONSULTANT FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST

LOG OF BORING 5

DIGGING EQUIPMENT: 4" ϕ Power-Drive Hand Auger
DRIVING WEIGHT: 50 lb w/30" drop
DATE EXCAVATED: September 22-23, 2018
SURFACE ELEVATION: 196.2

DEPTH IN FEET	UND.	BULK	N	USC	MATERIAL DESCRIPTION	γ	MC	S	RC
					Fill, sand, clayey, silty, brwn,compacted, 4" gravel, 3"asphalt				
				ML	**Silt,** sandy, f-m, dry to slightly moist, red brown, very stiff				
	X		63			115.7	5.2		
5					brown				
	X		63	SM	**Sand**, f-m, silty, red brown, slightly moist, firm to dense	112.3	8.4		
					fine, dense				
10	X		72			106.0	5.0		
15	X		76	SW	f-sli.c trace clay,gray white dry to slightly moist	118.9	2.9		
20	X		70		gray brown	102.2	2.6		
					continue				

LEGEND: B = bedding; J = joint; F = fault; SS = slide surface;
γ = dry unit weight(pcf); MC = moisture content(%);
S = degree of saturation(%); Rc = relative compaction(%);
N = blows per foot; USC = unified soil classification

PROPOSED MIXED-USE BUILDING
3431-3451 W. 8TH ST., 749-753 S. HARVARD BLVD. AND 748 S. HOBARD BLVD.
LOS ANGELES, CALIFORNIA

PROJECT NO.: S-1747
PLATE: A-10

DON SOILS ENGINEERING, CO.
CONSULTANT FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST

LOG OF BORING 5 (Cont.)

DIGGING EQUIPMENT: 4" ϕ Power-Drive Hand Auger
DRIVING WEIGHT: 50 lb w/30" drop
DATE EXCAVATED: September 15-16, 2018
SURFACE ELEVATION: 196.2

DEPTH IN FEET	UND.	BULK	N	USC	MATERIAL DESCRIPTION	γ	MC	S	RC
				SW					
				SC	f-c, slightly clayey, moist				
25 X			77			111.2	13.6		
					Groundwater, wet				
30 X			80			116.3	15.3		
					End of Boring at 30 feet below surface				
					Groundwater at 26 feet below surface				
					No Caving				
35									
40									

LEGEND: B = bedding; J = joint; F = fault; SS = slide surface;
γ = dry unit weight(pcf); MC = moisture content(%);
S = degree of saturation(%); Rc = relative compaction(%);
N = blows per foot; USC = unified soil classification

PROPOSED MIXED-USE BUILDING
3431-3451 W. 8TH ST., 749-753 S. HARVARD BLVD. AND 748 S. HOBARD BLVD.
LOS ANGELES, CALIFORNIA

PROJECT NO.: S-1747
PLATE: A-11

DON SOILS ENGINEERING, CO.
CONSULTANT FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST

LOG OF BORING 6

DIGGING EQUIPMENT: 8" ϕ Truck Mount Hollow Stem Auger
DRIVING WEIGHT: 140 lb w/30" drop
DATE EXCAVATED: September 30, 2018
SURFACE ELEVATION: 196.2

DEPTH IN FEET	UND.	BULK	N	USC	MATERIAL DESCRIPTION	γ	MC	S	RC
					Fill, sand, clayey, silty, dark brown, moderately compact				
				ML	**Sand,** silty, slightly sandy, fine, slightly moist, brown				
X			68		firm	118.4	4.8		
5					sandy,f-c, scat. Gravels				
X			34	SM	firm to dense	114.7	7.9		
					fine, dense				
10 X			36			112.5	5.0		
					slightly clayey, gray brown				
15 X			55		f-sli.c , trace clayey,lt. brown	102.4	2.3		
20 X			70		slightly clayey, fine, moist	121.5	10.8		
					continue				

LEGEND: B = bedding; J = joint; F = fault; SS = slide surface;
γ = dry unit weight(pcf); MC = moisture content(%);
S = degree of saturation(%); Rc = relative compaction(%);
N = blows per foot; USC = unified soil classification

PROPOSED MIXED-USE BUILDING
3431-3451 W. 8TH ST., 749-753 S. HARVARD BLVD. AND 748 S. HOBARD BLVD.
LOS ANGELES, CALIFORNIA

PROJECT NO.: S-1747
PLATE: A-12

DON SOILS ENGINEERING, CO.
CONSULTANT FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST

LOG OF BORING 6 (Cont.)

DIGGING EQUIPMENT: 8" ϕ Truck Mount Hollow Stem Auger
DRIVING WEIGHT: 140 lb w/30" drop
DATE EXCAVATED: September 30, 2018
SURFACE ELEVATION: 196.2

DEPTH IN FEET	UND.	BULK	N	USC	MATERIAL DESCRIPTION	γ	MC	S	RC
				SC					
					fine to coarse, moist				
25 X			85			110.3	15.8		
					Groundwater, wet				
30 X			80			104.6	16.9		
35 X			45		clayey	115.8	14.9		
40 X			42		End of Boring at 30 feet below surface	116.4	16.3		
					Groundwater at 26 feet below surface				
					No Caving				

LEGEND: B = bedding;

γ = dry unit weight(pcf); MC = moisture content(%);

S = degree of saturation(%); Rc = relative compaction(%);

N = blows per foot; USC = unified soil classification

PROPOSED MIXED-USE BUILDING
3431-3451 W. 8TH ST., 749-753 S. HARVARD BLVD. AND 748 S. HOBARD BLVD.
LOS ANGELES, CALIFORNIA

PROJECT NO.: S-1747

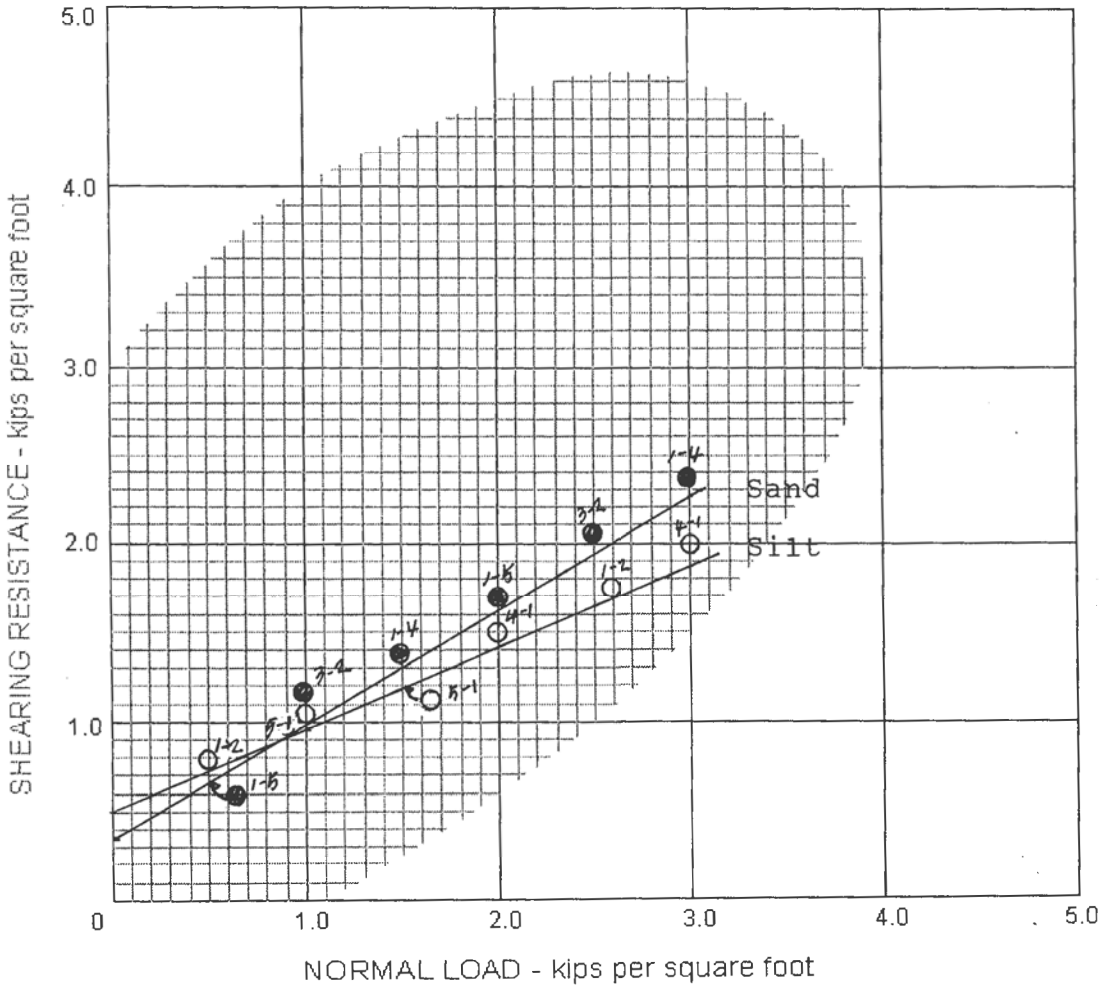
PLATE: A-13

APPENDIX " B "

LABORATORY TEST PROGRAM

DIRECT SHEAR TEST

TEMPORARY EXCAVATION (ULTIMATE STRENGTH)



BORING NO	DEPTH(FT)	DRY DENSITY(PCF)	FIELD/TEST MOISTURE(%)	COHESION(P.S.F)	FRICTION(DEG.)
Silt					
5-1	3	115.7	5.2/24.8		
4-1	5	128.5	5.0/28.8	500	25
1-2	6	103.7	7.6/28.7		
Sand					
3-2	10	107.4	16.2/26.7		
1-4	15	101.9	8.9/21.2	350	32
1-5	20	99.0	14.9/26.2		

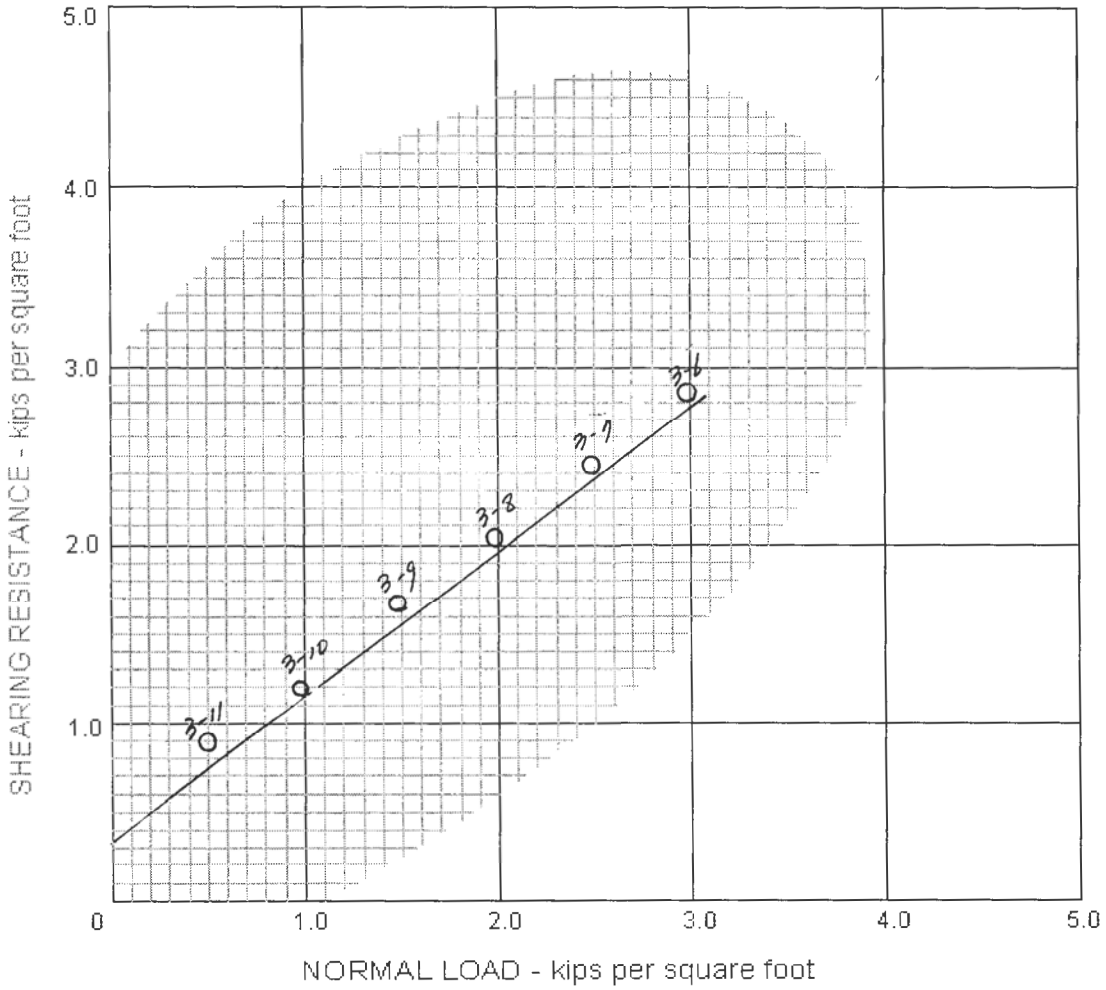
Tested under saturated drained condition

PROPOSED MIXED-USE BUILDING **3431-3451 W. 8TH ST., 749-753 HARVARD BLVD. AND 748 S. HOBART** **LOS ANGELES, CALIFORNIA**	**PROJECT NO.**	**S-1747**
	PLATE	**B-1**

DON SOILS ENGINEERING, CO.
CONSULTING FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST

DIRECT SHEAR TEST

BEARING (ULTIMATE STRENGTH)



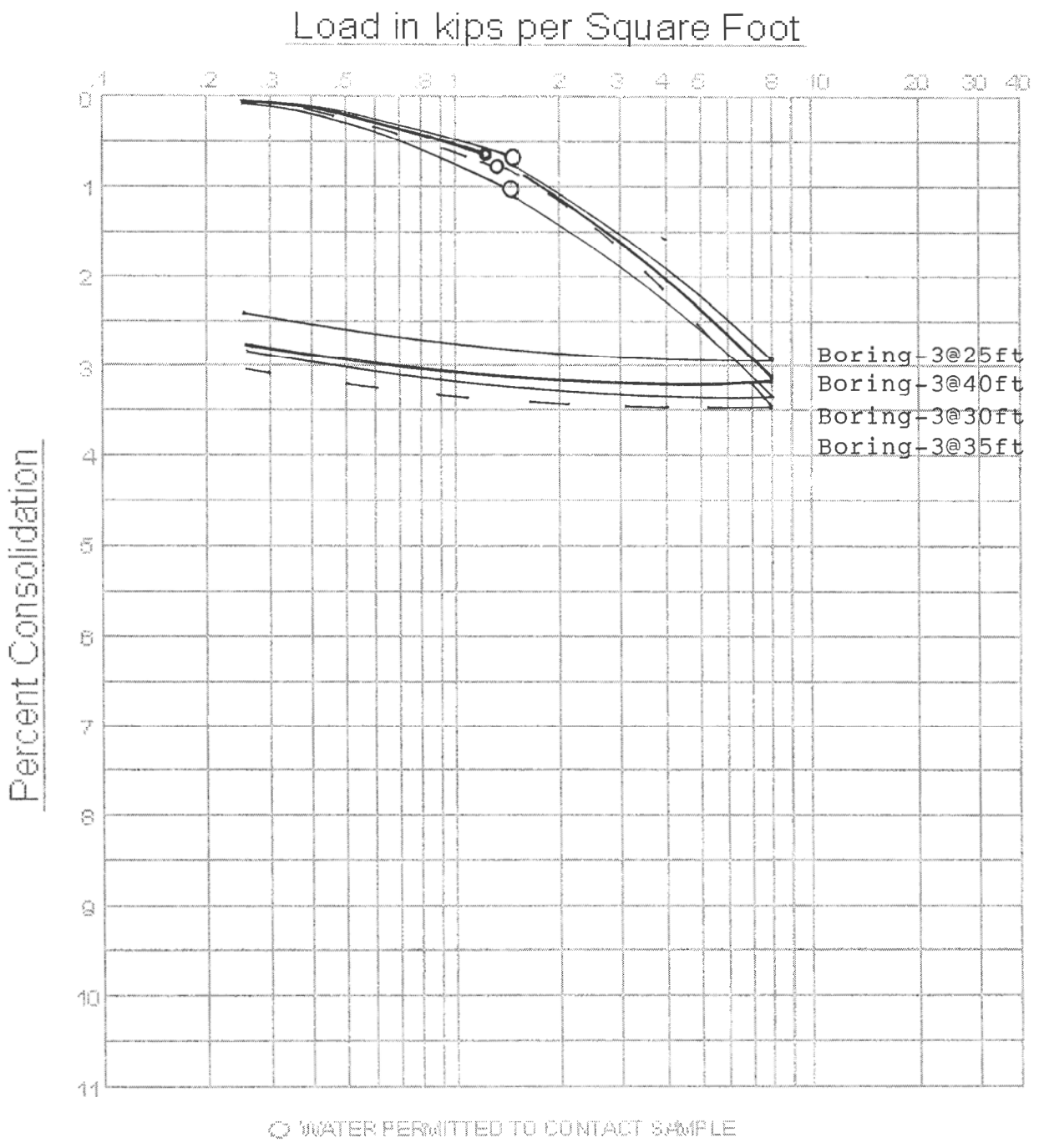
BORING NO	DEPTH(FT)	DRY DENSITY(PCF)	FIELD/TEST MOISTURE(%)	COHESION(P.S.F)	FRICTION(DEG.)
3-6	30	117.1	16.5		
3-7	35	116.7	15.5		
3-8	40	111.6	18.2	350	39
3-9	45	120.8	11.6		
3-10	50	99.3	27.0		
3-11	55	121.5	10.2		

Tested under field moisture condition

PROPOSED MIXED-USE BUILDING **3431-3451 W. 8TH ST., 749-753 HARVARD BLVD. AND 748 S. HOBART** **LOS ANGELES, CALIFORNIA**	**PROJECT NO.**	**S-1747**
	PLATE	**B-2**

DON SOILS ENGINEERING, CO.
CONSULTING FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST

CONSOLIDATION TESTS



PROPOSED MIXED-USE BUILDING 3431-3451 W. 8TH ST., 749-753 HARVARD BLVD. AND 748 S. HOBART BLVD. **LOS ANGELES, CALIFORNIA**	**PROJECT NO.**	**S-1747**
	PLATE	**B-3**

DON SOILS ENGINEERING, CO.
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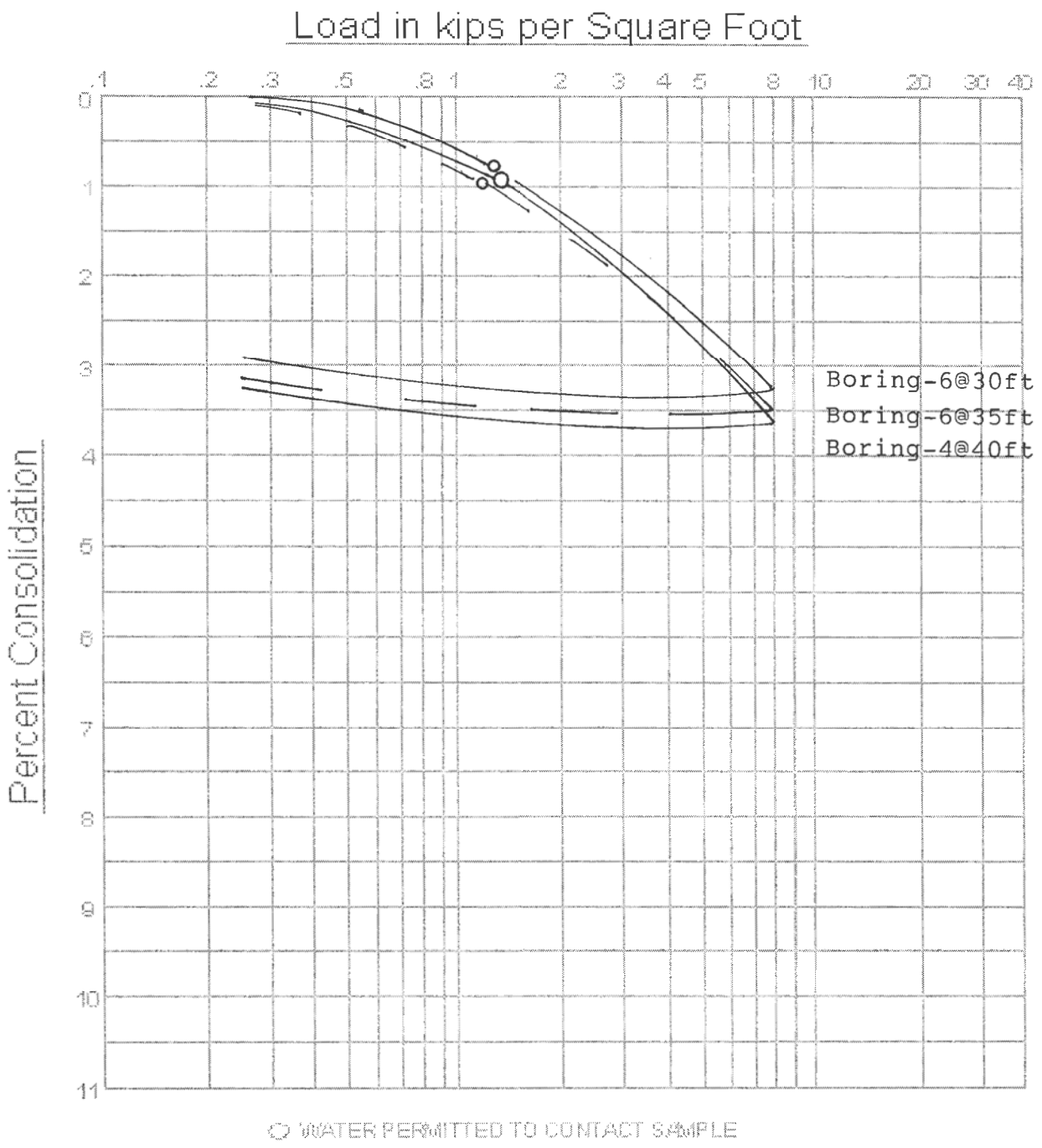
CONSOLIDATION TESTS



PROPOSED MIXED-USE BUILDING 3431-3451 W. 8TH ST., 749-753 HARVARD BLVD. AND 748 S. HOBART BLVD. **LOS ANGELES, CALIFORNIA**	**PROJECT NO.**	**S-1747**
	PLATE	**B-4**

DON SOILS ENGINEERING, CO.
CONSULTING FOUNDATION ENGINEERS & ENGINEERING GEOLOGIST

APPENDIX B

Sampling

Undisturbed samples are obtained by driving a sampling tube by means of a heavy driving weight into undisturbed soils at various intervals below the surface. The number of blows of the weight falling from a specified height required to drive the sample tube through a measured distance, is shown on the Log of Borings. The sampling tube consists of steel barrel 2.50 inches inside diameter with a lining of one-inch long thin brass rings. A special cutting tip is placed on one end and a ball valve on the other. The sampling tube is driven approximately 18 inches into the soil and a section of the central portion of the sample is taken for laboratory tests, the soil being still confined in the brass rings after extraction from the sampling tube. The samples are taken to the laboratory in close fitting water-proof containers in order to maintain field conditions until completion of tests.

Classification

The soils are visually classified in accordance with the Unified Soil Classification System. For particular samples, classification tests such as sieve and hydrometer analysis to determine grain size distribution, liquid and plastic limits and shrinkage are used as an aid in substantiating the visual field and laboratory identifications.

Unit of Weight and Moisture

One or more one-inch long sections of the sample are cut, trimmed, weighed, oven-dried and reweighed. From these measurements, the equivalent unit weight of the solids in pounds per cubic foot and the percent moisture are calculated.

Shearing Resistance

Direct shear tests are most often employed, using a controlled rate of strain. Each sample is sheared under a load approximately equivalent to the expected overburden pressure. By varying the load on particular sample the internal angle of friction and cohesion are computed. Where applicable, the shear tests samples are saturated to simulate expected extreme moisture conditions.

Consolidation

A one-inch high ring of soil is placed in the consolidation apparatus. Loads are applied in increments to the face of the specimen. Deformation, or changes in thickness of the specimens are recorded at selected time intervals. Water is introduced or extracted from the sample through porous disks placed against the top and bottom faces of the specimen.

Expansion

UBC Standard No. 18-2 is employed in which sample is compacted in 4-inch internal diameter mold at near 50 percent saturation and then, under a surcharged load of 144 psf, allowed to absorb moisture until saturated. The amount of vertical deformation or swell is measured.

APPENDIX " C "

GRADING SPECIFICATIONs

APPENDIX C

Grading Specification

The bottom of all excavations to be backfilled shall be inspected and approved by the soil Engineer prior to placement of new fill. Certain cities require their Grading Inspector to approve the bottom of excavation prior to placement of new fill. The contractor shall request such inspections in timely manner.

1. Areas to be graded or paved shall be grubbed and stripped of all vegetation, debris and other deleterious materials. All loose soils disturbed by the removal of structural element, piping, cesspool and trees, if any, shall be removed.

2. Within the proposed areas to graded (wherever applicable), all of the unsuitable soil for structural support as described in the General Evaluation of this report shall be removed.

3. All imported soil shall consist of clean, granular, non-expansive soil free of vegetation and other deleterious material. No rock over 3 inches in greatest dimension shall be used in the upper 3 feet of the fill, and no rock over 6 inches in greatest dimension will be permitted below that except with specific approval of the Soil Engineer of the type, amount and manner of placement. No soil shall be imported to the site without prior approval by the Soil Engineer.

4. It is recommended that the degree of compaction be at least 90 percent.

5. The compaction characteristics of all fill soils shall be determined by ASTM D-1557-91. The field density and degree of compaction shall be determined by ASTM D-1556. The compacted fill should be tested and approved.

6. Density tests for compacted fill shall be made at intervals not exceeding 2 feet of fill height or every 500 cubic yards of earth material.

7. No jetting or water tamping of fill soils shall be permitted.

8. Observation and testing of all compaction shall be under the direction of the Soil Engineer, who shall be notified at least 24 hours in advance of the start of grading. A joint meeting between a representative of the client, the contractor, and the Soil Engineer is recommended prior to grading to discuss specific procedures and scheduling.

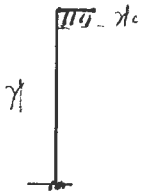
9. At all times, the contractor shall have a responsible field superintendent on the project, in full charge of the work, with authority to make decisions. He shall cooperate fully with the Soil Engineer in carrying out the work.

10. No fill shall be placed, spread or rolled during unfavorable weather. When the work is interrupted by rain, operations shall not be resumed until the Soil Engineer indicates that conditions will permit satisfactory results.

APPENDIX " D "

ENGINEERING CALCULATION

RETAINING WALL ANALYSIS



Input Data

Cohesion (psf) $C := 350$

Friction Angle(deg) $\phi := 25$ $\phi := \phi \cdot deg$

Density(pcf) $\gamma := 120$

Tension crack

$N\phi := \tan\left(\frac{\pi}{4} + \frac{\phi}{2}\right)$ $Zo := 2 \cdot \frac{C \cdot N\phi}{\gamma}$ $Zo = 9.16$

Wal height(ft) $H := 20$

Tension Crack (ft) $Hc := 1$

(1) At Rest

$H1 := H - Hc$ (ft)

$Ko := 1.0 - \sin(\phi)$ $Ko = 0.577$

$Po1 := Hc \cdot \frac{\gamma \cdot H1 \cdot Ko}{1000}$

$Po2 := 0.5 \cdot \frac{\gamma \cdot Ko \cdot H^2}{1000}$

$Po := Po1 + Po2$ Kips

$EFP := 2 \cdot (Po1 + Po2) \cdot \frac{1000}{H^2}$ $EFP = 75.8$ pcf

(2) Earthquake

Peak ground acceration $PGA := 0.854$ g

Horizontal Acceleration(g) $kh := \frac{1}{3} \cdot PGA$

Factor of safety $FS := 1.0$

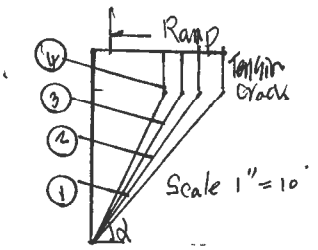
Wal Height(ft) $H = 20$

$Pe := \frac{3}{8} \cdot \gamma \cdot H^2 \cdot kh$ $Pe = 5.12 \cdot 10^3$ pcf

$EFPEQ := 2 \cdot Pe \cdot \frac{FS}{H^2}$ $EFPEQ = 25.6$

Plate D-1

RETAINING ANALYSIS
(Active)



Input Data

Cohesion (psf) $C := 350$

Friction Angle(deg) $\phi := 25$ $\phi := \phi \cdot deg$

Density(pcf) $\gamma := 120$

Tension crack

$N\phi := \tan\left(\frac{\pi}{4} + \frac{\phi}{2}\right)$ $Zo := 2 \cdot \frac{C \cdot N\phi}{\gamma}$ Zo = 9.16 (use 2.0 ft)

1) For $\alpha := 50^{0}$

$\alpha := \alpha \cdot deg$

$L := 10.44$ ft $H := 10$ ft $W := 5.33$ k (including traffice surcharge)
surcharge=0.3 k

$FS := 1.5$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := atan\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

Pa = 0.661 kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ EFP = 13.2 pcf

2) For $\alpha := 55^{0}$

$\alpha := \alpha \cdot deg$

$L := 9.77$ ft $H := 10$ ft $W := 4.50$ k (including surcharge)

$FS := 1.5$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := atan\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

Pa = 0.729 kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ EFP = 14.6 pcf

CONTINUE

RETAINIG WALL ANALYSIS
(Active)

3) For $\alpha := 60$ o

$\alpha := \alpha \cdot deg$

$L := 9.24$ ft $H := 10$ ft $W := 3.76$ k (including surcharge)

$FS := 1.5$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := atan\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

Pa = 0.671 kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ EFP = 13.4 pcf

4) For $\alpha := 65$ o

$\alpha := \alpha \cdot deg$

$L := 8.83$ ft $H := 10$ ft $W := 3.10$ k (including surcharge)

$FS := 1.5$

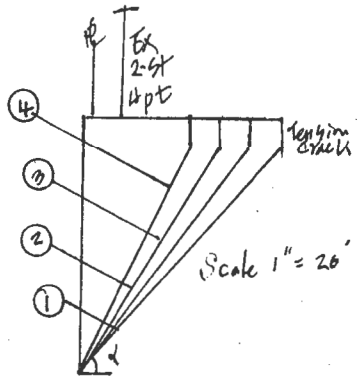
$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := atan\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

Pa = 0.485 kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ EFP = 9.71 pcf

TEMPORARY EXCAVATION ANALYSIS
(Surcharged along North Property Line)



Input Data

Cohesion (psf) $C := 350$

Friction Angle(deg) $\phi := 25$ $\phi := \phi \cdot deg$

Density(pcf) $\gamma := 120$

Tension crack

$N\phi := \tan\left(\frac{\pi}{4} + \frac{\phi}{2}\right)$ $Zo := 2 \cdot \frac{C \cdot N\phi}{\gamma}$ Zo = 9.16 (use 3.0 ft)

1) For $\alpha := 50^{o}$

$\alpha := \alpha \cdot deg$

$L := 33.94\ ft$ $H := 29\ ft$ $W := 44.34$ k (including building surcharge)
surcharge =2.0 k

$FS := 1.25$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := atan\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

Pa = 14.895 kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ EFP = 35.4 pcf

2) For $\alpha := 55^{o}$

$\alpha := \alpha \cdot deg$

$L := 31.74\ ft$ $H := 29\ ft$ $W := 37.33$ k (including surcharge)

$FS := 1.25$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := atan\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

Pa = 15.588 kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ EFP = 37.1 pcf

CONTINUE

TEMPORARY EXCAVATION ANALYSIS

CONTINUED

3) For $\alpha := 60$ o

$\alpha := \alpha \cdot deg$

$L := 30.02$ ft $H := 29$ ft $W := 31.13$ k (including surcharge)

$FS := 1.25$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := atan\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

$Pa = 15.488$ kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ $EFP = 36.8$ pcf

4) For $\alpha := 65$ o

$\alpha := \alpha \cdot deg$

$L := 28.68$ ft $H := 29$ ft $W := 25.53$ k (no surcharge)

$FS := 1.25$

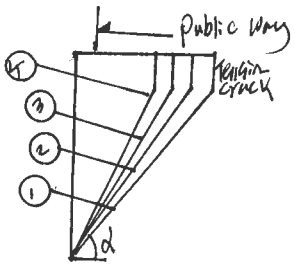
$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := atan\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

$Pa = 14.569$ kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ $EFP = 34.65$ pcf

TEMPORARY EXCAVATION ANALYSIS
(Surcharged along South Property Line)



Input Data

Cohesion (psf) $C := 350$

Friction Angle(deg) $\phi := 25$ $\phi := \phi \cdot deg$

Density(pcf) $\gamma := 120$

Tension crack

$N\phi := \tan\left(\frac{\pi}{4} + \frac{\phi}{2}\right)$ $Zo := 2 \cdot \frac{C \cdot N\phi}{\gamma}$ Zo = 9.16 (use 3.0 ft)

1) For $\alpha := 50^{o}$

$\alpha := \alpha \cdot deg$

$L := 24.80$ ft $H := 22$ ft $W := 24.7$ k (including traffic surcharge)
surcharge =0.3 k

$FS := 1.25$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := atan\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

Pa = 6.52 kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ EFP = 26.9 pcf

2) For $\alpha := 55^{o}$

$\alpha := \alpha \cdot deg$

$L := 23.19$ ft $H := 22$ ft $W := 20.63$ k (including surcharge)

$FS := 1.25$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := atan\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

Pa = 6.815 kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ EFP = 28.2 pcf

CONTINUE

TEMPORARY EXCAVATION ANALYSIS

CONTINUED

3) For $\alpha := 60$ o

$\alpha := \alpha \cdot deg$

$L := 21.63$ ft $H := 22$ ft $W := 17.07$ k (including surcharge)

$FS := 1.25$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := atan\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

$Pa = 6.734$ kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ $EFP = 27.8$ pcf

4) For $\alpha := 65$ o

$\alpha := \alpha \cdot deg$

$L := 20.96$ ft $H := 22$ ft $W := 13.84$ k (no surcharge)

$FS := 1.25$

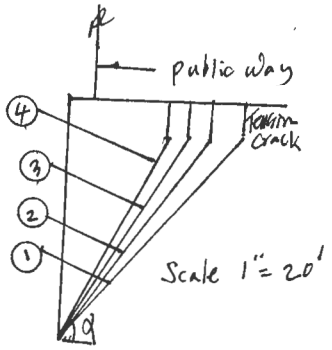
$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := atan\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

$Pa = 5.906$ kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ $EFP = 24.4$ pcf

TEMPORARY EXCAVATION ANALYSIS
(Surcharged along East &West Property Line)



Input Data

Cohesion (psf) $C := 350$

Friction Angle(deg) $\phi := 25$ $\phi := \phi \cdot deg$

Density(pcf) $\gamma := 120$

Tension crack

$N\phi := \tan\left(\frac{\pi}{4} + \frac{\phi}{2}\right)$ $Zo := 2 \cdot \frac{C \cdot N\phi}{\gamma}$ Zo = 9.16 (use 3.0 ft)

1) For $\alpha := 50^{0}$

$\alpha := \alpha \cdot deg$

$L := 28.7$ ft $H := 25$ ft $W := 31.8$ k (including traffic surcharge)
surcharge =0.3 k

$FS := 1.25$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := \operatorname{atan}\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

Pa = 9.368 kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ EFP = 30 pcf

2) For $\alpha := 55^{0}$

$\alpha := \alpha \cdot deg$

$L := 26.85$ ft $H := 25$ ft $W := 26.6$ k (including surcharge)

$FS := 1.25$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := \operatorname{atan}\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

Pa = 9.759 kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ EFP = 31.2 pcf

CONTINUE

TEMPORARY EXCAVATION ANALYSIS

CONTINUED

3) For $\alpha := 60$ o

$\alpha := \alpha \cdot deg$

$L := 25.40\ ft$ $H := 25\ ft$ $W := 21.95$ k (including surcharge)

$FS := 1.25$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := atan\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

$Pa = 9.48$ kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ $EFP = 30.3$ pcf

4) For $\alpha := 65$ o

$\alpha := \alpha \cdot deg$

$L := 24.27\ ft$ $H := 25\ ft$ $W := 17.80$ k (no surcharge)

$FS := 1.25$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := atan\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

$Pa = 8.585$ kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ $EFP = 27.47$ pcf

EXCAVATION ANALYSIS

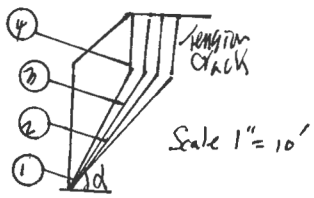
Input Data

Cohesion (psf) $C := 350$

Friction Angle(deg) $\phi := 25$ $\phi := \phi \cdot deg$

Density(pcf) $\gamma := 120$

Tension crack



$N\phi := \tan\left(\frac{\pi}{4} + \frac{\phi}{2}\right)$ $Zo := 2 \cdot \frac{C \cdot N\phi}{\gamma}$ Zo = 9.16 (use 3.0 ft)

1) For $\alpha := 50^{o}$

$\alpha := \alpha \cdot deg$

$L := 7.83$ ft $H := 6$ ft $W := 2.97$ k (no surcharge)

$FS := 1.25$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := \operatorname{atan}\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

$Pa = -0.678$ kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ $EFP = -37.7$ pcf

2) For $\alpha := 55^{o}$

$\alpha := \alpha \cdot deg$

$L := 7.32$ ft $H := 6$ ft $W := 2.39$ k (no surcharge)

$FS := 1.25$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := \operatorname{atan}\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

$Pa = -0.686$ kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ $EFP = -38.1$ pcf

CONTINUE

EXCAVATION ANALYSIS

CONTINUED

3) For $\alpha := 60$ o

$\alpha := \alpha \cdot deg$

$L := 6.92$ ft $H := 6$ ft $W := 1.88$ k (no surcharge)

$FS := 1.25$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := atan\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

$Pa = -0.802$ kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ $EFP = -44.6$ pcf

4) For $\alpha := 65$ o

$\alpha := \alpha \cdot deg$

$L := 6.62$ ft $H := 6$ ft $W := 1.41$ k (no surcharge)

$FS := 1.25$

$Cm := \frac{C}{FS \cdot 1000}$ (ksf) $\phi m := atan\left(\frac{\tan(\phi)}{FS}\right)$

$Pa := (W - Cm \cdot L \cdot \sin(\alpha)) \cdot \tan(\alpha - \phi m) - (Cm \cdot L \cdot \cos(\alpha))$

$Pa = -1.049$ kips

$EFP := 2 \cdot \frac{Pa \cdot 1000}{H^2}$ $EFP = -58.28$ pcf

APPENDIX G
Soils Report Approval Letter

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

VAN AMBATIELOS
PRESIDENT

E. FELICIA BRANNON
VICE PRESIDENT

JOSELYN GEAGA-ROSENTHAL
GEORGE HOVAGUIMIAN
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CITY OF LOS ANGELES
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ERIC GARCETTI
MAYOR

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

FRANK M. BUSH
GENERAL MANAGER
SUPERINTENDENT OF BUILDING

OSAMA YOUNAN, P.E.
EXECUTIVE OFFICER

SOILS REPORT APPROVAL LETTER

January 25, 2019

LOG # 106777
SOILS/GEOLOGY FILE - 2

Corbell Architect
3450 Wilshire Blvd. Ste 1000
Los Angeles, Ca 90010

TRACT:	WILSHIRE HARVARD HEIGHTS (M P 8-113) // 2189
BLOCK:	---
LOT(S):	110-114, 201(arb. 1), 202 (arb. 1) and portion of 200
LOCATION:	3431-3451 W. 8th Street, 749-753 S. Harvard Blvd. & 748 Hobart Blvd.

CURRENT REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Soils Report	S-1747	11/20/2018	Don Soils Engineering Co.

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provide recommendations for the proposed 7-story mixed-use building over 2 levels of subterranean parking (9 levels total). The site is currently developed with multi story commercial structures and one 2-story single family dwelling. Subsurface exploration performed by the consultant consisted of six hollow-stem auger borings to a maximum depth of 60 feet. The earth materials at the subsurface exploration locations consist of up to 1 feet of uncertified fill underlain by silty, sand and clay.

The consultants recommend to support the proposed structure(s) on conventional and/or mat-type foundations bearing on native undisturbed soils.

The referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2017 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed the plans prepared by the design engineer; and, that the plans included the recommendations contained in their reports (7006.1).

2. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.

3. All recommendations of the report(s) that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

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4. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.

5. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).

6. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.

7. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).

8. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).

9. 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).

   1828 Sawtelle Blvd., 3rd Floor, West LA (310) 575-8388

10. All loose foundation excavation material shall be removed prior to commencement of framing. Slopes disturbed by construction activities shall be restored (7005.3).

11. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).

12. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring or constructed using ABC slot cuts. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)

13. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).

14. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).

15. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.

16. Unsurcharged temporary excavation may be cut vertical up to 6 feet. Excavations over 6 feet shall be trimmed back at a uniform gradient not exceeding 1:1, from top to bottom of excavation, as recommended.

17. Shoring shall be designed for the lateral earth pressures specified in the section titled "Shoring" starting on page 11 of the 11/20/2018 report; all surcharge loads shall be included into the design.

18. Shoring shall be designed for a maximum lateral deflection of 1 inch, provided there are no structures within a 1:1 plane projected up from the base of the excavation. Where a structure is within a 1:1 plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of ½ inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.

19. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.

20. All foundations shall derive entire support from native undisturbed soils, as recommended and approved by the soils engineer by inspection.

21. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing.

22. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2014-116 "Foundation Design for Expansive Soils" (1803.5.3).

23. 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.

24. Basement walls and other walls in which horizontal movement is restricted at the top shall be designed for at-rest pressure as specified on page 7 of the 11/20/2018 report (1610.1). All surcharge loads shall be included into the design.

25. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions. (1803.5.12).

26. 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).

27. 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).

28. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).

29. 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).

30. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.

31. Where the ground water table is lowered and maintained at an elevation not less than 6 inches below the bottom of the lowest floor, or where hydrostatic pressures will not occur, the floor and

basement walls shall be damp-proofed. Where a hydrostatic pressure condition exists, and the design does not include a ground-water control system, basement walls and floors shall be waterproofed. (1803.5.4, 1805.1.3, 1805.2, 1805.3)

32. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works (7013.10).

33. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).

34. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008 & 1705.6).

35. 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)

36. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; pile installation; protection fences; and, dust and traffic control will be scheduled (108.9.1).

37. Installation of shoring and/or pile excavations shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).

38. 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).

39. 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.

DAN RYAN EVANGELISTA
Structural Engineering Associate II

DRE/dre
Log No. 106777
213-482-0480

cc: Don Soils Engineering, Project Consultant
LA District Office

APPENDIX H
Phase I Environmental Site Assessment

WEECO WESTERN ENVIRONMENTAL ENGINEERS CO.

12610 Westminster Ave., Unit C
Santa Ana, CA 92706

(714) 542-2644
Fax: (714) 542-2520

WEECO Project #2018-6646

Phase I Environmental Site Assessment

Project Site
744-762 South Hobart Boulevard, 3431-3455 West 8th Street, and 749-767 South Harvard Boulevard
Los Angeles, California 90005

Prepared for
Open Bank
1000 Wilshire Boulevard, Suite 100
Los Angeles, California 90017

January 24, 2018

Prepared by _____
Han sol Yoo
Project Engineer

Reviewed by _____
James Yoon, REPA
Environmental Professional

PHASE 1 ENVIRONMENTAL SITE ASSESSMENT
For Property at:

744-762 SOUTH HOBART BOULEVARD, 3431-3455 WEST 8TH STREET AND 749-767 SOUTH HAVARD BOULEVARD LOS ANGELES, CALIFORNIA 90005

JANUARY 24, 2018

Environmental Professional Certification: I declare that, to best of my professional knowledge and belief, I meet the definition of *Environmental Professional* as defined in §312.10 of 40 CFR 312.10 (All Appropriate Inquiry).

James Yoon, Environmental Professional
Principal

Standard Certification: I have the specific qualifications based on educations, training and experience to assess a *property* of nature, history and setting of the Subject Property. I have developed and performed the all appropriate inquiries (AAI) in conformance with the standards and practices set forth in 40 CFR part 312.

James Yoon, Environmental Professional
Principal

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EXECUTIVE SUMMARY

Western Environmental Engineers Company (WEECO) has performed a Phase I Environmental Site Assessment (ESA) in general accordance with the scope of work and limitations of ASTM Standard Practice E1527-13, the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (AAI) (40 CFR Part 312) and set forth by **Open Bank** for the property located at **744-762 S. Hobart Boulevard, 3431-3455 W. 8th Street, and 749-767 S. Harvard Boulevard, Los Angeles, California (the "subject property")**. The Phase I Environmental Site Assessment is designed to provide **Open Bank** with an assessment concerning environmental conditions (limited to those issues identified in the report) as they exist at the subject property.

On January 9, 2018, WEECO investigator (Han sol Yoo) conducted a site investigation of the subject site.

Property Description:

The subject property located at 744-762 S. Hobart Boulevard, 3431-3455 W. 8th Street, and 749-767 S. Harvard Boulevard, in the City of Los Angeles, is legally described by the assessor's parcel numbers: 5093-018-007, 5093-018-008, 5093-018-009, 5093-018-017, 5093-018-018, 5093-018-019, and 5093-018-020. According to the Los Angeles County, Office of the Assessor, the subject site is an approximately 63,152 square foot total lot, and has been developed with seven (7) commercial and residential buildings approximately 47,908 square feet in size total. The subject buildings were constructed in 1912/1915, 1939/1942, 1940, 1941, 1951, 1963, and 1966, respectively.

The subject property is currently occupied by "Seedcure, Inc" (3431 W. 8th Street), "Han Chong Sin" (3431-B W. 8th Street), "G Beauty Salon" (3433 W. 8th Street), "Nicholas Gant" (3435 W. 8th Street), "Avila Tax Service" (3437 W. 8th Street), "G Q Tailor" (3439 W. 8th Street), "Shipyn" (3441 W. 8th Street), Vacant Unit (3441½ W. 8th Street), "My Love Golf" (3443 W. 8th Street), "Robert Lawson" (3445 W. 8th Street), "Top's Office & Art Supplies" (3447 W. 8th Street), "Robert M. Lawson" (3451 W. 8th Street), "La Fleur" (3453 W. 8th Street), "Dong Il Jang Restaurant" (3455 W. 8th Street), Residential Building (749 W. 8th Street), "World of String Art" (765 S. Harvard Boulevard), and "J.S.K. Company" (767 S. Harvard Boulevard). The subject property consists of a total of six (6) buildings: three (3) single-story commercial buildings, one (1) single-story residential building, and two (2) two-story commercial buildings. Onsite operations include a restaurant, office tenants, commercial tenants, and residential dwelling. Two (2) storage enclosures were observed at the subject site. In addition to the current structures, the subject property is also improved with an asphalt paved parking area.

According to available historical sources, from 1956 to 2017, the subject property has been occupied by multiple commercial tenants and residential dwellings. From 1956 to 1965, a dry cleaning tenant, "Evelyn Cleaners" (3441 W. 8th Street), was present at the site.

The immediately surrounding properties consist of residential developments (Residential / 740 S. Hobart Boulevard and 743 S. Harvard Boulevard) to the north; commercial and residential developments (Multi-Tenant Commercial Building and Residential / 3428-3444 W. 8th Street and 808 S. Hobart Boulevard) to the south across 8th Street; commercial and residential developments (Multi-Tenant Commercial Building and Residential / 3411-3429 W. 8th Street and 742-758 S. Harvard Boulevard) to the east across Harvard Boulevard; and commercial developments (Multi-Tenant Commercial Building and "Heyri Coffee House" / 3461-3467 W. 8th Street and 755 S. Hobart Boulevard) and parking area to the west across Hobart Boulevard.

The groundwater depth of the subject site ranges from approximately 14.1 to 34.07 feet bgs (data obtained from GeoTracker from a closed LUST site, 3401 8th Street). The regional groundwater flow is expected to follow the topographic gradient; which is towards the southwesterly.

Federal and State Environmental Records Search Databases:

One (1) active SCAQMD record was found for the subject site. The tenant "Dong Il Jang Restaurant" has been issued operating permits for a natural gas charbroiler on May 20, 1992, June 22, 1992, and May 12, 2000. Currently, only the most recent operating permit is active. There have been no notices of violation or notices to comply.

The current tenant, "Robert M Lawson", is listed in the HWIS database. According to the database, the site disposed of: 0.92 tons of asbestos containing waste in 2014/2015.

No reported properties within the specified search radii are identified to pose a significant environmental risk to the Property.

FINDINGS

A *recognized environmental condition (REC)* refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. The following was identified during the course of this assessment:

- According to the Historical Tenant Report, a dry cleaning facility, "Evelyn Cleaners" (3441 W. 8th Street), used to be present at the subject site from 1956 to 1965. No other records regarding the dry cleaning facility, dry cleaning machine, or any subsurface investigation were found. This means the current condition of the soil is unknown.

A *controlled recognized environmental condition (CREC)* refers to a REC resulting from 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. The following was identified during the course of this assessment:

- WEECO did not identify any controlled recognized environmental conditions during the course of this assessment.

A *historical recognized environmental condition (HREC)* refers to 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. The following was identified during the course of this assessment:

- WEECO did not identify any historical recognized environmental conditions during the course of this assessment.

An *environmental issue* refers to environmental concerns identified by WEECO, which do not qualify as RECs; however, warrant further discussion. The following was identified during the course of this assessment:

- WEECO did not identify any environmental issue during the course of this assessment.

CONCLUSIONS, OPINIONS AND RECOMMENDATIONS

WEECO has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 of **744-762 S. Hobart Boulevard, 3431-3455 W. 8th Street, and 749-767 S. Harvard Boulevard, in the City of Los Angeles, Los Angeles County, California** (the "subject property"). Any exceptions to, or deletions from, this practice are described in Section 1.5 of this report.

This assessment has revealed evidence of recognized environmental conditions (RECs) in connection with the subject property because a previous dry cleaning facility was present at the site. Therefore, WEECO recommends that a Phase II Environmental Site Assessment be performed at the Property (3441 W. 8th Street) in order to determine if there was any contamination or leak due to the previous dry cleaning facility.

1.0 INTRODUCTION

Western Environmental Engineers Company (WEECO) has performed a Phase I Environmental Site Assessment (ESA) in general conformance with the scope and limitations of ASTM Standard Practice E1527-13 and the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (AAI) (40 CFR Part 312) for the property located at **744-762 S. Hobart Boulevard, 3431-3455 W. 8th Street, and 749-767 S. Harvard Boulevard, in the City of Los Angeles, Los Angeles County, California** (the "subject property"). Any exceptions to, or deletions from, this scope of work are described in the report.

1.1 PURPOSE AND OBJECTIVE

The purpose of this practice is to define good commercial and customary practice for conducting an *environmental site assessment* of a parcel(s) of *commercial real estate* with respect to the range of contaminants within the scope of Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601) and *petroleum products*. As such, this practice is intended to permit a *User (Client, Purchaser, Lender, Owner)* to satisfy one of the requirements to qualify for the *innocent landowner*, *contiguous property owner*, or *bona fide prospective purchaser* limitations on CERCLA liability (hereinafter, the "*landowner liability protections*," or "*LLPs*"): that is, the practice that constitutes "*all appropriate inquiry* into the previous ownership and uses of the *Property* consistent with good commercial or customary practice" as defined at 42 U.S.C. §9601(35)(B).

Another purpose of this *ESA* is to assist the *Client*, in its underwriting of a proposed mortgage loan on the Property, if this *Report* is prepared as a part of a pre-financing environmental due diligence, and to identify *Recognized Environmental Conditions (RECs)* in connection with the Property described in this *Report*.

The ASTM Standard Practice E1527-13 defines *a Recognized Environmental Condition (REC)* 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*. Conditions determined to be *de minimis* 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 conditions* are not *Recognized Environmental Conditions* or *Controlled Recognized Environmental Conditions*. *De minimis conditions* are not *Recognized Environmental Conditions*.

Controlled Recognized Environmental Condition (CREC) is a *Recognized Environmental Condition* resulting from a past *release* of *hazardous substances* or *petroleum products* that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with *hazardous substances* or *petroleum products* allowed to

remain in place subject to the implementation of required controls (for example, *property use restrictions*, *activity and use limitations*, *institutional controls*, or *engineering controls*).

A Historical Recognized Environmental Condition (HREC) is *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 (for example, *property* use restrictions, *activity and use limitations*, *institutional controls*, or *engineering controls*).

Referenced Documents for ASTM Standard Practice E1527-13:

- ASTM E2600 Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions
- ASTM E2091 Guide for Use of Activity and Use Limitations, Including Institutional and Engineering Controls
- Comprehensive Environmental Response, Compensation, and Liability Act of 1980 ("CERCLA" or "Superfund"), as amended by Superfund Amendments and Reauthorization
- Act of 1986 ("SARA") and Small Business Liability Relief and Brownfields Revitalization Act of 2002 ("Brownfields Amendments"), 42 U.S.C. §§9601 et seq.
- "All Appropriate Inquiries" Final Rule, 40 C.F.R. Part 312 Chapter 1 EPA, Subchapter J-Superfund, Emergency
- Freedom of Information Act, 5 U.S.C. §552, as amended by Public Law No. 104-231, 110 Stat. 3048
- Emergency Planning and Community Right-To-Know Act of 1986 ("EPCRA"), 42 U.S.C. §§11001et seq.
- Resource Conservation and Recovery Act (also referred to as the Solid Waste Disposal Act), as amended ("RCRA"), 42
  Planning, and Community Right-To-Know Programs, 40 C.F.R Parts 300-399 National Oil and Hazardous Substances Pollution Contingency Plan, 40 C.F.R. Part 300
- OSHA Hazard Communication Regulation, 29 C.F.R. §1910.1200

1.2 Scope of Work

The scope of work for this ESA is in general accordance with the requirements of ASTM Standard E1527-13. This assessment included: 1) a property and adjacent site reconnaissance; 2) interviews with key personnel; 3) a review of historical sources; 4) a review of regulatory agency records; and 5) a review of a regulatory database report provided by a third-party vendor. WEECO contacted local agencies, such as environmental health departments, fire departments and building departments in order to determine any current and/or former hazardous substances usage, storage and/or releases of hazardous substances on the subject property. Additionally, WEECO researched information on the presence of activity and use limitations (AULs) at these

agencies. As defined by ASTM E1527-13, AULs are the legal or physical restrictions or limitations on the use of, or access to, a site or facility: 1) to reduce or eliminate potential exposure to hazardous substances or petroleum products in the soil or groundwater on the subject property; or 2) to prevent activities that could interfere with the effectiveness of a response action, in order to ensure maintenance of a condition of no significant risk to public health or the environment. These legal or physical restrictions, which may include institutional and/or engineering controls (IC/ECs), are intended to prevent adverse impacts to individuals or populations that may be exposed to hazardous substances and petroleum products in the soil or groundwater on the property.

If requested by Client, this report may also include the identification, discussion of, and/or limited sampling of asbestos-containing materials (ACMs), lead-based paint (LBP), mold, and/or radon.

1.3 LIMITATION

WEECO warrants that the findings and conclusions contained herein were accomplished in accordance with the methodologies set forth in the Scope of Work. These methodologies are described as representing good commercial and customary practice for conducting an ESA of a property for the purpose of identifying recognized environmental conditions. There is a possibility that even with the proper application of these methodologies there may exist on the subject property conditions that could not be identified within the scope of the assessment or which were not reasonably identifiable from the available information. WEECO believes that the information obtained from the record review and the interviews concerning the subject property is reliable. However, WEECO cannot and does not warrant or guarantee that the information provided by these other sources is accurate or complete. The conclusions and findings set forth in this report are strictly limited in time and scope to the date of the evaluations. The conclusions presented in the report are based solely on the services described therein, and not on scientific tasks or procedures beyond the scope of agreed-upon services or the time and budgeting restraints imposed by the Client. No other warranties are implied or expressed.

Some of the information provided in this report is based upon personal interviews, and research of available documents, records, and maps held by the appropriate government and private agencies. This report is subject to the limitations of historical documentation, availability, and accuracy of pertinent records and the personal recollections of those persons contacted.

This practice does not address requirements of any state or local laws or of any federal laws other than the all appropriate inquiry provisions of the LLPs. Further, this report does not intend to address all of the safety concerns, if any, associated with the subject property.

Environmental concerns, which are beyond the scope of a Phase I ESA as defined by ASTM, include the following: ACMs, LBP, radon, and lead in drinking water. These issues may affect environmental risk at the subject property and may warrant discussion and/or assessment; however, are considered non-scope issues. If specifically requested by the Client, these non-scope issues are discussed in Section 7.3.

1.4 USER RELIANCE

Western Environmental Engineer Company (WEECO) has performed a Phase I Environmental Site Assessment for the property located at **744-762 S. Hobart Boulevard, 3431-3455 W. 8th Street, and 749-767 S. Harvard Boulevard, Los Angeles, California (Subject Property)**. This report has been prepared for the sole use of **Open Bank (Client).**

An environmental site assessment meeting or exceeding this practice and completed less than one (1) year prior to the date of acquisition is presumed to be valid under this standard. In order to maintain landowner liability protections, the user also has a "continuing obligation to not interfere with activity and use limitations associated with the property," must take "reasonable steps to prevent releases" and must "comply with legal release reporting obligations." Further, it is the goal of this study to identify business risks related to the property associated with environmental conditions. This investigation is not an environmental compliance audit and is not designed to determine if the operations of an existing facility are in compliance with applicable environmental laws and regulations.

While this report provides an overview of potential environmental concerns, both past and present, the environmental assessment is limited by the availability of information at the time of the assessment. It is possible that unreported disposal of waste or illegal activities impairing the environmental status of the property may have occurred which could not be identified. The conclusions and recommendations regarding environmental conditions that are presented in this report are based on a scope of work authorized by the Client. Note, however, that virtually no scope of work, no matter how exhaustive, can identify all contaminants or all conditions above and below ground.

This report has been prepared in accordance with generally accepted environmental methodologies referred to in ASTM E-1527-13, and contains all of the limitations inherent in these methodologies. No other warranties, expressed or implied, are made as to the professional services provided under the terms of our contract and included in this report. The conclusions of this report are based in part, on the information provided by others. The possibility remains that unexpected environmental conditions may be encountered at the site in locations not specifically investigated. The services performed and outlined in this report were based, in part, upon visual observations of the site and attendant structures. Our opinion cannot be extended to portions of the site that were unavailable for direct observation, reasonably beyond the control of WEECO. The objective of this report was to assess environmental conditions at the site, within the context of our contract and existing environmental regulations within the applicable jurisdiction. Evaluating compliance of past or future owners with applicable local, provincial, and federal government laws and regulations was not included in our contract for services. Our observations relating to the condition of environmental media at the site are described in this report. It should be noted that compounds or materials other than those described could be present in the site environment.

This report has been prepared for the sole use of **Open Bank.** The contents should not be relied upon by any other parties without the express written consent of **Open Bank and WEECO.**

1.5 LIMITING CONDITIONS

The findings and conclusions contain all of the limitations inherent in these methodologies that are referred to in ASTM E1527-13.

Specific limitations and exceptions to this ESA are more specifically set forth below:

- Interviews with past or current owners, operators and occupants were not reasonably ascertainable and thus constitute a data gap. Based on information obtained from other historical sources (as discussed in Section 3.0), this data gap is not expected to alter the findings of this assessment.

- Information relative to deed restrictions and environmental liens, a title search, and a pre-survey questionnaire was not provided by the Report User.

- WEECO was unable to determine the property use at 5-year intervals, which constitutes a data gap. Information concerning historical use of the subject property was unavailable for various time frame intervals. Except for property tax files and recorded land title records, which were not considered to be sufficiently useful, WEECO reviewed all standard historical sources and conducted appropriate interviews.

2.0 SITE DESCRIPTION

2.1 SITE LOCATION AND LEGAL DESCRIPTION

The subject site at **744-762 S. Hobart Boulevard, 3431-3455 W. 8th Street, and 749-767 S. Harvard Boulevard** is a commercial and residential property located on the north side of 8th Street between Hobart Boulevard and Harvard Boulevard, in the City of Los Angeles, County of Los Angeles within the State of California. According to the Los Angeles County Assessor, the subject property is described as Assessor's Parcel Numbers (APNs): 5093-018-007, 5093-018-008, 5093-018-009, 5093-018-017, 5093-018-018, 5093-0018-019, and 5093-018-020. There are twenty-nine (29) associated addresses with these parcels: 744, 748, and 762 S. Hobart Boulevard, 3431, 3431 ½, 3433, 3435, 3437, 3439, 3441, 3441 ½, 3443, 3443 ½, 3445, 3447, 4351, 3453, and 3455 W. 8th Street, and 749, 753, 757, 759, 761, 761 ½, 763, 765, 765 ¼, 765 ½, and 767 S. Harvard Boulevard.

Please refer to Figure 1: Site Location Map, Figure 2: Site Plan, Figure 3: Topographic & Aerial Photo Map, and Appendix A: Site Photographs for the location and site characteristics of the subject property.

2.2 CURRENT PROPERTY USE

The subject property is currently occupied by "Seedcure, Inc" (3431 W. 8th Street), "Han Chong Sin" (3431-B W. 8th Street), "G Beauty Salon" (3433 W. 8th Street), "Nicholas Gant" (3435 W. 8th Street), "Avila Tax Service" (3437 W. 8th Street), "G Q Tailor" (3439 W. 8th Street), "Shipyn" (3441 W. 8th Street), Vacant Unit (3441½ W. 8th Street), "My Love Golf" (3443 W. 8th Street), "Robert Lawson" (3445 W. 8th Street), "Top's Office & Art Supplies" (3447 W. 8th Street), "Robert M. Lawson" (3451 W. 8th Street), "La Fleur" (3453 W. 8th Street), "Dong Il Jang Restaurant" (3455 W. 8th Street), Residential Building (749 W. 8th Street), "World of String Art" (765 S. Harvard Boulevard), and "J.S.K. Company" (767 S. Harvard Boulevard). The subject property consists of a total of six (6) buildings: three (3) single-story commercial buildings, one (1) single-story residential building, and two (2) two-story commercial buildings. Onsite operations include a restaurant, office tenants, commercial tenants, and residential dwelling. Two (2) storage enclosures were observed at the subject site. In addition to the current structures, the subject property is also improved with an asphalt paved parking area.

The subject buildings appear to be constructed of stucco walls, composite and shingled roofs, and concrete slab floors. The building materials appeared to be in good condition at the time of visual inspection.

The subject property is designated for commercial and residential development by the City of Los Angeles.

The subject property was identified in the HWIS regulatory database report, as further discussed in Section 5.0.

2.3 CURRENT USE OF ADJACENT PROPERTIES

During the Site Reconnaissance, WEECO's field assessor also visually inspected and documented the use of those properties, which adjoin the subject properties. The observations made by Mr. Hansol Yoo of the adjoining properties are as follows:

NORTH

- The properties to the north of the subject site are used for residential purposes (Residential / 740 S. Hobart Boulevard and 743 S. Harvard Boulevard).

EAST

- The properties to the east of the subject site across Harvard Boulevard are used for commercial and residential purposes (Multi-Tenant Commercial Building and Residential / 3411-3429 W. 8th Street and 742-758 S. Harvard Boulevard).

SOUTH

- The properties to the south of the subject site across 8th Street are used for commercial and residential purposes (Multi-Tenant Commercial Building and Residential / 3428-3444 W. 8th Street and 808 S. Hobart Boulevard).

WEST

- The properties to the west of the subject site across Hobart Boulevard are used for commercial purposes (Multi-Tenant Commercial Building and "Heyri Coffee House" / 3461-3467 W. 8th Street and 755 S. Hobart Boulevard) and parking area.

2.4 PHYSICAL SETTING SOURCES

2.4.1 USGS Topographic Map Review

The United States Geological Survey (USGS) *Hollywood, California* Quadrangle 7.5-minute series topographic map was reviewed for this ESA.

USGS topographic map indicates that the subject property and the vicinity had established medium duty and light duty roads in their current configurations. The ground elevation level at the subject site is approximately 195 feet above the mean sea level.

The slope in the general topographic region of the Project appears to be to the south.

The Source of these topographic maps is from the US Department of the Interior, Geological

Survey.

The topography of the site area demonstrates a complex elevation contour. The topography of the local area can be useful in recognizing the direction in which surface runoff and groundwater will generally flow. However due to the creation of sewers, drains and other man made water canals, the flow of surface runoff is not necessarily the same as would be expected by the topography. The groundwater of the local area can also differ from the general topography due to a variation of depth of the ground water, the geology of the subsurface soil in the area.

A copy of the most recent topographic map is included as Figure 3 of this report.

2.4.2 Geology and Hydrogeology

The subject site is in the Los Angeles Forebay Area, located in the northern part of the Central Basin. In general, it is a free groundwater area; however, in the course of this investigation it became evident that the Bellflower aquiclude extends into the southerly portion of the forebay area. The aquiclude extends in this area contains a high percentage of sand, and vertical percolation of water is apparently more rapid here than in other portions of the basin covered by it. Where the Bellflower aquiclude is missing within the forebay area, the aquifers are in direct hydraulic continuity with the surface.

The Los Angeles Forebay Area is overlain by parts of the La Brea, Los Angeles and Montebello Plains. The known water-bearing sediments extend to a depth of 1600 feet (1440 feet below sea level) and include recent alluvium, the Lakewood formation and the San Pedro formation. Some fresh water also may be present in the Pliocene and Miocene rocks underlying these formations in this area.

Recent alluvium in the Los Angeles Forebay Area is found on the Los Angeles Plain and in the Los Angeles Narrows. It attains a maximum thickness of 160 feet, and includes the western arm of Gaspur aquifer and the parts of the Semi-perched aquifer and Bellflower aquiclude lying west and south of the Los Angeles River.

The Semi-perched aquifer is defined as the area where sand and gravel overlying the Bellflower aquiclude is more than 20 feet in thickness. This semi-perched aquifer is also present in the Lakewood formation just south of the Repetto Hill. Although the aquifer can be defined in well logs, water levels in well indicate that it contains little or no water.

The groundwater depth of the subject site ranges from approximately 14.1 to 34.07 feet bgs (data obtained from GeoTracker from a closed LUST site, 3401 8th Street). The regional groundwater flow is expected to follow the topographic gradient; which is towards the southwesterly.

3.0 HISTORICAL INFORMATION

WEECO obtained historical use information about the subject property from a variety of sources.

3.1 HISTORICAL TENANT REPORT REVIEW

WEECO reviewed historical Tenant Report obtained from BBL (Environmental Record Search) on **January 7, 2018** for past names and businesses that were listed for the subject property and adjacent properties.

BBL's Historical Tenant Report was reviewed which identifies the tenants (be it the owner or lessee) of the subject site over the last 50 years. Sources for the research includes various city directories, street address directories and criss-cross directories published from 1920 forward. Based on the Historical Tenant Report, in 1956, the subject property was listed as having "Mile Hi Ice Cream, Harvard Barber Shop, Sidney Ladies Tailor, Bush Prosethetics, Harvard Library & Gift, Harvard Beauty Salon, Evelyn Cleaners, Fiberglass Corp, Lawson Real Estate, Graphic Process, Pioneer Mtge Sales, Edys Character Candies, and Alcoholics Anonymous Ctrl L". In 1960, the subject property was listed as having "Harvard Barber Shop, Aileen Salon, Western Ins Serv Co, Harvard Library & Gift, Harvard Beauty Salon, Evelyn Cleaners, Industrial Mkt Research, Graphic Process, Pioneer Mtfe Sales, and Alcoholics Anonymous Ctrl L". In 1965, the subject property was listed as having "Harvard Barber Shop, Aileen Salon, Harvard Income Tax, Harvard Library & Gift, Harvard Beauty Salon, Evelyn Cleaners, Industrial Mkt Research, Graphic Process, Pioneer Mtge Sales, and Alcoholics Anonymous Ctrl L". In 1970, the subject property was listed as having "Playboy Salon For Men, Aileen Salon, Harvard Income Tax, Harvard Library & Gift, Harvard Beauty Salon, Pan Asia Travel Service, Lancaster, K J, Industrial Mkt Research, Al Anon, Evans Specialty, and Alcoholics Anonymous Ctrl L". In 1975, the subject property was listed as having "Service Escrow, A & A Beauty Salon, Guerra Co, Harvard Library & Gift, Harvard Beauty Salon, Pan Asia Travel Service, Lancaster K J, Industrial Mkt Research, Al Anon, Evans Specialty, Fox Bridge Club, and Alcoholics Anonymous Ctrl L". In 1980, the subject property was listed as having "Ad IV, Bora Hair Fashions, Hos Ofc of Translation, Lancaster, K J, Industrial Mkt Research, Al Anon, Dong Il Jang Rest, and Alcoholics Anonymous Ctrl L". In 1985, the subject property was listed as having "Al Anon, Angel Beauty Salon, Hos Ofc of Translation, Chinusa Herbs & Acupuncture, Seven Star Chemical Co, Lancaster, K J, Industrial Mkt Research, Meier Line America, and Alcoholics Anonymous Ctrl L". In 1990, the subject property was listed as having "Al Anon, Size Beauty Salon, Hos Ofc of Translation, Chinusa Herbs & Acupuncture, Seven Star Chemical Co, Lancaster, K J, Robert M Lawson Co, Dong Il Jang Restaurant, Minute Express Messenger Svc, and Alcoholics Anonymous Ctrl L". In 1994, the subject property was listed as having "Size Beauty Salon, Hos Ofc of Translation, Chinusa Herbs & Acupuncture, Seven Star Chemical Co, Lancaster, K J, Robert M Lawson Co, Dong Il Jang Restaurant, and Alcoholics Anonymous Ctrl L". In 1998, the subject property was listed as having "Han Kook Printing Co, Size Beauty Salon, Hos Offices of Translation, G Q Tailor, Chinusa Herbs & Acupuncture, L A Music, Seven Star Chemical Co, Excelsior Enterprises, Photo Outlet, Dong Il Jang Restaurant, Anton, Pierre, and Growing Together Inc". In 2000, the subject property was listed as having "Size Beauty Salon, Kathy Cho

Pola Cosmetic, Ho's Office Of Translation, Chinusa Herbs & Acupuncture, Seven Star Chemical Co, Allstate Insurance, Olympic Learning Center, Robert M Lawson Co, Anderson & Son Co, Top's Art & Pattern Supplies, Hanarum Florists, Dong Il Jang Restaurant, KSB America Inc, Rak Young Instrument America, and Tec Inc". In 2004, the subject property was listed as having "Size Beauty Salon, Hani, G Q Tailor, Seven Star Chemical Co, Zen Acupuncture & Herbs, Allstate Insurance, Robert M Lawson Co, Anderson & Son, Top's Art & Pattern Supplies, La Fleur By Tracy, Dong Il Jang Restaurant, GIS International Inc, and Kim's Acupuncture". In 2006, the subject property was listed as having "SZE Beauty Salon, G Q Tailor, Seven Star Chemical Co, Zen Healing Ctr, Allstate Insurance Co, Robert M Lawson Co, Anderson & Son, Top's Art & Pattern Supplies, La Fleur By Tracy, Dong Il Jang Restaurant, Dong Eye, GIS International Inc, Kim's Acupuncture, and Alcoholics Anonymous Central L". In 2008, the subject property was listed as having "Da Lee Trading Co, Ebony Style LLC, La Sarangbang House of Eumion, G Q Tailor, Zen Healing Ctr, Allstate Insurance Co, Robert M Lawson Co, Anderson & Son, Top's Arts Supplies, La Fleur By Tracy, Dong Il Jang Restaurant, GIS International Inc, J's Solution, World of String Art, Hanson Metal, and Young Rak Instrument America". In 2010, the subject property was listed as having "Grand Beauty Salon, La Sarangbang House of Eumion, G Q Tailor, Allstate Insurance Co, Robert M Lawson Co, Anderson & Son, LA Wedding Officiants, Top's Arts Supplies, La Fleur By Tracy, Don Il Jang Restaurant, World of String Art, Lee, Byung, and Young Rak Instrument America". In 2012, the subject property was listed as having "Sedcure Inc, La Sarangbang House of Eumion, G Q Tailor, Maljja's, Jeanny Chu-Allstate Agent, A1 Garage Doors & Gates, Anderson & Son, LA Wedding Officiants, Top's Arts Supplies, La Fleur By Tracy, Dong Il Jang Restaurant, World of String Art, Yoon Johnny, Hana Limo, and Young Rak Instrument America". In 2014, the subject property was listed as having "Sedcure Inc, Grand Beauty Salon, Avila Tax Svc, La Sarangbang House of Eumion, G Q Tailor, Maljja's, Jeanny Chu-Allstate Agent, A1 Garage Doors & Gates Los, LA Wedding Officiants, Top's Arts Supplies, La Fleur By Tracing, Dong Il Jang Restaurant, Linda Skin Care, World of String Art, Yoon Johnny, Hana Limo, Oaky, and Young Rak Instrument America". In 2016, the subject property was listed as having "Sedcure Inc, Grand Beauty Salon, Avila Tax Svc, G Q Tailor, High Top, Anderson & Son, Top's Art Supplies, La Fleur By Tracy, Dong Il Jang Restaurant, GIS International Inc, World of String Art, Yaosoon Healing Art Center, Gruv Group, and Hana Limo". In 2017, the subject property was listed as having "Sedcure Inc, Avila Tax Svc, G Q Tailor, High Top, Top's Art Supplies, La Fleur By Tracy, and Dong Il Jang Restaurant". Copies of select Historical Tenant Report are included in Appendix C of this report.

In addition to the actual site address the following neighboring addresses have been researched for commercial listings as well:

3429 W 8TH ST
3436 W 8TH ST
3438 W 8TH ST
3440 W 8TH ST
3442 W 8TH ST
3444 W 8TH ST
3451 W 8TH ST
3460 W 8TH ST

	3461 W 8TH ST
	735 S HARVARD BLVD
	742 S HARVARD BLVD
	743 S HARVARD BLVD
	744 S HOBART
	749 S HARVARD BLVD
	762 S HOBART
	765 S HARVARD BLVD
	767 S HARVARD BLVD
	815 S HARVARD BLVD
	825 S HARVARD BLVD
	849 S HARVARD BLVD
	855 S HARVARD BLVD
	860 S HARVARD BLVD
	900 S HARVARD BLVD
	904 S HARVARD BLVD
	909 S HARVARD BLVD
	915 S HARVARD BLVD
	922 S HARVARD BLVD
	923 S HARVARD BLVD

2017

3429 W 8TH ST	JSI FOODS LLC
3431 W 8TH ST	**SEDCURE INC**
3436 W 8TH ST	PRO TAILOR
3437 W 8TH ST	**AVILA TAX SVC**
3439 W 8TH ST	**G Q TAILOR**
3440 W 8TH ST	WORLD VISION UNIVERSITY
	Y LEE FINE ARTS GALLERY
3442 W 8TH ST	JECKE COMPUTER REPAIR
3444 W 8TH ST	CRUZ, MANUEL
3445 W 8TH ST	**HIGH TOP**
3447 W 8TH ST	**TOP'S ART SUPPLIES**
3453 W 8TH ST	**LA FLEUR BY TRACY**
3455 W 8TH ST	**DONG IL JANG RESTAURANT**
3460 W 8TH ST	DIDIM FOOD USA INC
3461 W 8TH ST	BRESSON INC
	KIM MIHEE KOREAN DRESS SHOP
735 S HARVARD BLVD	FAMIABLE PRO
749 S HARVARD BLVD	**No Commercial Listings**

2016

3429 W 8TH ST	JSI FOODS LLC
3431 W 8TH ST	**SEDCURE INC**
3433 W 8TH ST	**GRAND BEAUTY SALON**
3436 W 8TH ST	PRO TAILOR
3437 W 8TH ST	**AVILA TAX SVC**
3439 W 8TH ST	**G Q TAILOR**
3440 W 8TH ST	Y LEE FINE ARTS GALLERY
3442 W 8TH ST	JECKE COMPUTER REPAIR
3445 W 8TH ST	**HIGH TOP**
3447 W 8TH ST	**ANDERSON & SON**

	TOP'S ART SUPPLIES
3453 W 8TH ST	**LA FLEUR BY TRACY**
3455 W 8TH ST	**DONG IL JANG RESTAURANT**
3461 W 8TH ST	BRESSON INC
	KIM MIHEE KOREAN DRESS SHOP
749 S HARVARD BLVD	**No Commercial Listings**
765 S HARVARD BLVD	**GIS INTERNATIONAL INC**
	WORLD OF STRING ART
	YAOSOON HEALING ART CTR
767 S HARVARD BLVD	**GRUV GROUP**
	HANA LIMO
815 S HARVARD BLVD	815 HARVARD LLC
849 S HARVARD BLVD	HARVARD APARTMENTS
904 S HARVARD BLVD	KWACK, JIN GON
909 S HARVARD BLVD	HAN KI JA
922 S HARVARD BLVD	CAPSTONE CHURCH

2014

3429 W 8TH ST	CAC INVESTMENT
	HAN YANG KOREAN BBQ
	HAN, YANG G
	JSI FOODS LLC
3431 W 8TH ST	**SEDCURE INC**
3433 W 8TH ST	**GRAND BEAUTY SALON**
3436 W 8TH ST	PRO TAILOR
3437 W 8TH ST	**AVILA TAX SVC**
	LA SARANGBANG HOUSE OF EUMION
3439 W 8TH ST	**G Q TAILOR**
3440 W 8TH ST	Y LEE FINE ARTS GALLERY
3441 W 8TH ST	**MALJJA'S**
3442 W 8TH ST	JECKE COMPUTER REPAIR
3443 W 8TH ST	**JEANNY CHU-ALLSTATE AGENT**
3447 W 8TH ST	**A1 GARAGE DOORS & GATES LOS**
	LA WEDDING OFFICIANTS
	TOP'S ARTS SUPPLIES
3453 W 8TH ST	**LA FLEUR BY TRACY**
3455 W 8TH ST	**DONG IL JANG RESTAURANT**
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
749 S HARVARD BLVD	**No Commercial Listings**
765 S HARVARD BLVD	**LINDA SKIN CARE**
	WORLD OF STRING ART
	YOON JOHNNY
767 S HARVARD BLVD	**HANA LIMO**
	OAKY
	YOUNG RAK INSTRUMENT AMERICA
815 S HARVARD BLVD	815 HARVARD LLC
849 S HARVARD BLVD	HARVARD APARTMENTS
900 S HARVARD BLVD	H K N JEWELRY
922 S HARVARD BLVD	CAPSTONE CHURCH

2012

3429 W 8TH ST	JSI FOODS LLC

3431 W 8TH ST	**SEDCURE INC**
3436 W 8TH ST	PRO TAILOR
3437 W 8TH ST	**LA SARANGBANG HOUSE OF EUMION**
3439 W 8TH ST	**G Q TAILOR**
3440 W 8TH ST	Y LEE FINE ARTS GALLERY
3441 W 8TH ST	**MALJJA'S**
3442 W 8TH ST	MARQUEZ & ASSOC
3443 W 8TH ST	**JEANNY CHU-ALLSTATE AGENT**
3444 W 8TH ST	EL DORADO INVESTMENT ENT
3447 W 8TH ST	**A1 GARAGE DOORS & GATES**
	ANDERSON & SON
	LA WEDDING OFFICIANTS
	TOP'S ARTS SUPPLIES
3453 W 8TH ST	**LA FLEUR BY TRACY**
3455 W 8TH ST	**DONG IL JANG RESTAURANT**
3460 W 8TH ST	DONG-A BOOK PLAZA
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
742 S HARVARD BLVD	PS FOUR SEASONS PAINTING INC
	SD PARK PAINTING & MAINTENANCE
743 S HARVARD BLVD	IMS INFO MARKETING SERVIC
749 S HARVARD BLVD	**No Commercial Listings**
765 S HARVARD BLVD	**WORLD OF STRING ART**
	YOON JOHNNY
767 S HARVARD BLVD	**HANA LIMO**
	YOUNG RAK INSTRUMENT AMERICA
815 S HARVARD BLVD	815 HARVARD LLC
849 S HARVARD BLVD	HARVARD APARTMENTS
855 S HARVARD BLVD	FUSION LLC

2010

3431 W 8TH ST	**No Commercial Listings**
3433 W 8TH ST	**GRAND BEAUTY SALON**
3436 W 8TH ST	PRO TAILOR
3437 W 8TH ST	**LA SARANGBANG HOUSE OF EUMION**
3439 W 8TH ST	**G Q TAILOR**
3440 W 8TH ST	Y LEE FINE ARTS GALLERY
3442 W 8TH ST	MARQUEZ Y ASOCIADOS
3443 W 8TH ST	**ALLSTATE INSURANCE CO**
3445 W 8TH ST	**ROBERT M LAWSON CO**
3447 W 8TH ST	**ANDERSON & SON**
	LA WEDDING OFFICIANTS
	TOP'S ARTS SUPPLIES
3453 W 8TH ST	**LA FLEUR BY TRACY**
3455 W 8TH ST	**DONG IL JANG RESTAURANT**
3460 W 8TH ST	DONG-A BOOK PLAZA
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
749 S HARVARD BLVD	**No Commercial Listings**
765 S HARVARD BLVD	**WORLD OF STRING ART**
767 S HARVARD BLVD	**LEE, BYUNG**
	YOUNG RAK INSTRUMENT AMERICA
849 S HARVARD BLVD	HARVARD APARTMENTS
904 S HARVARD BLVD	SUN BLIND

2008

3429 W 8TH ST	CAC INVESTMENT
	HAN, YANG GALBI
3431 W 8TH ST	**No Commercial Listings**
3433 W 8TH ST	**DA LEE TRADING CO**
3436 W 8TH ST	PRO TAILOR
3437 W 8TH ST	**EBONY STYLE LLC**
	LA SARANGBANG HOUSE OF EUMION
3439 W 8TH ST	**G Q TAILOR**
3440 W 8TH ST	WILLIAM M LAWSON CO
	Y LEE FINE ARTS GALLERY
3441 W 8TH ST	**ZEN HEALING CTR**
3442 W 8TH ST	MARQUEZ Y ASOCIADOS
3443 W 8TH ST	**ALLSTATE INSURANCE CO**
3445 W 8TH ST	**ROBERT M LAWSON CO**
3447 W 8TH ST	**ANDERSON & SON**
	TOP'S ARTS SUPPLIES
3453 W 8TH ST	**LA FLEUR BY TRACY**
3455 W 8TH ST	**DONG IL JANG RESTAURANT**
3460 W 8TH ST	DONG-A BOOK PLAZA
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
749 S HARVARD BLVD	**No Commercial Listings**
765 S HARVARD BLVD	**GIS INTERNATIONAL INC**
	J' SOLUTION
	WORLD OF STRING ART
767 S HARVARD BLVD	**HANSON METAL**
	YOUNG RAK INSTRUMENT AMERICA
825 S HARVARD BLVD	DOTTY ATTORNEY
855 S HARVARD BLVD	METRO HOUSING FOUNDATION
860 S HARVARD BLVD	KIM & CASEY LLC
904 S HARVARD BLVD	SUN BLIND

2006

3429 W 8TH ST	CAC INVESTMENT
	HAN, YANG GALBI
3431 W 8TH ST	**No Commercial Listings**
3433 W 8TH ST	**SZE BEAUTY SALON**
3436 W 8TH ST	PRO TAILOR
3438 W 8TH ST	AMOREAN COSMETICS 8TH
3439 W 8TH ST	**G Q TAILOR**
3440 W 8TH ST	WILLIAM M LAWSON CO
	Y LEE FINE ARTS GALLERY
3441 W 8TH ST	**SEVEN STAR CHEMICAL CO**
	ZEN HEALING CTR
3442 W 8TH ST	KIMBY'S TRABEL
	MARQUEZ & ASSOC
3443 W 8TH ST	**ALLSTATE INSURANCE CO**
3444 W 8TH ST	URGENTE EXPRESS
3445 W 8TH ST	**ROBERT M LAWSON CO**
3447 W 8TH ST	**ANDERSON & SON**
	TOP'S ART & PATTERN SUPPLIES

3453 W 8TH ST	**LA FLEUR BY TRACY**
3455 W 8TH ST	**DONG IL JANG RESTAURANT**
3460 W 8TH ST	DONG-A BOOK PLAZA
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
749 S HARVARD BLVD	**No Commercial Listings**
765 S HARVARD BLVD	**DONG EYE**
	GIS INTERNATIONAL INC
	KIM'S ACUPUNCTURE
767 S HARVARD BLVD	**ALCOHOLICS ANONYMOUS CENTRAL L**
	DIGICELL
	YOUNG RAK INSTRUMENT AMERICA
855 S HARVARD BLVD	METRO HOUSING FOUNDATION
900 S HARVARD BLVD	DREYFUSS CONSTRUCTION
904 S HARVARD BLVD	SUN BLIND
923 S HARVARD BLVD	GIANT PAINTING CO

2004

3429 W 8TH ST	CAC INVESTMENT
3431 W 8TH ST	**No Commercial Listings**
3433 W 8TH ST	**SIZE BEAUTY SALON**
3436 W 8TH ST	PRO TAILOR
3437 W 8TH ST	**HANI**
3438 W 8TH ST	AMOREAN COSMETICS 8TH
3439 W 8TH ST	**G Q TAILOR**
3440 W 8TH ST	WILLIAM M LAWSON CO
	Y LEE FINE ARTS GALLERY
3441 W 8TH ST	**SEVEN STAR CHEMICAL CO**
	ZEN ACUPUNCTURE & HERBS
3442 W 8TH ST	KIMBY'S TRABEL
3443 W 8TH ST	**ALLSTATE INSURANCE**
3444 W 8TH ST	URGENTE EXPRESS
3445 W 8TH ST	**ROBERT M LAWSON CO**
3447 W 8TH ST	**ANDERSON & SON**
	TOP'S ART & PATTERN SUPPLIES
3453 W 8TH ST	**LA FLEUR BY TRACY**
3455 W 8TH ST	**DONG IL JANG RESTAURANT**
3460 W 8TH ST	DONG-A BOOK PLAZA
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
749 S HARVARD BLVD	**No Commercial Listings**
765 S HARVARD BLVD	**GIS INTERNATIONAL INC**
	KIM'S ACUPUNCTURE
849 S HARVARD BLVD	SELAS TRADING CO
855 S HARVARD BLVD	FASHIONDISTRICT.NET
	METRO HOUSING FOUNDATION
915 S HARVARD BLVD	NAILL CO
923 S HARVARD BLVD	GIANT PAINTING CO

2000

3429 W 8TH ST	X FACTOR
3431 W 8TH ST	**No Commercial Listings**
3433 W 8TH ST	**SIZE BEAUTY SALON**
3435 W 8TH ST	**KATHY CHO POLA COSMETIC**

3436 W 8TH ST	KIM'S CUSTOM TAILORING
3437 W 8TH ST	**HO'S OFFICE OF TRANSLATION**
3438 W 8TH ST	AMOREAN COSMETICS 8TH
3441 W 8TH ST	**CHINUSA HERBS & ACUPUNCTURE**
	SEVEN STAR CHEMICAL CO
3442 W 8TH ST	KIMBY'S TRABEL
3443 W 8TH ST	**ALLSTATE INSURANCE**
3444 W 8TH ST	URGENTE EXPRESS
3445 W 8TH ST	**OLYMPIC LEARNING CTR**
	ROBERT M LAWSON CO
3447 W 8TH ST	**ANDERSON & SON CO**
	TOP'S ART & PATTERN SUPPLIES
3453 W 8TH ST	**HANARUM FLORISTS**
3455 W 8TH ST	**DONG IL JANG RESTAURANT**
3460 W 8TH ST	DONG-A BOOK PLAZA
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
749 S HARVARD BLVD	**No Commercial Listings**
765 S HARVARD BLVD	**KSB AMERICA INC**
767 S HARVARD BLVD	**RAK YOUNG INSTRUMENT AMERICA**
	TEC INC
825 S HARVARD BLVD	HARVARD APARTMENTS
849 S HARVARD BLVD	SELAS TRADING CO
855 S HARVARD BLVD	FASHIONDISTRICT.NET
923 S HARVARD BLVD	GIANT PAINTING CO

1998

3431 W 8TH ST	**HAN KOOK PRINTING CO**
3433 W 8TH ST	**SIZE BEAUTY SALON**
3436 W 8TH ST	KIMS CUSTOM TAILORING
	KIMS FASHION
3437 W 8TH ST	**HOS OFFICE OF TRANSLATION**
3438 W 8TH ST	AMOREAN COSMETICS 8TH
3439 W 8TH ST	**G Q TAILOR**
3441 W 8TH ST	**CHINUSA HERBS & ACUPUNCTURE**
	L A MUSIC
	SEVEN STAR CHEMICAL CO
3442 W 8TH ST	MCG IMMIGRATION CONSULTANTS
3444 W 8TH ST	URGENTE EXPRESS
3445 W 8TH ST	**EXCELSIOR ENTERPRISES**
3453 W 8TH ST	**PHOTO OUTLET**
3455 W 8TH ST	**DONG IL JANG RESTAURANT**
3460 W 8TH ST	DONG-A BOOK PLAZA
	KOREA PUBLISHING & TROPHY
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
749 S HARVARD BLVD	**No Commercial Listings**
765 S HARVARD BLVD	**ANTON, PIERRE**
	GROWING TOGETHER INC
825 S HARVARD BLVD	HARVARD APARTMENTS
923 S HARVARD BLVD	GIANT PAINTING CO

1994

3429 W 8TH ST	WANG KUNG RESTAURANT

3431 W 8TH ST	**No Commercial Listings**
3433 W 8TH ST	**SIZE BEAUTY SALON**
3437 W 8TH ST	**HOS OFC OF TRANSLATION**
3438 W 8TH ST	AMOREAN COSMETICS 8TH
3441 W 8TH ST	**CHINUSA HERBS & ACUPUNCTURE**
	SEVEN STAR CHEMICAL CO
3442 W 8TH ST	M C G IMMIGRATION CONSULTANTS
3443 W 8TH ST	**LANCASTER, K J**
3444 W 8TH ST	URGENTE EXPRESS
3445 W 8TH ST	**ROBERT M LAWSON CO**
3455 W 8TH ST	**DONG IL JANG RESTAURANT**
3460 W 8TH ST	DONG A BOOK PLAZA
	KOREA PUBLISHING & TROPHY
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
742 S HARVARD BLVD	MINUTE EXPRESS MESSENGER SVC
749 S HARVARD BLVD	**No Commercial Listings**
767 S HARVARD BLVD	**ALCOHOLICS ANONYMOUS CTRL L**
825 S HARVARD BLVD	HARVARD APARTMENTS
923 S HARVARD BLVD	GIANT PAINTING CO

1990

3431 W 8TH ST	**AL ANON**
3433 W 8TH ST	**SIZE BEAUTY SALON**
3437 W 8TH ST	**HOS OFC OF TRANSLATION**
3441 W 8TH ST	**CHINUSA HERBS & ACUPUNCTURE**
	SEVEN STAR CHEMICAL CO
3443 W 8TH ST	**LANCASTER, K J**
3445 W 8TH ST	**ROBERT M LAWSON CO**
3455 W 8TH ST	**DONG IL JANG RESTAURANT**
742 S HARVARD BLVD	**MINUTE EXPRESS MESSENGER SVC**
744 S HOBART BLVD	**No Listings**
749 S HARVARD BLVD	**No Commercial Listings**
762 S HOBART BLVD	**No Listings**
767 S HARVARD BLVD	**ALCOHOLICS ANONYMOUS CTRL L**
825 S HARVARD BLVD	HARVARD APARTMENTS
825 S HARVARD BLVD	HARVARD APARTMENTS
923 S HARVARD BLVD	GIANT PAINTING CO
923 S HARVARD BLVD	GIANT PAINTING CO

1985

3431 W 8TH ST	**AL ANON**
3433 W 8TH ST	**ANGEL BEAUTY SALON**
3437 W 8TH ST	**HOS OFC OF TRANSLATION**
3441 W 8TH ST	**CHINUSA HERBS & ACUPUNCTURE**
	SEVEN STAR CHEMICAL CO
3443 W 8TH ST	**LANCASTER, K J**
3445 W 8TH ST	**INDUSTRIAL MKT RESEARCH**
3455 W 8TH ST	**MEIER LINE AMERICA**
744 S HOBART	**No Listings**
749 S HARVARD BLVD	**No Commercial Listings**
762 S HOBART BLVD	**No Listings**
767 S HARVARD BLVD	**ALCOHOLICS ANONYMOUS CTRL L**

ALCOHOLICS ANONYMOUS CTRL L

1980

3431 W 8TH ST	AD IV
3433 W 8TH ST	BORA HAIR FASHIONS
3437 W 8TH ST	HOS OFC OF TRANSLATION
3441 W 8TH ST	No Listings
3443 W 8TH ST	LANCASTER, K J
3445 W 8TH ST	INDUSTRIAL MKT RESEARCH
3451 W 8TH ST	AL ANON
3455 W 8TH ST	DONG IL JANG REST
744 S HOBART	No Listings
749 S HARVARD BLVD	No Commercial Listings
762 S HOBART BLVD	No Listings
767 S HARVARD BLVD	ALCOHOLICS ANONYMOUS CTRL L

1975

3431 W 8TH ST	SERVICE ESCROW
3433 W 8TH ST	A & A BEAUTY SALON
3435 W 8TH ST	GUERRA CO
3437 W 8TH ST	HARVARD LIBRARY & GIFT
3439 W 8TH ST	HARVARD BEAUTY SALON
3441 W 8TH ST	PAN ASIA TRAVEL SERVICE
3443 W 8TH ST	LANCASTER, K J
3445 W 8TH ST	INDUSTRIAL MKT RESEARCH
3451 W 8TH ST	AL ANON
3453 W 8TH ST	EVANS SPECIALTY
3455 W 8TH ST	FOX BRIDGE CLUB
744 S HOBART	No Listings
749 S HARVARD BLVD	No Commercial Listings
762 S HOBART BLVD	No Listings
767 S HARVARD BLVD	ALCOHOLICS ANONYMOUS CTRL L

1970

3431 W 8TH ST	PLAYBOY SALON FOR MEN
3433 W 8TH ST	AILEEN SALON
3435 W 8TH ST	HARVARD INCOME TAX
3437 W 8TH ST	HARVARD LIBRARY & GIFT
3439 W 8TH ST	HARVARD BEAUTY SALON
3441 W 8TH ST	PAN ASIA TRAVEL SERVICE
3443 W 8TH ST	LANCASTER, K J
3445 W 8TH ST	INDUSTRIAL MKT RESEARCH
3451 W 8TH ST	AL ANON
3453 W 8TH ST	EVANS SPECIALTY
3455 W 8TH ST	No Listings
744 S HOBART	No Listings
749 S HARVARD BLVD	No Commercial Listings
762 S HOBART BLVD	No Listings
767 S HARVARD BLVD	ALCOHOLICS ANONYMOUS CTRL L

1965

3431 W 8TH ST	HARVARD BARBER SHOP

3433 W 8TH ST	AILEEN SALON
3435 W 8TH ST	HARVARD INCOME TAX
3437 W 8TH ST	HARVARD LIBRARY & GIFT
3439 W 8TH ST	HARVARD BEAUTY SALON
3441 W 8TH ST	EVELYN CLEANERS
3443 W 8TH ST	No Listings
3445 W 8TH ST	INDUSTRIAL MKT RESEARCH
3447 W 8TH ST	GRAPHIC PROCESS
3451 W 8TH ST	PIONEER MTGE SALES
3453 W 8TH ST	No Listings
3455 W 8TH ST	No Listings
744 S HOBART	No Listings
749 S HARVARD BLVD	No Commercial Listings
762 S HOBART BLVD	No Listings
767 S HARVARD BLVD	ALCOHOLICS ANONYMOUS CTRL L

1960

3431 W 8TH ST	HARVARD BARBER SHOP
3433 W 8TH ST	AILEEN SALON
3435 W 8TH ST	WESTERN INS SERV CO
3437 W 8TH ST	HARVARD LIBRARY & GIFT
3439 W 8TH ST	HARVARD BEAUTY SALON
3441 W 8TH ST	EVELYN CLEANERS
3443 W 8TH ST	No Listings
3445 W 8TH ST	INDUSTRIAL MKT RESEARCH
3447 W 8TH ST	GRAPHIC PROCESS
3451 W 8TH ST	PIONEER MTGE SALES
3453 W 8TH ST	No Listings
3455 W 8TH ST	No Listings
744 S HOBART	No Listings
749 S HARVARD BLVD	No Commercial Listings
762 S HOBART BLVD	No Listings
767 S HARVARD BLVD	ALCOHOLICS ANONYMOUS CTRL L

1956

3431 W 8TH ST	MILE HI ICE CREAM
	HARVARD BARBER SHOP
3433 W 8TH ST	SIDNEY LADIES TAILOR
3435 W 8TH ST	BUSH PROSETHETICS
3437 W 8TH ST	HARVARD LIBRARY & GIFT
3439 W 8TH ST	HARVARD BEAUTY SALON
3441 W 8TH ST	EVELYN CLEANERS
3443 W 8TH ST	No Listings
3445 W 8TH ST	FIBERGLASS CORP
	LAWSON REAL ESTATE
3447 W 8TH ST	GRAPHIC PROCESS
3451 W 8TH ST	PIONEER MTGE SALES
3453 W 8TH ST	No Listings
3455 W 8TH ST	EDYS CHARACTER CANDIES
744 S HOBART	No Listings
749 S HARVARD BLVD	No Commercial Listings
762 S HOBART BLVD	NL

767 S HARVARD BLVD ALCOHOLICS ANONYMOUS CTRL L

- **Data Gap and Data Failure**

According to ASTM E1527-13, data gaps occur when the Environmental Professional is unable to obtain information required, despite good faith efforts to gather such information. 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 Standards, historical sources are required to document property use back to the property's first developed use or back to 1940, whichever is earlier. However, pursuant to ASTM #1527-13, Section 8.3.2.1, if the specific use of the property appears unchanged over a period longer than five years, then it is not required by this practice to research the use during that period.

3.2 Historical Aerial Photo Map Review

WEECO obtained available aerial photographs of the subject property and surrounding area from BBL (Environmental Record Search) on January 5, 2018 and NETR Online - Historical Aerial Photo. A historical map review was conducted to better understand the historical use of the subject site.

Map Date:	Description:
2012	Same as current aerial photo map
2010	Same as 2012 aerial photo map
2009	Same as 2010 aerial photo map
2005	Same as 2009 aerial photo map
2004	Same as 2005 aerial photo map
2003	Same as 2004 aerial photo map
1994	Same as 2003 aerial photo map
1989	Same as 1994 aerial photo map
1980	Same as 1989 aerial photo map
1972	Same as 1980 aerial photo map
1964	One (1) Residential Building Present on the Northwest Section of the Subject Site
1954	Another Residential Building Present to the south of 749 S. Harvard Boulevard
1952	Same as 1954 aerial photo map
1948	Another Residential Building Present to the north of 765-767 S. Harvard Boulevard.

Copies of select aerial photographs are included in Figure 3 of this report.

3.3 SANBORN FIRE INSURANCE MAP

The Sanborn map collection is a series of large-scale maps that depict the commercial, industrial and residential sections of some twelve thousand cities and towns in the United States. These specialized maps were prepared for the exclusive use of fire insurance companies and underwriters to provide accurate, current and detailed information about the buildings they were insuring. Sanborn maps show the size, shape and construction of dwellings, commercial buildings and factories, as well as indicate widths and names of streets, property boundaries, building use, and house and block numbers. D.A. Sanborn, a young surveyor from Somerville, Massachusetts, established the D.A. Sanborn National Insurance Diagram Bureau in New York City in 1867. With good managerial procedures and practices, Sanborn's company quickly became the premiere insurance map company, expanding coverage to all parts of the United States. In 1902, nineteen years after Sanborn passed away, the Sanborn Map and Publishing company became the Sanborn Map Company, the form which the company uses today.\In 1905, the Sanborn Map Company published a manual for the guidance of its surveyors which read, "Our maps are made for the purpose of showing at a glance the character of the fire insurance risks of all buildings. Our customers rely upon the information supplied, incurring large financial risks without making personal examinations of the properties. The information reported", the Sanborn surveyor was advised, "is technical to the fire insurance industry, and you should master the technicalities and ever bear in mind the use to which the map you are producing will be applied." Accuracy and thoroughness were factors in the success the Sanborn Map Company would experience in the coming decades. By 1920, the Sanborn Map company virtually monopolized the insurance map industry, with production probably reaching a peak in the early 1930's. Following World War II, a period of which government restrictions were enforced on the publication of maps, the market for insurance maps experienced a slow and persistent decline. Today, inspection services maintained by fire insurance rating organizations and insurance companies now prove adequate in the light of modern building construction, better fire codes and improved fire protection methods. With the chronology of Sanborn Fire Insurance Maps in mind, a clear benefit of reviewing these maps is to analyze building and property use typically previous to 1950. The existence and location of fuel storage tanks, flammable or other potentially toxic substances is clearly noted.

No Fire Insurance Maps are available for the area surrounding the subject site. Lack of coverage of the site indicates an area of little commercial development prior to 1950.

4.0 GOVERNMENT RECORD SEARCH

4.1 FIRE DEPARTMENT

WEECO investigator contacted the Los Angeles City Fire Department Hazardous Materials Division to search records of inventory lists of active and inactive hazardous materials facilities located within the city of Los Angeles. According to the LAFD, if the address of the subject site does not appear in the lists of active or inactive Hazardous Materials facilities available to view via www.lafd.org/public-records, then the department does not have any documentation pertaining to the subject site. The subject site was not listed in any of these active or inactive facility lists. No records were found for the subject site.

WEECO investigator contacted the Los Angeles City Fire Department Underground Tank Unit to search records of inventory lists of active and inactive underground tank facilities located within the city of Los Angeles. According to the LAFD, if the address of the subject site does not appear in the lists of active or inactive Underground Storage Tanks (USTs) facilities available to view via www.lafd.org/public-records, then the department does not have any documentation pertaining to the subject site. The subject site was not listed in any of these active or inactive facility lists. No records were found for the subject site.

4.2 SOUTH COAST AIR QUALITY CONTROL BOARD

WEECO investigator researched data from the South Coast AQMD Database to review any records regarding Hazardous Waste/Materials and violations for the subject property. One (1) active record was found for the subject site. The tenant "Dong Il Jang Restaurant" has been issued operating permits for a natural gas charbroiler on May 20, 1992, June 22, 1992, and May 12, 2000. Currently, only the most recent operating permit is active. There have been no notices of violation or notices to comply. See Appendix D.

4.3 REGIONAL WATER QUALITY CONTROL BOARD

The subject site was not listed as a LUST (Leaking Underground Storage Tank) site on the Geotracker – California State Water Resources Control Board's sponsored website.

4.4 DEPARTMENT OF TOXIC SUBSTANCES CONTROL (ENVIROSTOR)

WEECO investigator contacted the Department of Toxic Substances Control, EnviroStor website to review any records pertaining to hazardous materials used or stored at the subject site and to review any records pertaining to aboveground/underground storage tanks at the subject site. No records were found for the subject site.

4.5 Department of Toxic Substances Control (HWTS)

WEECO investigator contacted the Department of Toxic Substances Control, Hazardous Waste Tracking System (HWTS) website to review the California and Non California Manifests Tonnage Total and Waste Code at the subject site. Records were found for the subject site. The current tenant, "Robert M Lawson" (3451 W. 8th Street), has an inactive transporter registration. California Manifest Counts and Total Tonnage records were found for the year 2015. In 2015, the site generated 0.92 tons of asbestos containing waste. The site generated 0.92 tons of Blank/Unknown RCRA waste. No records regarding Non California Manifest Total Tonnage were found. See Appendix D.

4.6 Building Department

Address	Permit Type, Number & Date	Permit Description
771-773 S. Harvard Boulevard	Building Permit Permit # 18199 6-15-1938	Application for the Erection of a Building New Store and Office Building
771-773 S. Harvard Blvd & 3431-3441 W. 8th Street	Building Permit Permit # 759 1-9-1938	Application to Alter, Repair, Move or Demolish Two 4" x 6" Parts Eliminated Entrance Detail Changed
3431-3451 W. 8th Street	Building Permit Permit # LA15451	Application to Alter, Repair, or Demolish "Permoid Process Co" Add 2-story Frame + Stucco addition to building
3441 W. 8th Street	Building Permit Permit # 8140 8-23-1965	Application to Alter-Repair-Demolish New Store Front
3441 W. 8th Street	Building Permit Permit #2642 2-21-1966	Application to Alter-Repair-Demolish Interior Partition, change of occupancy
3431-3451 W. 8th Street & 767 S. Harvard Boulevard	Certificate of Occupancy Permit No. LA15451-1951 2-25-1952	2 Story, Type V, 24x42, Retail Store and Office Addition to existing store, G-1 Occupancy "Permoid Process Co."

4.7 Oil & Gas Map

WEECO reviewed California Department of Conservation, Division of Oil, Gas & Geothermal Resources (DOGGR) maps for the Property and immediate vicinity via the DOGGR Online

Mapping System (DOMS), but found no active or abandoned oil and/or gas wells on the Property or in the immediate vicinity.

Source: http://www.conservation.ca.gov/dog/Pages/WellFinder.aspx

5.0 FEDERAL, STATE AND REGIONAL RECORDS SEARCH

Information from standard federal, state, regional environmental record sources was provided by BBL (Environmental Data Resources). Data from governmental agency lists are updated and integrated into one database, which is updated as these data are released. The information contained in this report was compiled from publicly available sources and the locations of the sites are plotted utilizing a geographic information system, which geocodes the site addresses.

Using the ASTM definition of migration, WEECO considers the migration of hazardous substances or petroleum products in any form onto the subject property during the evaluation of each site listed on the radius report, which includes solid, liquid, and vapor.

5.1 FEDERAL SOURCES

♦ NPL – National Priority List	no sites	within 1 mile radius
♦ SEMS - Comprehensive Environmental Response, Compensation, and Liability Act	no sites	within ½ mile radius
♦ NFRAP	no sites	within ½ mile radius
♦ Federal Facilities	no sites	within ½ mile radius
♦ **Emergency Response Notification System**	**2 sites**	**within ¼ mile radius**
♦ Hazardous Material Incident Report System	no sites	subject
♦ Targeted Brownfields Assessments	no sites	within ½ mile radius
♦ **Site Enforcement Tracking System**	**2 sites**	**within ½ mile radius**
♦ Enforcement-Docket	no sites	within ¼ mile radius
♦ C-Docket	no sites	within ¼ mile radius
♦ **Integrated Compliance Information System**	**4 sites**	**within ½ mile radius**
♦ CORRACTS	no sites	within 1 mile radius
♦ RCRA – TSD Facilities	no sites	within ½ mile radius
♦ Clandestine Drug Laboratories	no sites	within ½ mile radius
♦ Indian LUST/VCP/UST	no sites	within ½ mile radius

5.2 CALIFORNIA STATE SOURCES

♦ Federal Lead	no sites	within 1 mile radius
♦ State Response Sites	no sites	within ½ mile radius
♦ Voluntary Cleanup Program	no sites	within ½ mile radius
♦ Properties Needing Further Evaluation	no sites	within ½ mile radius
♦ Military Evaluation Sites	no sites	within ½ mile radius
♦ Expedited Remedial Action	no sites	within ½ mile radius
♦ Border Zone Properties	no sites	within ½ mile radius
♦ **School Property Evaluation Program**	**3 sites**	**within ¼ mile radius**
♦ SMBRPD Land Use Restrictions	no sites	within ½ mile radius
♦ HWMP Deed/Land Use Restrictions	no sites	within ½ mile radius
♦ Corrective Action	no sites	within ½ mile radius
♦ Historical Sites	no sites	within ½ mile radius
♦ **CALSITES-No Further Action**	**1 site**	**within ¼ mile radius**
♦ CORTESE	no sites	within ½ mile radius
♦ **LUST – Leaking Underground Storage Tanks**	**13 sites**	**within ½ mile radius**
♦ **Solid Waste Information System**	**1 site**	**within 1 mile radius**
♦ Well Investigation Program	no sites	within 1 mile radius
♦ Drinking Water Program	no sites	within ½ mile radius

5.3 REGIONAL SOURCES

♦ **Toxic Releases**	**1 site**	**within ½ mile radius**
♦ Land Disposal Site	no sites	within ½ mile radius
♦ Toxic Pits	no sites	within 1 mile radius
♦ **Solid Waste Assessment Test – Regional**	**1 site**	**within 1 mile radius**

5.4 OPERATING PERMITS

♦ **RCRA Generators**	**21 sites**	**within ¼ mile radius**
♦ SARA Title III, section (TRIS)	no sites	within ¼ mile radius
♦ Nuclear Regulatory Commission Licensees	no sites	within ¼ mile radius
♦ **PCB Waste Handlers Database**	**1 site**	**within ¼ mile radius**
♦ **Permit Compliance System (PCS)**	**1 site**	**within ¼ mile radius**
♦ AIRS Facility System (AFS)	no sites	within ¼ mile radius
♦ Section Seven Tracking System	no sites	within ¼ mile radius
♦ **FIFRA/TSCA tracking System**	**3 sites**	**within ¼ mile radius**
♦ Federal Facilities Information System (FFIS)	no sites	within ¼ mile radius
♦ Chemicals in Commerce Information System	no sites	within ¼ mile radius
♦ FINDS EPA Facility Index System	no sites	within ¼ mile radius
♦ **Hazardous Waste Information System**	**67 sites**	**within ¼ mile radius**
♦ **Underground Storage Tanks**	**8 sites**	**within ¼ mile radius**

ON-SITE:

Due to the former or/and current businesses, the subject site is listed as having one (1) operating permit in the list of 50 government databases reviewed in this report. See Appendix B.

-HWIS Hazardous Waste Information System

The Department of Toxic Substance Control, California Environmental Protection Agency, maintains a a data base keeping track of the movement and disposal of hazardous waste. The data is used to support the Tanner legislation, AB 2948.

Site: ROBERT M LAWSON
Address: 3451 W 8TH ST
City: LOS ANGELES
Map Loc: 1 - the subject site
Status: EPA ID#: CAC002834900

88-91 92-95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/13 14/15

Asbestos containing waste ton .92

OFF-SITE:

- **Seventy-Two (72)** environmental concerns are listed in the government databases, which are located within a ½ mile radius from the subject site. The neighborhood sites up to 1.00-mile distance have been investigated by government agencies to determine if any hazardous chemical spills occurred in the past. See Appendix B for further details.

- **NPL - National Priority List**

  EPA has prioritized sites with significant risk to human health and the environment. These sites receive remedial funding under the Comprehensive Environmental Response Conservation and Liability Act (CERCLA).

  No listings within a 1 mile radius of the subject site.

- **SEMS Comprehensive Environmental Response, Compensation, and Liability Act**

  Superfund Enterprise Management System (SEMS) replaced CERCLIS in 2014. This database is used by the EPA to track activities conducted under the Comprehensive Environmental Response and Liability Act CERCLA (1980) and the amendment the Superfund Amendments and Reauthorization Act SARA (1986).

  Sites to be included are identified primarily by the reporting requirements of hazardous substances Treatment, Storage and Disposal (TSD) facilities and releases larger than specific Reportable Quantities (RQ), established by EPA.
  Using the National Oil and hazardous Substance Pollution Contingency Plan (National Contingency Plan) the EPA set priorities for cleanup.

  The EPA rates National Contingency Plan sites according to a quantitative Hazard Ranking System (HRS) based on the potential health risk via any one or more pathways: groundwater, surface water, air, direct contact, and fire/explosion.

  The EPA and state agencies seek to identify potentially responsible parties (PRP) and ultimately Responsible Parties (RP) who can be required to finance cleanup activities, either directly or through reimbursement of federal Superfund expenditures.

  Any Institutional/Engineering controls issued under CERCLA are described in the status detail for each site. Sites delisted from the NPL list are included here.

  No listings within a ½ mile radius of the subject site.

- **NFRAP - No Further Remedial Action Planned sites (CERCLIS)**

As of February 1995, CERCLIS sites designated 'No Further Remedial Action Planned' NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.

EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

No listings within a ½ mile radius of the subject site.

- **LUST - Leaking Underground Storage Tanks – California State**

The Leaking Underground Storage Tank (LUST) database is maintained by the Water Resources Control Board and their regional branches, and tracks sites contaminated by releases from underground storage tanks pursuant to Section 25295 of the Health and Safety Code.

Thirteen (13) Leaking Underground Storage Tank (LUST) Sites were identified within a ½ mile of the subject property. However, because of the distance from the subject site, the nearby leaking site could not have adversely impacted subsurface soil and/or groundwater at the subject site. If indeed, soil and/or groundwater at the subject site have been adversely impacted, the ultimate responsible party of remediation costs will be the LUST site. See Appendix B.

1) Site: KINGSLEY AUTOMOTIVE
Address: 3401 W 8TH ST
City: LOS ANGELES
Map Loc: 19 - about .1 mile SE of the subject
Status: CLSD - Case Closed

2) Site: ARCO #5355
Address: 3675 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 28 - about .2 mile N of the subject
Status: CLSD - Case Closed

3) Site: 76 PRODUCTS STATION #0956
Address: 801 S WESTERN AVE
City: LOS ANGELES
Map Loc: 31 - about .2 mile W of the subject
Status: - -

4) Site: PAK'S WESTERN PLAZA LLC
Address: 833 S WESTERN AVE
City: LOS ANGELES
Map Loc: 34 - about .2 mile W of the subject
Status: REM - Remedial Action

5) Site: CENTURY INDUSTRIES
Address: 761 S NORMANDIE AVE
City: LOS ANGELES
Map Loc: 79 - about .3 mile E of the subject
Status: CLSD - Case Closed

6) Site: KOREAN DRYCLEANERS & LAUNDRY
Address: 3807 WILSHIRE BLVD,#720
City: LOS ANGELES
Map Loc: 85 - about .3 mile NW of the subject
Status: NRA -

7) Site: FISHER PROPERTY
Address: 3800 W 6TH ST , -3832
City: LOS ANGELES
Map Loc: 110 - about .3 mile N of the subject
Status: REM - Remedial Action

8) Site: TEXACO STATION (FORMER)
Address: 3855 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 112 - about .3 mile NW of the subject
Status: CLSD - Case Closed

9) Site: JAMISON 3875 WILSHIRE, LLC.
Address: 3875 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 121 - about .4 mile NW of the subject
Status: CLSD - Case Closed

10) Site: MOBIL #18-LLR
Address: 989 S WESTERN AVE
City: LOS ANGELES
Map Loc: 123 - about .4 mile SW of the subject
Status: REM - Remedial Action

11) Site: 76 PRODUCTS STATION #3900
Address: 4000 W 6TH ST
City: LOS ANGELES
Map Loc: 124 - about .4 mile NW of the subject
Status: CLSD - Case Closed

12) Site: AMBASSADOR HOTEL (FORMER)
Address: 3400 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 125 - about .4 mile NE of the subject

Status: CLSD - Case Closed

13) Site: CHEVRON #9-5294
Address: 549 S NORMANDIE AVE
City: LOS ANGELES
Map Loc: 126 - about .4 mile NE of the subject
Status: - -

- **FEDFAC-Federal Facilities**

As part of the CERCLA program, federal facilities with known or suspected environmental problem, the Federal Facilities Hazardous Waste Compliance Docket is tracked separately to comply with a Federal Court Order.

- **ERNS-Emergency Response Notification System**

The ERNS is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration's John Volpe National Transportation System Center and the National Response Center. There are primarily five Federal statutes that require release reporting: the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103, the Superfund Amendments and Reauthorization Act (SARA) Title III Section 304; the Clean Water Act of 1972 (CWA) section 311 (b) (3); and the Hazardous Material Transportation Act 1974 (HMTA section 1808) (b).

- **HMIRS-Hazardous Material Incident Report System**

The Hazardous Material Incident Report System (HMIRS) of the Research and Special Programs Administration (RSPA) Hazardous Material Information System was established in 1971 to fulfill the requirements of the Federal hazardous material transportation law. Part 171 of Title 49, Code of Federal Regulations (49 CFR) contains the incident reporting requirements of carriers of hazardous materials. An unintentional release of hazardous materials meeting the criteria set forth in Section 171.16, 49 CFR, must be reported on DOT Form 5800.1. The data from the reports received are subsequently entered in the HAZMAT database.

- **TBA-Targeted Brownfields Assessments**

EPA's Targeted Brownfields Assessment (TBA) program is designed to help states, tribes, and municipalities—especially those without EPA Brownfields Assessment Pilots/Grants—minimize the uncertainties of contamination often associated with brownfields. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Program to promote the cleanup and redevelopment of brownfields. EPA's TBA assistance is available through two sources: directly from EPA through EPA Regional Brownfields offices under Subtitle A of the law, and from state or tribal voluntary response program offices receiving funding under Subtitle C of the law

- **SETS-Site Enforcement Tracking System**

When Expanding Superfund Monies at a CERCLA site, EPA must conduct a search to identify parties with potential financial responsibility for Remediation of uncontrolled hazardous waste sites. EPA regional Superfund Waste Management Staff issue a notice letter to the potentially responsible party (PRP). The status field contains the EPA ID number and name of the site where the actual pollution occurred.

- **DO-Enforcement Docket System/Consent Decree Tracking System**

DOCKET tracks civil judicial cases against environmental polluters, while CDETS processes court settlements, called consent decrees.

- **CD-Criminal Docket System (C-Docket)**

The Criminal Docket System is a comprehensive automated system for tracking criminal enforcement actions. C-Docket handles data for all environmental statues and tracks enforcement actions from the initial stages of investigations through conclusion.

- **ICIS-Integrated Compliance Information System (ICIS)**

ICIS is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

- **RCRA Violators List (CORRACTS)**

The Resource Conservation and Recovery Act of 1976 provides for "cradle to grave" regulation of hazardous wastes. RCRA requires regulation of hazardous waste generators, transporters, and storage/treatment/disposal sites. Evaluation to potential violators, ranging from manifest requirements to hazardous waste discharges, is typically conducted by the US EPA. This database is also known as Corrective Action Report (CORRACTS). If enforcement is required, it is typically delegated to a state agency.

- **Resource Conservation and Recovery Information System–Treatment, Storage & Disposal (RCRA-D)**

The Environmental Protection Agency regulates the treatment, storage and disposal of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste TSD facilities are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form as well as part A (EPA form 8700-23) and Part B of their Hazardous Waste Permit Application.

- **CDL-Clandestine Drug Laboratories**

The U.S. Department of Justice ("the Department") provides this information 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.

- **INDN-Indian Reservation LUST/VCP/UST**

This database includes all environmental records from Indian Reservations such as Leaking Underground Tanks (LUST), Voluntary Cleanup Program (VCP) and Underground Storage Tanks (UST)

- **FL-State Response Sites - Federal Lead**

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain high priority hazardous were the U.S. EPA is the lead agency. These sites are typically proposed, on or delisted from the National Priority List.

- **SR-State Response Sites**

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain potential hazardous waste sites. These are confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity and deemed generally high-priority and high potential risk.
The information has been compiled into this database by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code.

- **VCP–Voluntary Cleanup Program**

This category contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have requested that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

- **FE-Properties Needing Further Evaluation**

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD) contains properties that are suspected of being contaminated. These are unconfirmed contaminated properties that need to be assessed using the PEA process.

- **ME-Military Evaluation Sites**

This category the Site Mitigation and Brownfields Reuse Program Database SMBRPD, contains Formerly Used Defense Sites (FUDS) and Open or Closed military facilities with confirmed or unconfirmed releases and where DTSC is involved in investigation and/or remediation, either in a lead or support capacity. Sites with confirmed releases are generally considered high-priority and high potential risk.

- **EP-Expedited Remedial Action Program**

The Expedited Remedial Action Program is a pilot program limited to 30 sites. These are confirmed release sites worked on by Responsible Parties with oversight of the cleanup by DTSC. These confirmed sites are generally high-priority and high potential risk.

- **BZ-Border Zone Properties**

These sites went through the Hazardous Waste Property or Border Zone Property evaluation and formal determination process. (Chapter 6.5, Health and Safety Code section 25221.)

- **SCH-School Property Evaluation Program Properties**

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD) 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, safety or the environment they pose.

- **LUR-Brownfields Reuse Program Facility Sites with Land Use Restrictions**

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 land use restrictions that are active. Some sites have multiple land use restrictions.

- **DR-Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction**

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.

- **CA-Hazardous Waste sites - Permitted and Corrective Action**

Permitted and Corrective Action sites are RCRA-permitted facilities undergoing cleanup activities or permitted to handle Hazardous Waste.

- **HIS-Historical Site**

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD) contains sites from an older database where no site type was identified. Most of these sites have a status of Referred or No Further Action. DTSC is working to clean up this data by identifying an appropriate site type for each Historic site.

- **CALSITES-No Further Action**

This section includes the sites on the CALSITE list which have been flagged for no further action by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section

25359.6 of the California Health & Safety Code.

- **CORTESE-State of California Office of Planning and Research**

This database is a consolidation of information from various sources. It is maintained by the State Office of Planning and research and lists potential and confirmed hazardous waste or substances sites.

- **SWIS-Solid Waste Information System**

As legislated under the Solid Waste Management and Resource Recovery Act of 1972, the California Waste Management Board maintains lists of certain facilities, i.e. active solid waste disposal sites, inactive or closed waste disposal sites and transfer facilities.

- **WIP-Well Investigation Program**

The Well Investigation Program (AB 1803) identifies groundwater that is already contaminated and empowers the California Department of Health Services and local health officers to order ongoing monitoring programs.

- **WQ-Drinking Water Program**

The California Health and Safety Code section 116275-116300 stipulates that it is the intent of the Legislature to improve laws governing drinking water quality to improve upon the minimum requirements of the federal Safe Drinking Water Act Amendments of 1986, to establish primary drinking water standards that are at least as stringent as those established under the federal Safe Drinking Water Act, and to establish a program under this chapter that is more protective of public health than the minimum federal requirement. In order to provide for the orderly and efficient delivery of safe drinking water the State Department of Health Services collect information on the quality of public drinking water wells under the California Drinking Program.

- **NT-Toxic Releases**

The California Regional Water Quality Control Boards or local Department of Health Service keeps track of toxic releases to the environment. These lists are known as Unauthorized Releases, Spill Leaks, Investigations and Cleanups (SLIC), Non-Tank Releases, Toxics List or similar, depending on the local agency.

- **TPC-Toxic Pits**

The Toxic Pits Clean-Up Act (Katz Bill) places strict limitations on the discharge of liquid hazardous wastes into surface impoundment, toxic ponds, pits and lagoons. Regional Water Quality Control Boards are required to inspect all surface impoundment annually; in addition, every facility was required to file a Hydrogeological Assessment Report. Recent legislation allows the Department of Health Services to exempt facilities that closed on or before December 31, 1985, if a showing is made that no significant environmental risk remains (AB1046).
Special exemption provisions have created for surface impoundment receives mining wastes.

- **SWAT-Solid Waste Assessment Test-Regional**

This program, provided for under the Calderon legislation (Section 13273 of the Water Code), requires that disposal sites with more than 50,000 cubic yards of waste provide sufficient information to the regional water quality control board to determine whether or not the site has been discharged hazardous substances which will impact the environment.

Site operators are required to file Solid Waste Assessment Test report on staggered basis. Operators of the 150 highest ranking (Rank 1) sites were required to submit Solid Waste Assessment Tests by July 1, 1987, Rank 2 in 1988 and so on.

Operators submit water quality tests to the Regional Water Quality Control Board, describing surface and groundwater quality and supply; and the geology within 1 mile of the site. Air quality tests are submitted to the local Air Quality Management District/Air Pollution Control District.

5.5 VAPOR ENCROACHMENT SCREENING

ASTM E 2600-10 Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions (VES) was used as guidance for conducting a VES for the Subject Property. The purpose of the screening is to determine whether a Vapor Encroachment Condition (VEC) exists from chemicals of concern (COC) that may migrate as vapors onto a property as a result of contaminated soil and groundwater on or near the Subject Property. This standard replaces E 2600-08 published in March of 2008.

The newly revised standard focuses solely on screening for the likelihood of migrating vapors volatilized from a contaminated source the encroach upon the subsurface of a property involved in a real estate transaction and create a vapor encroachment condition (VEC). Two tiers for screening are included in the practice. The first tier is based upon the existence of known or suspect contaminated sites in the area. The second tier is more comprehensive and investigates specific characteristics associated with the contaminated plumes from these sites, or if no plume information is available, relies on sampling. If the likelihood exists for vapors to reach the subsurface of the property, further investigation that is beyond the scope of this practice would be necessary to determine if vapor intrusion is occurring into any buildings on the property. Of particular note in the standard is the completely revised Legal Appendix that discusses the relationship between this standard and the E 1527-13 Phase I ESA standard. In simple terms, the E 1527-13 standard (which complies with AAI) includes in its REC definition the Environmental Professional's (EP's) need to consider hazardous substances and petroleum products on the target property or migrating to the target provides a methodology for the EP to accomplish this for vapors. If vapors can reach the target property (thereby creating a VEP), the EP conducting the E 1527-13 Phase I would then have to decide whether or not the VEC constitutes an REC. This would be analogous to the EP finding in the Phase I investigation the potential for a contaminated groundwater plume to reach the target property. The EP would then have to determine if this situation is a REC.

The purpose of this practice is to define good commercial and customary practice in the United States of America for determining if a vapor encroachment condition (VEC) on a property parcel involved in a real estate transaction with respect to chemicals of concern (COC) that may migrate as vapors into existing or planned structures on a property due to contaminated soil and groundwater on the property or within close proximity to the property. For the purpose of this Report, this practice is used as a voluntary supplement to Practice E 1527 and does not alter or in any way define the scope of that practice. In addition, performance of this standard is not a requirement of and does not constitute, expand, or in any way define "all appropriate inquiry" as defined or approved by U.S. EPA under CERCLA and the regulations thereunder, including 40 CFR Sec. 312.11.

In defining a standard of good commercial and customary practice for determining a VEC on a parcel of property, the goal of the process established by this practice is to identify whether or not a VEC exists or is likely to exist on the property. The term VEC means the presence or likely

presence of any COC in the indoor air environment of existing or planned structures on a property caused by the release of vapor from contaminated soil or groundwater either on the property or within close proximity to the property, at a concentration that presents or may present an unacceptable health risk to occupants. The term is not intended to include de minimis conditions that do not normally represent an unacceptable health risk to occupants that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. A condition determined to be de minimis does not represent a VEC.
The screening involves a two tired approach to assessing VEC risk as described below.

VES TIER I - SEARCH DISTANCE TEST/CHEMICALS OF CONCERN TEST

The search distance test involves a review of the regulatory database report (see Section 5) and available historical records to make a determination if any *known or suspect potentially contaminated* properties exist within the Area of Concern (AOC). High risk sites are typically current and former gas stations, former and current dry cleaners, manufactured gas plants, and industrial sites. The AOC is defined as any up gradient sites within the ASTM Practice E1527-13 standard search distances and any cross or down gradient sites within 1/3 mile for solvents and petroleum products.

If the contamination at the known or potentially contaminated site within the AOC consists of COCs, then a potential Vapor Encroachment Condition (pVEC) exists and Tier II screening is recommended. If no known or potentially contaminated sites with COCs exist within the AOC, no further inquiry is necessary.

No release sites were identified in the BBL Radius Map Report (see Section 5) within the AOC that are considered to pose a pVEC at the Subject Property based on the Tier I evaluation.

VES TIER II - PLUME TEST

The Plume Test assesses whether or not a plume is close enough to the property to result in a VEC.

1. Critical Distance Determination - Determine distance from property to edge of plume in any direction (vertical, horizontal, lateral).

2. A VEC exists if there is a plume of VOCs, semi-volatile organic compounds (SVOCs), Volatile Inorganic Compounds (VICs), or free petroleum product have accumulated above a water table within 100 feet of the Subject Property or if a plume of dissolved volatile petroleum hydrocarbons is present within 30 feet of the property.

The sites were manually mapped to determine the location of the Subject Property and any potential plumes of contamination relative to the Subject Property and groundwater gradient. In addition, the case information for each site was reviewed.

Based on WEECO's review of the historical and current usage of the Subject Property as well as our review of the Federal, State, and Regional databases discussed in Section 5.5 for onsite and adjacent properties of potential concern for vapor encroachment, the pVEC (potential Vapor Encroachment Condition) was identified in connection with the Property, and it is WEECO's professional opinion that a VEC cannot be ruled out with respect to the subject property due to previously existing dry cleaning facility.

6.0 USER PROVIDED INFORMATION AND INTERVIEWS

6.1 USER PROVIDED INFORMATION

The purpose of this section is to describe tasks to be performed by the *User*. The "All Appropriate Inquiries" Final Rule (40 CFR Part 312) requires that these tasks be performed by or on behalf of a party seeking to qualify for an *landowner liability protections (LLP)* to CERCLA liability. While such information is not required to be provided to the *environmental professional*, the *environmental professional* shall request that the *User* provide the results of these tasks as such information can assist the *environmental professional* in identifying Recognized Environmental Conditions.

In order to qualify for one of the *Landowner Liability Protections (LLPs)*187 offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the "*Brownfields Amendments*"), the *user* must conduct the following inquiries required by 40 CFR 312.25, 312.28, 312.29, 312.30, and 312.31. These inquiries must also be conducted by EPA Brownfield Assessment and Characterization grantees. The *user* should provide the following information to the *environmental professional*. Failure to conduct these inquiries could result in a determination that "*all appropriate inquiries*" is not complete.

User Questionnaire	
Questions	**User to Answer**
(1) Environmental liens that are filed or recorded against the *property* (40 CFR 312.25). Are you aware of any environmental cleanup liens against the property that are filed or recorded under federal, tribal, state or local?	**An environmental cleanup lien/AUL search is not required from WEECO as part of this Phase I ESA.**
(2) Activity and use limitations (AULs) that are in place on the *site* or that have been filed or recorded in registry (40 CFR 312.26). Are you aware of any AULs, such as engineering controls, land use restrictions or institutional controls that are in place at the site and/or have been filed or recorded in a registry under federal, tribal, state or local law?	**An environmental cleanup lien/AUL search is not required from WEECO as part of this Phase I ESA.**

(3) Specialized knowledge or experience of the person seeking to qualify for the LLP (40 CFR 312.28). As the User of this ESA do you have any specialized knowledge or experience related to the property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business?	**The User has not informed WEECO of any specialized knowledge or experience related to the Property or nearby properties.**
(4) Relationship of the purchase price to the fair market value of the Property if it were not contaminated (40 CFR 312.29). Does the purchase price being paid for this property reasonably reflect the fair market value of the property? If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the property?	**The User has not informed WEECO of any information pertaining to the purchase price with respect to the fair market value of the Property.**
(5) Commonly known or reasonably ascertainable information about the Property (40 CFR 312.30). Are you aware of commonly known or reasonably ascertainable information about the Property that would help the Environmental Professional (EP) to identify conditions indicative of releases or threatened releases? For example, as User, (a) Do you know the past uses of the property? (b) Do you know of specific chemicals that are present or once were present at the property? (c) Do you know of spills or other chemical releases that have taken place at the property? (d) Do you know of any environmental cleanups that have taken place at the property?	**The User has not informed WEECO of any commonly known or reasonably ascertainable information about the Property that would identify conditions indicative of releases or threatened releases.**
(6) The degree of obviousness of the presence of likely presence of contamination at the Property, and the ability to detect the contamination by appropriate investigation (40 CFR 312.31). As the User of this ESA, based on your knowledge and experience related to the property are there any obvious indicators that point to the presence or likely presence of contamination at the Property?	**The User has not informed WEECO of any obvious indicators that point to the presence or likely presence of contamination at the Property.**

6.2 INTERVIEWS

6.2.1 Interview with Owner (or Property Manager)

The owner of the property was not available to be interviewed at the time of the assessment.

6.2.2 Interview with Current Property Occupant

The occupant of the subject property was not available to be interviewed at the time of the assessment.

6.2.3 Interview with Others

As the subject property is not an abandoned property as defined in ASTM-1527-13, interview with others were not performed.

6.3 PREVIOUS REPORTS OR OTHER PROVIDED DOCUMENTATION

No previous reports or other pertinent documentation was provided to WEECO for review during the course of this assessment.

7.0 SITE RECONNAISSANCE

A site reconnaissance of the subject property was conducted on January 9, 2018. Investigator(s) in attendance for the site reconnaissance included the following:

- Hansol Yoo, Project Engineer / WEECO

The site reconnaissance consisted of a visual inspection of the subject property. The following sections discuss the findings of the site reconnaissance.

7.1 GENERAL SITE CHARACTERISTICS

7.1.1 Solid Waste Disposal

Solid waste generated at the subject property is disposed of in commercial trash-bins. Independent solid waste disposal contractors, United Pacific Waste & Recycling Services, Athens Services, and RecycLA, removes solid waste from the subject property. Four (4) trash-bins were observed at the subject site, and did not appear to contain any hazardous materials or waste.

7.1.2 Sewage Discharge and Disposal

Sanitary discharges on the subject property are directed into the municipal sanitary sewer system. The City of Los Angeles services the subject property vicinity. No wastewater treatment facilities or septic systems are observed or reported on the subject property.

7.1.3 Surface Water Drainage

Storm water is removed from the subject property primarily by sheet flow action across the paved surfaces towards storm water drains located in the public right of way. Site storm water from roofs, landscaped areas, and paved areas is directed to storm water drains in the public right of way. The subject property is connected to a municipal owned and maintained sewer system. The subject property does not appear to be a designated wetland area, based on information obtained from the United States Fish & Wildlife Service; however, a comprehensive wetlands survey would be required in order to formally determine actual wetlands on the subject property. No surface impoundments, wetlands, natural catch basins, settling ponds, or lagoons are located on the subject property. No drywells were identified on the subject property.

7.1.4 Sources of Heating and Cooling

Heating and cooling systems as well as domestic hot water equipment are fueled by electricity provided by the Los Angeles City Department of Water and Power, and SoCal Gas Company.

7.1.5 Wells

No aboveground evidence of wells was observed during the site reconnaissance.

7.1.6 Septic Systems

No septic systems were observed or reported on the subject property.

7.1.7 Additional Site Observation

No additional general site characteristics were observed during the site reconnaissance.

7.2 Potential Environmental Hazards

7.2.1 Hazardous Substances and Petroleum Products Used or Stored at the Site

No hazardous substances and petroleum products was used or stored at the site.

7.2.2 Underground & Aboveground Hazardous Substances and Petroleum Product Storage Tanks (USTs/ASTs)

No evidence of current or former ASTs or USTs was observed during the site reconnaissance.

7.2.3 Evidence of Release

Minor spills, stains or other indications that a surficial release has occurred at the subject property were observed at the subject site. However, those stains could not impose a significant threat upon the environmental integrity of the subject site.

7.2.4 Polychlorinated Biphenyls (PCBs)

Older transformers and other electrical equipment could contain PCBs at a level that subjects them to regulation by the U.S. EPA. PCBs in electrical equipment are controlled by United States Environmental Protection Agency regulations 40 CFR, Part 761. Under the regulations, there are three categories into which electrical equipment can be classified: 1) Less than 50 parts per million (ppm) of PCBs – "*Non-PCB;*"2) 50 ppm-500 ppm – "*PCB-Contaminated;*" and, 3) Greater than 500 ppm – "*PCB-Containing.*" The manufacture, process, or distribution in commerce or use of any PCB in any manner other than in a totally enclosed manner was prohibited after January 1, 1977.

The on-site reconnaissance addressed indoor and outdoor transformers that may contain PCBs.

No electrical transformers were observed at the subject site.

7.2.5 Drains, Sumps and Clarifiers

No drains, sumps, or clarifiers, other than those associated with storm water removal, were observed on the subject property during the site reconnaissance.

7.2.6 Pit, Ponds and Lagoons

No pits, ponds or lagoons were observed on the subject property.

7.2.7 Additional Potential Environmental Hazards

No additional environmental hazards, including landfill activities or radiological hazards, were observed.

7.3 NON-ASTM SERVICE

7.3.1 Asbestos-Containing Materials (ACMs) and Lead-Based Paint (LBP)

Since an asbestos survey and lead-based paint are not included in the current scope of services for Phase I ESA, WEECO did not test suspect asbestos-containing building materials (ACBM) and suspect lead-based paint (LBP) at the property.

Commercial use of ACM and lead-based paint as a building material was banned by the federal government in 1978. WEECO did not contract to conduct asbestos, lead-based paint inspection at the subject site. Since the subject buildings were built prior to 1978, asbestos containing materials can still be present. However, prior to renovation or demolition work which would disturb any potential asbestos containing materials or potential lead paint, they should be sampled by a California Certified Asbestos Consultant and lead paint consultant, who may also assist with proper removal of any materials containing asbestos or lead paint. Such materials must be removed by a properly licensed asbestos and/or lead paint abatement contractor. And oversight and monitoring of the work must be performed by a California Certified Asbestos/Lead consultant.

7.3.2 Radon

Radon sampling and testing was not requested by the *User/Client* as part of this Phase I ESA.

Radon is a naturally-occurring, odorless, invisible gas. Natural radon levels vary and are closely related to geologic formations. Radon may enter buildings through basement sumps or other openings.

A review of the EPA's Map of Radon Zones indicates that Los Angeles County falls within Zone 2, a zone of moderate radon potential. Counties located within Zone 2 have a predicted average

indoor radon screening level between 2 and 4 picocuries per liter (pCi/L). A radon survey was not included in the current scope of services.

Source: http://www2.epa.gov/radon/find-information-about-local-radonzones-and-radon- programs#radonmap

It should be noted that site-specific radon levels vary greatly within the EPA radon zones and on-site radon measurements would need to be collected in order to determine the Property radon levels.

7.3.3 Lead in Drinking Water

Since a lead in drinking water survey is not included in the current scope of services for Phase I Environmental Site Assessment, WEECO did not test drinking water at the Property for lead content.

The major source of LIW is leaching of lead from household plumbing materials or water service lines used to bring water from the main to the building. Lead can leach into drinking water through contact with the plumbing, solder, fixtures and faucets (brass), and fittings. The amount of lead in drinking water will be influenced by the type and amount of minerals in the water, how long the water stays in the pipes, the amount of wear in the pipes, the water's acidity and its temperature.

8.0 FINDINGS AND CONCLUSIONS

FINDINGS

A *recognized environmental condition (REC)* refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. The following was identified during the course of this assessment:

- According to the Historical Tenant Report, a dry cleaning facility, "Evelyn Cleaners" (3441 W. 8th Street), used to be present at the subject site from 1956 to 1965. No other records regarding the dry cleaning facility, dry cleaning machine, or any subsurface investigation were found. This means the current condition of the soil is unknown.

A *controlled recognized environmental condition (CREC)* refers to a REC resulting from 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. The following was identified during the course of this assessment:

- WEECO did not identify any controlled recognized environmental conditions during the course of this assessment.

A *historical recognized environmental condition (HREC)* refers to 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. The following was identified during the course of this assessment:

- WEECO did not identify any historical recognized environmental conditions during the course of this assessment.

An *environmental issue* refers to environmental concerns identified by WEECO, which do not qualify as RECs; however, warrant further discussion. The following was identified during the course of this assessment:

- WEECO did not identify any environmental issues during the course of this assessment.

CONCLUSIONS, OPINIONS AND RECOMMENDATIONS

WEECO has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 of **744-762 S. Hobart Boulevard, 3431-3455 W. 8th Street, and 749-767 S. Harvard Boulevard, in the City of Los Angeles, Los Angeles County, California** (the "subject property"). Any exceptions to, or deletions from, this practice are described in Section 1.5 of this report.

This assessment has revealed evidence of recognized environmental conditions (RECs) in connection with the subject property because a previous dry cleaning facility was present at the site. Therefore, WEECO recommends that a Phase II Environmental Site Assessment be performed at the Property (3441 W. 8th Street) in order to determine if there was any contamination or leak due to the previous dry cleaning facility.

9.0 REFERENCES

During the preparation of this Report, a number of sources were contacted, individuals were interviewed, and various federal, state, county or local municipal agencies were consulted. Documentation applicable to the Property in those departments and agencies was requested and reviewed when and where reasonably ascertainable, as detailed in ASTM Standard Practice E1527-13. Individuals listed without phone numbers were contacted in person or by e-mail. Reference sources for site-specific information, hydrogeologic setting, technical data, historical research data, environmental reports and other records used are identified throughout this Report in corresponding sections. Any additional reference sources not cited in each applicable section of this report, if applicable, are disclosed in this section.

- ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, ASTM Designation E1527-13
- Current USGS 7.5 Minute Topographic Map
- BBL Radius Map Report
- BBL Historical Tenant Report
- BBL Historical Sanborn Fire Insurance Maps
- BBL Historical Aerial Photographs
- Historical Topographic Map Series (USGS 7.5 minute)
- DTSC EnviroStor online database: http://www.envirostor.dtsc.ca.gov/public/
- DTSC HWTS online database: http://hwts.dtsc.ca.gov/report_search.cfm?id=5
- California Department of Conservation, Division of Oil, Gas & Geothermal Resources (DOGGR)
- Los Angeles County Office of the Assessor
- California Water Resources Control Board GeoTracker online database
- Los Angeles City Fire Department
- Los Angeles Department of Building and Safety

FIGURE (1)

SITE LOCATION MAP

Figure (1) Subject Site Location Map

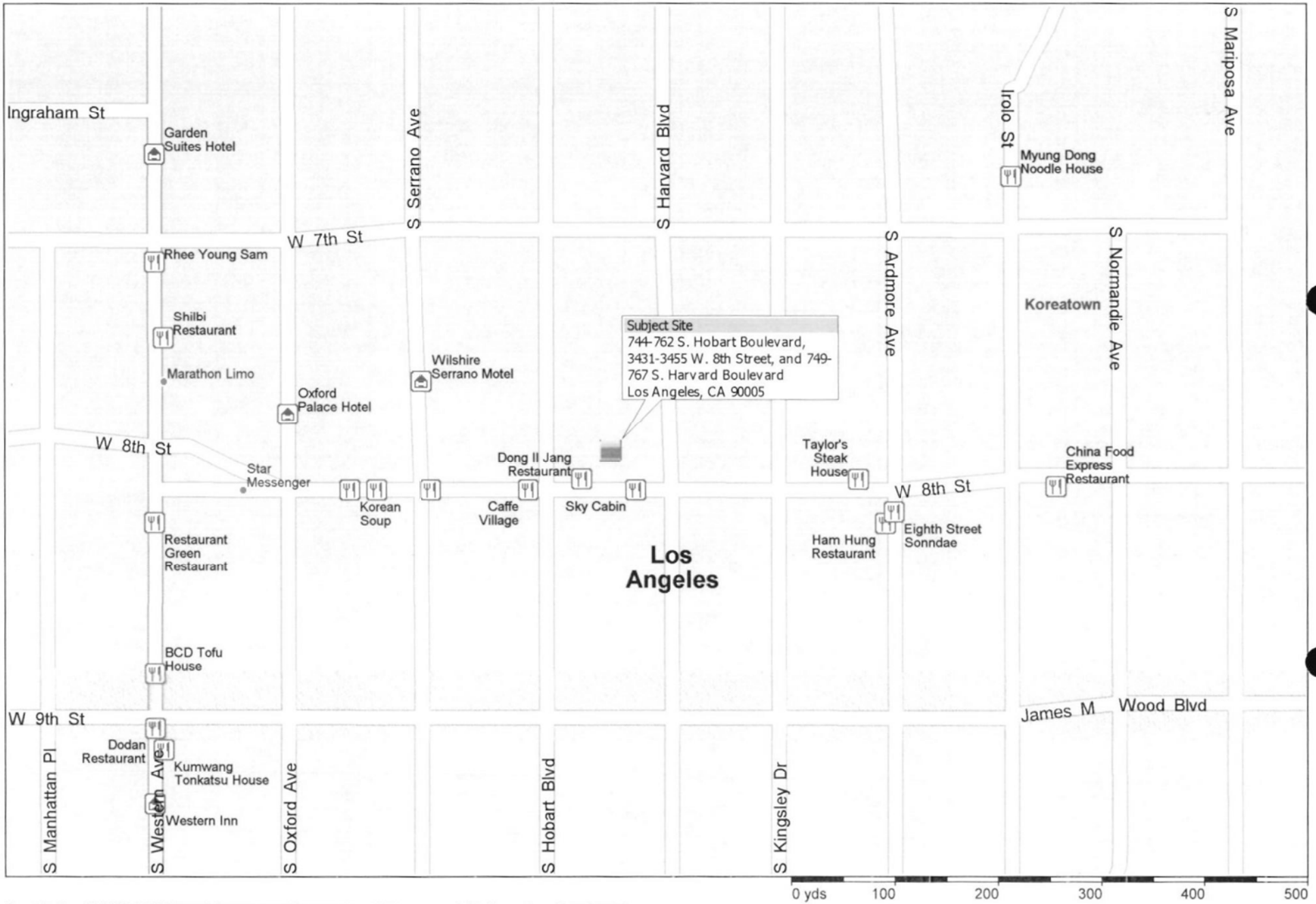

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FIGURE (2)

SITE PLOT PLAN



Subject Site: 744-762 S. Hobart Boulevard, 3431-3455 W. 8th Street, and 749-767 S. Harvard Boulevard
Los Angeles, CA 90005

NOT TO SCALE

Figure (2) Subject Site Plot Plan

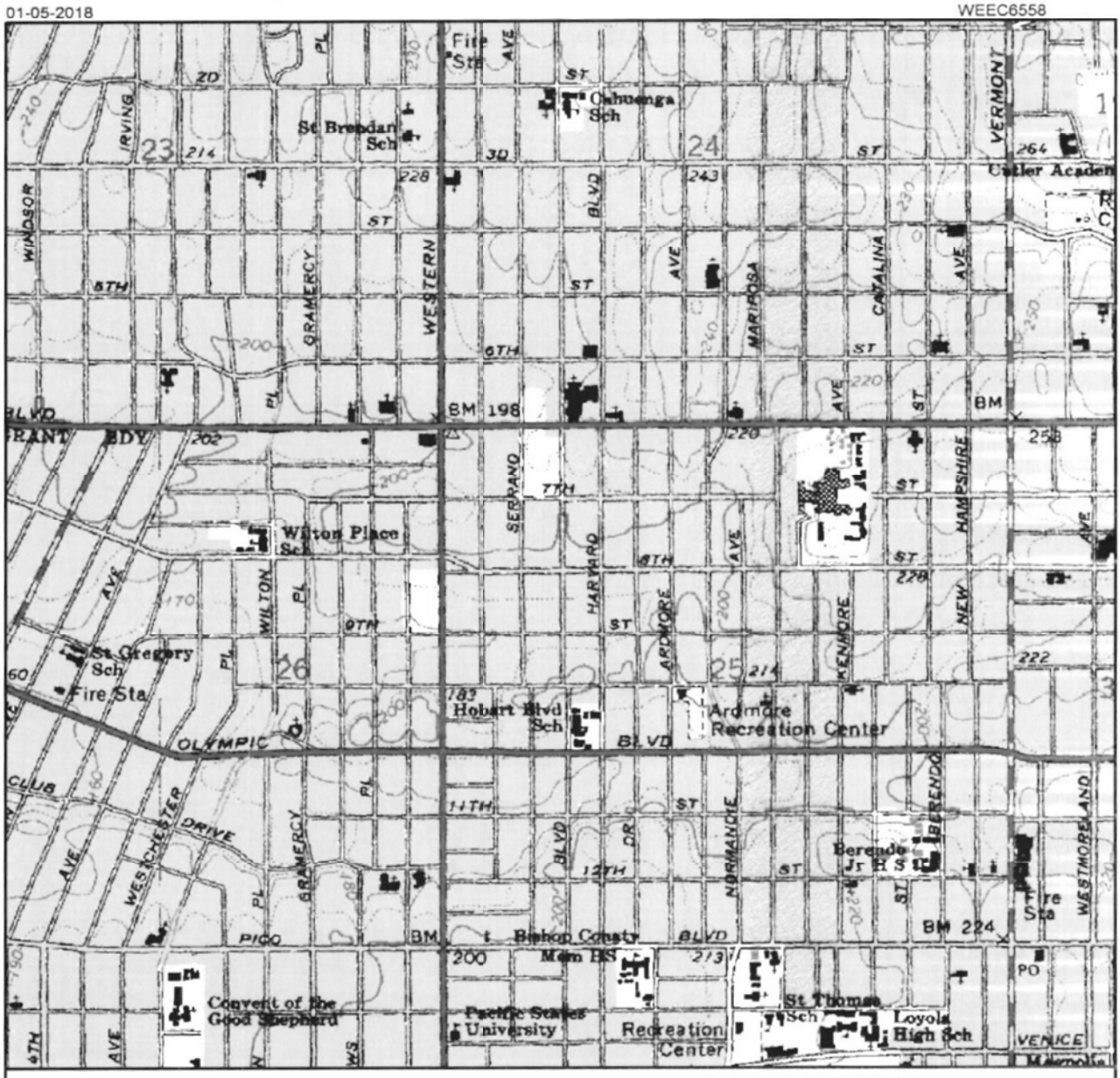
N

FIGURE (3)

AERIAL PHOTOMAP & TOPOGRAPHIC MAP

01-05-2018

WEEC6558



Scale: 1.6 inches to 1/2 mile

UTM North is straight up

Longitude: -118° 18' 19.2"
Latitude: 34° 3' 30"

UTM Easting: 379530 meters
UTM Northing: 3769198 meters
UTM Zone: NAD 11

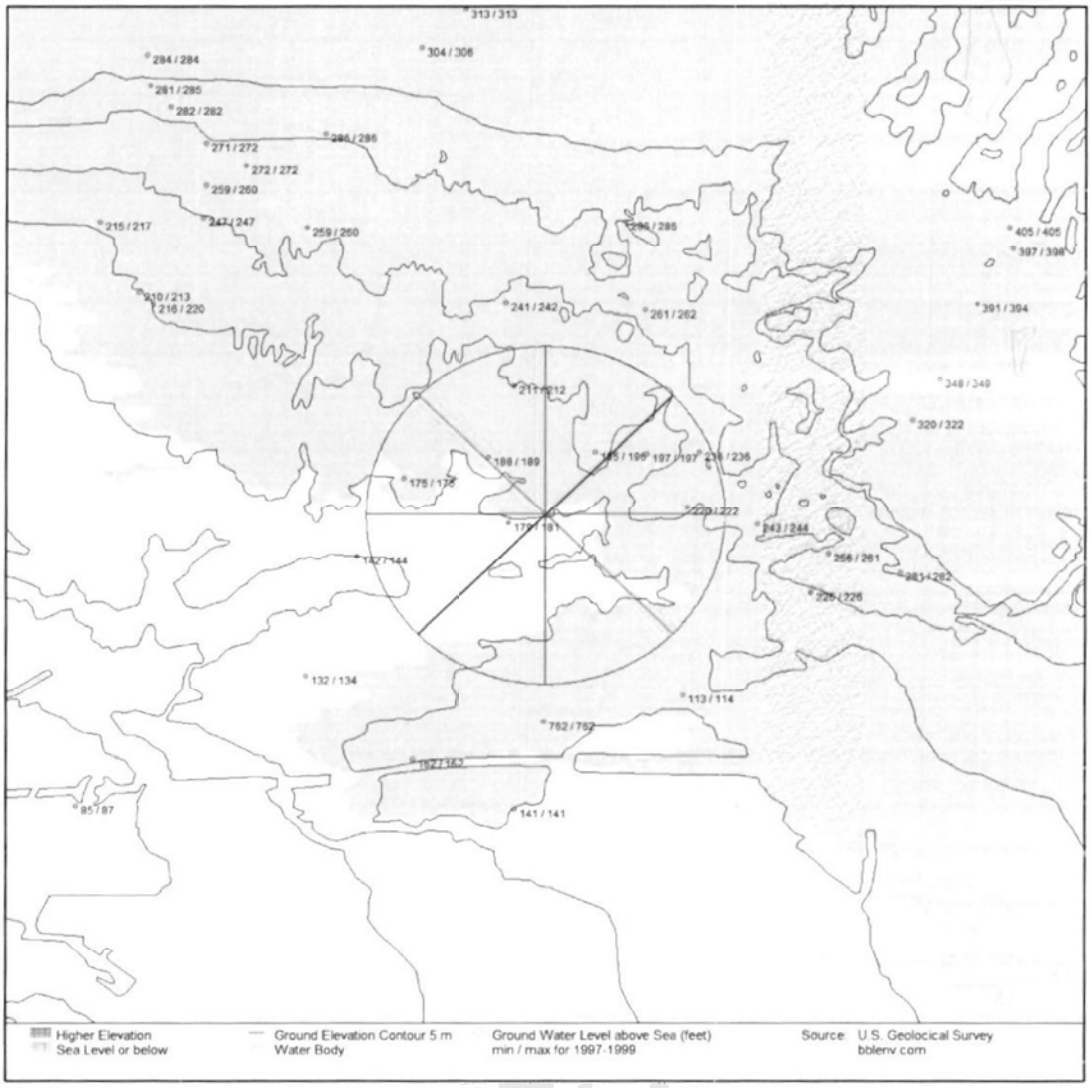
County: LOS ANGELES

AREA RADON ESTIMATES
LOS ANGELES County (69 sites tested)

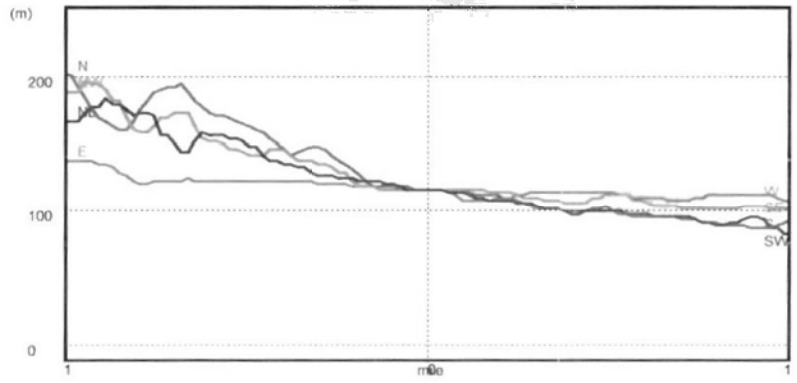
<2	pCi/L	92.8%
2-4	pCi/L	5.8 %
4-8	pCi/L	1.4 %
8-20	pCi/L	0.0 %
20 >	pCi/L	0.0%

Source: U.S. Dept of Interior, Geological Survey
HOLLYWOOD, CA 1994

TOPOGRAPHIC MAP OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
3431-3455 W 8TH ST; 749-767 S HARVARD; 744-762 S HOBART, L



Elevation Contour overview map (6*6 mile)



Elevation Profiles (±1 mile)

CONTOUR DATA IN THE VICINITY OF THE SUBJECT SITE LOCATED AT 3431-3455 W 8TH ST; 749-767 S HARVARD; 744-762 S HOBART, L

01-05-2018 WEEC6558



Scale: 1 inch to 500 feet

UTM North is straight up

Longitude: -118° 18' 19.2"
Latitude: 34° 3' 30"

UTM Easting: 379530 meters
UTM Northing: 3769198 meters
UTM Zone: NAD 11

County: LOS ANGELES

Project:
Quadrangle:
Date: Recent
Film Type: Black & White

Source: U.S. Dept of Interior, Geological Survey

AERIAL PHOTOGRAPH OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
3431-3455 W 8TH ST; 749-767 S HARVARD; 744-762 S HOBART, L

APPENDIX A

SITE PHOTOGRAPHS

PHOTOGRAPHS OF THE SUBJECT SITE
744-762 South Hobart Boulevard, 3431-3455 West 8th Street, and 749-767 South Harvard Boulevard, Los Angeles, California 90005



Picture (1). Subject Site Facing Southwest



Picture (2). Eastern Side of the Subject Site Facing South

PHOTOGRAPHS OF THE SUBJECT SITE
744-762 South Hobart Boulevard, 3431-3455 West 8th Street, and 749-767 South Harvard Boulevard,
Los Angeles, California 90005



Picture (3). Subject Site Facing Southeast



Picture (4). Residential Subject Building, 749 S. Harvard Boulevard

PHOTOGRAPHS OF THE SUBJECT SITE
744-762 South Hobart Boulevard, 3431-3455 West 8th Street, and 749-767 South Harvard Boulevard,
Los Angeles, California 90005



Picture (5). One (1) Two-Story Subject Building Facing North



Picture (6). One (1) Two-Story Subject Building Facing North

PHOTOGRAPHS OF THE SUBJECT SITE
744-762 South Hobart Boulevard, 3431-3455 West 8th Street, and 749-767 South Harvard Boulevard,
Los Angeles, California 90005

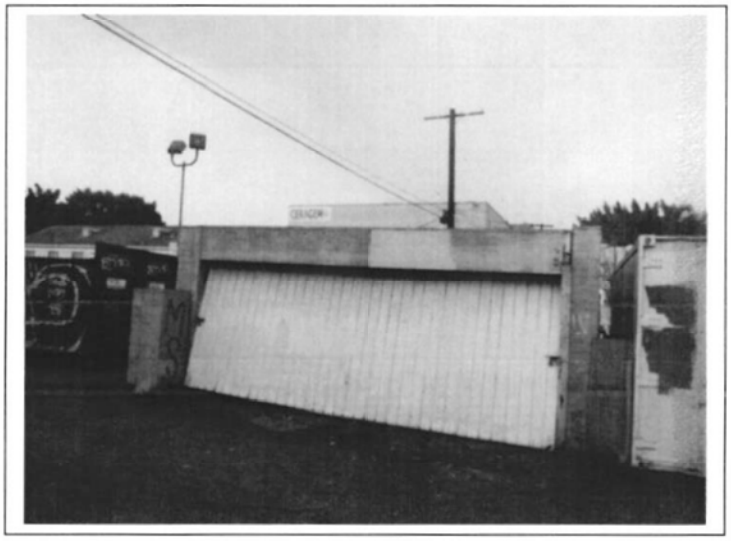


Picture (7). One (1) Single-Story Subject Building Facing North



Picture (8). One (1) Single-Story Subject Building Facing North

PHOTOGRAPHS OF THE SUBJECT SITE
744-762 South Hobart Boulevard, 3431-3455 West 8th Street, and 749-767 South Harvard Boulevard, Los Angeles, California 90005



Picture (9). One (1) Storage Enclosure



Picture (10). One (1) Storage Enclosure

PHOTOGRAPHS OF THE SUBJECT SITE
744-762 South Hobart Boulevard, 3431-3455 West 8th Street, and 749-767 South Harvard Boulevard,
Los Angeles, California 90005



Picture (11). Asphalt Paved Parking Area



Picture (12). One (1) Trash-Bin

PHOTOGRAPHS OF THE SUBJECT SITE
744-762 South Hobart Boulevard, 3431-3455 West 8th Street, and 749-767 South Harvard Boulevard,
Los Angeles, California 90005



Picture (13). One (1) Trash-Bin



Picture (14). Northern Adjacent Property (Residential / 740 S. Hobart Boulevard)

PHOTOGRAPHS OF THE SUBJECT SITE
744-762 South Hobart Boulevard, 3431-3455 West 8th Street, and 749-767 South Harvard Boulevard, Los Angeles, California 90005

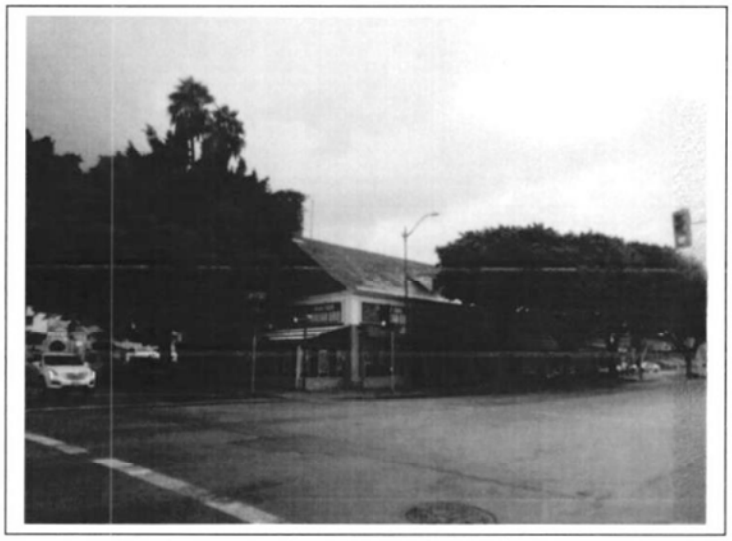


Picture (15). Northern Adjacent Property (Residential / 743 S. Harvard Boulevard)



Picture (16). Eastern Adjacent Properties Across Harvard Boulevard (Residential / 742-758 S. Harvard Boulevard)

PHOTOGRAPHS OF THE SUBJECT SITE
744-762 South Hobart Boulevard, 3431-3455 West 8th Street, and 749-767 South Harvard Boulevard, Los Angeles, California 90005



Picture (17). Eastern Adjacent Property Across Harvard Boulevard (Multi-Tenant Commercial Building / 3411-3429 W. 8th Street)



Picture (18). Southern Adjacent Property Across 8th Street (Multi-Tenant Commercial Building / 3428-3444 W. 8th Street)

PHOTOGRAPHS OF THE SUBJECT SITE
744-762 South Hobart Boulevard, 3431-3455 West 8th Street, and 749-767 South Harvard Boulevard, Los Angeles, California 90005



Picture (19). Southern Adjacent Property Across 8th Street (Residential / 808 S. Hobart Boulevard)



Picture (20). Western Adjacent Property Across Hobart Boulevard (Multi-Tenant Commercial Building / 3461-3467 W. 8th Street)

PHOTOGRAPHS OF THE SUBJECT SITE
744-762 South Hobart Boulevard, 3431-3455 West 8th Street, and 749-767 South Harvard Boulevard,
Los Angeles, California 90005



Picture (21). Western Adjacent Properties Across Hobart Boulevard ("Heyri Coffee House" and Parking Area / 755 S. Hobart Boulevard)

APPENDIX B

DATABASE REPORT

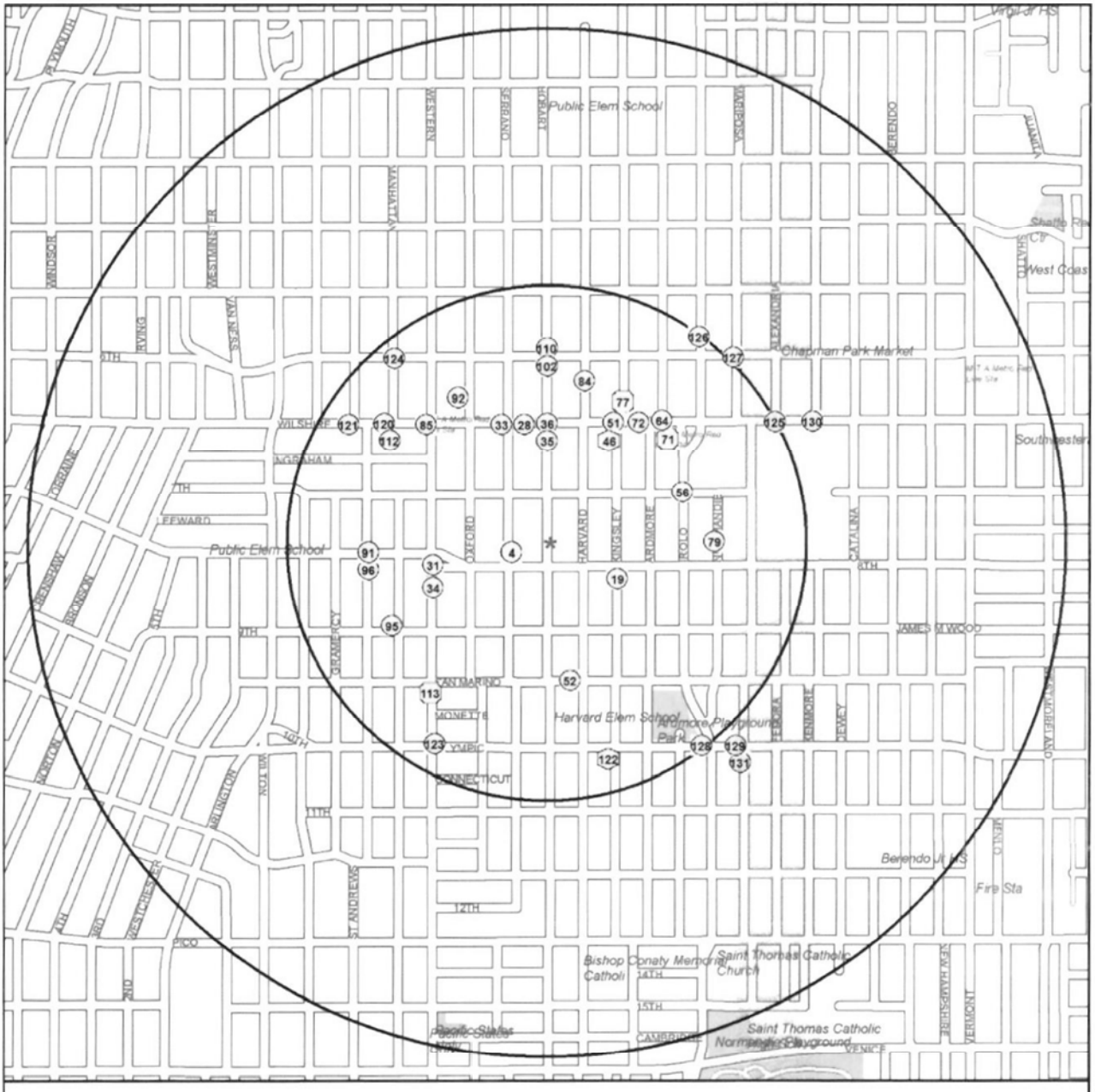
REGULATORY RECORDS RESEARCH

The purpose of this Regulatory Records Research is to establish potential environmental issues at the subject site and adjacent properties in accordance with the Active ASTM Standard E-1527-13 record review requirements and 40 CFR 312.26 Compliant; Reviews of Federal, State, Tribal, and local government records.

REGULATORY RECORDS SUMMARY

Environmental Concerns	Pg #	Search Dist	Site	< 1/8	1/8-1/4	1/4-1/2	1/2-1/1	area	un kwn	total
National Priority List	27	1 mile								
SEMS (CERCLIS)	27	1/2 mile								
NFRAP	27	1/2 mile								
Federal Facilities	28	1/2 mile								
Emergency Response Notification System	28	1/4 mile			2	3				5
Hazardous Material Incident Report System	29	subject								
Targeted Brownfields Assessments	30	1/2 mile								
Site Enforcement Tracking System	30	1/2 mile			2		1			3
Enforcement Docket (DOCKET/CDETS)	30	1/4 mile								
C-Docket	31	1/4 mile								
Integrated Compliance Information System	31	1/2 mile			2	2				4
CORRACTS	32	1 mile								
RCRA - TSD Facilities	32	1/2 mile								
Clandestine Drug Laboratories	33	1/2 mile								
Indian LUST/VCP/UST	33	1/2 mile								
Federal Lead	33	1 mile								
State Response	33	1/2 mile								
Voluntary Cleanup Program	33	1/2 mile								
Properties Needing Further Evaluation	34	1/2 mile								
Military Evaluation Sites	34	1/2 mile								
Expedited Remedial Action	34	1/2 mile								
Border Zone	34	1/2 mile								
School Property Evaluation Program	34	1/4 mile		1	2	2				5
SMBRPD Land Use Restrictions	37	1/2 mile								
HWMP Deed/Land Use Restrictions	38	1/2 mile								
Corrective Action	38	1/2 mile								
Historical Sites	38	1/2 mile								
CALSITES - No Further Action	38	1/4 mile			1	4				5
Cortese	39	1/2 mile								
Leaking Underground Storage Tanks	40	1/2 mile		1	3	9	3			16
Solid Waste Information System	135	1 mile			1					1
Well Investigation Program	136	1 mile								
Drinking Water Program	136	1/2 mile								
Toxic Releases	136	1/2 mile				1	1			2
Land Disposal Sites	136	1/2 mile								
Toxic Pits	136	1 mile								
Solid Waste Assessment Test	137	1 mile				1				1
Environmental Concern References				2	13	22	5			42
Environmental Concern Sites				2	13	19	5			39
Operating Permits										
RCRA Generators	137	1/4 mile		4	17	9				30
SARA Title III,section 313 (TRIS)	137	1/4 mile								
Nuclear Regulatory Commission Licensees	138	1/4 mile								
PCB Waste Handlers Database	143	1/4 mile			1					1
Permit Compliance System (PCS)	143	1/4 mile			1	1				2
AIRS Facility System (AFS)	143	1/4 mile								
Section Seven Tracking System	143	1/4 mile								
FIFRA/TSCA tracking system	143	1/4 mile			3	1				4
Federal Facilities Information System (FFIS)	144	1/4 mile								
Chemicals in Commerce Information System	145	1/4 mile								
FINDS EPA Facility Index System	145	1/4 mile								
Hazardous Waste Information System	145	1/4 mile	1	23	43	37				104
Underground Storage Tanks	146	1/4 mile		1	7	5				13
Operating Permits References			1	28	72	53				154
Operating Permits Sites			1	22	37	32				92
Total References			1	30	85	75	5			196
Total Sites			1	24	50	51	5			131

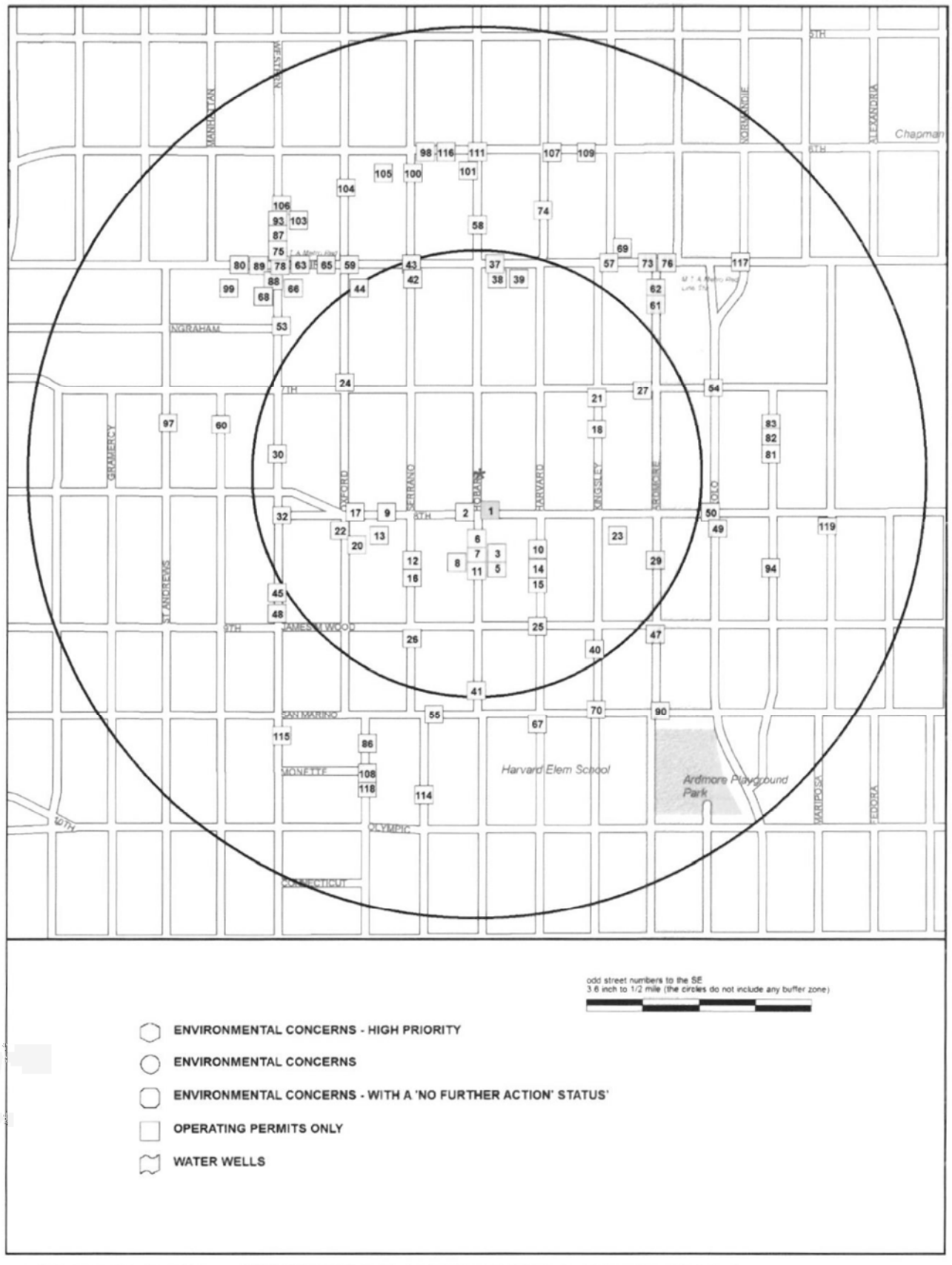
* The classification by distance takes into consideration physical property sizes by assuming a standard size.



odd street numbers to the SE
1 8 inch to 1/2 mile (the circles do not include any buffer zone)

- ENVIRONMENTAL CONCERNS - HIGH PRIORITY
- ENVIRONMENTAL CONCERNS
- ENVIRONMENTAL CONCERNS - WITH A 'NO FURTHER ACTION' STATUS'
- OPERATING PERMITS ONLY
- WATER WELLS

APPROXIMATE LOCATION OF IDENTIFIED SITES WITH KNOWN ENVIRONMENTAL CONCERNS IN THE VICINITY
AT 3431-3455 W 8TH ST; 749-767 S HARVARD; 744-762 S HOBART, L



APPROXIMATE LOCATION OF IDENTIFIED SITES WITH OPERATING PERMITS ONLY WITHIN HALF A MILE
AT 3431-3455 W 8TH ST; 749-767 S HARVARD; 744-762 S HOBART, L

1. ROBERT M LAWSON
2. PRIN CLEANERS
3. COLDWELL BANKER
4. HOBART/WILTON PRIMARY SCHOOL #
5. HOBART INVESTMENT PARTNERS LLC
6. CHARLES R WAGNER MD INC
7. PROJECTS WEST CORP
8. PROJECTS WEST CORP
9. CLINICA HUMANITARIA INC
10. HARVARD INVESTMENT GROUP, LLC
11. PROJECTS WEST CORP
12. SEGILMAN PROPERTIES
13. PACIFIC TELEPHONE AND TELEGRAP
14. FREEMONT REGENCY
15. HARVARD APTS
16. CHATEAU CHAUMONT HOA
17. MID-WILSHIRE CHIROPRACTIC
18. KINGSLEY APARTMENTS
19. KINGSLEY AUTOMOTIVE
20. SEON H WHANG MD
21. PHJ PROPERTIES LLC
22. KIMBAL CLEANERS
23. KINGSLEY AUTO BODY
24. CITY OF LOS ANGELES DEPT PUBLI
25. 900 SOUTH HARVARD LLC
26. DON MARC II LLC
27. FEDERAL STREET HOLDINGS
28. ARCO #5355
29. MC PARNELL PROPERTIES LLC
30. WESTERN CHIROPRACTIC CENTER
31. 76 PRODUCTS STATION #0956
32. TUNE UP MASTERS INC
33. UNOCAL
34. PAK'S WESTERN PLAZA LLC
35. LINDER AND ASSOCIATES
36. BELMONT NEW ELEMENTARY SCHOOL
37. ACCORD INTEREST
38. WILSHIRE BLVD TEMPLE
39. PROGENE INC DBA UNIVERSITY CHI
40. KINGSLEY APPT
41. HOBART HEIGHTS APTS LP
42. JAMISON SERVICES INC
43. WILSHIRE PARK DENTAL GROUP
44. PETER SHIMIZU DDS
45. KIMS PHARMACY
46. CITY OF LOS ANGELES IDS (2136)
47. FEDORA INVESTMENT GROUP, LLC
48. JOSE ESPADAS CHEVRON
49. EAST-WEST VIDEO 23 MIN PHOTO
50. ONE HOUR MARTINIZING
51. WESTERN GEOGNOSTICS
52. HOBART ELEMENTARY SCHOOL ADDIT
53. RALPHS GROCERY #16
54. 20/20 CLEANERS
55. 420 PINE LTD PARTNERSHIP
56. MARK WILSHIRE APT TOWER
57. PARAMOUNT PLAZA INC
58. BELMONT NEW E S NO 9
59. CVS PHARMACY # 9660
60. MANHATTAN DEVELOPMENT PARTNERS
61. PUBLIC COUNSEL
62. K F I INC
63. WILTON THEATER ASSOCIATION
64. PARAMOUNT
65. DR ROBERT LARNER
66. RAIL CONSTRUCTION CORP
67. HOBART ELEM SCHOOL
68. EXXONMOBIL OIL CORPORATION 121
69. TOTAL PROPERTIES
70. MARY PALMER
71. OLDSMOBILE DIVISION
72. GETTY OIL CO
73. RECP SYDELL WILSHIRE LLC
74. LEE, CHONG & CINDY
75. ORIGINAL 23 MINUTE PHOTO
76. YUNAN RADIOLOGY MEDICAL GRP
77. ALLISON WORLD TRADE
78. WILTERN ASSOCIATES
79. CENTURY INDUSTRIES
80. WILSHIRE WESTERN CONDOS LLC
81. 745 SOUTH NORMANDIE LLC
82. NANCY HYMAN
83. LANGHAM MANOR APARTMENTS
84. 610 S HARVARD BLVD
85. KOREAN DRYCLEANERS & LAUNDRY
86. OXFORD ASSOCIATES LLC
87. ORIGINAL 23 MINUTE PHOTO
88. WILL WEST INC
89. THE MERCURY
90. CITY OF LOS ANGELES GENERAL SE
91. HOBART/WILTON PRIMARY SCHOOL N
92. METRO LINES-SEGMENTS 2B & 3
93. LA COUNTY METROPOLITAN AUTHORI
94. FOX NORMANDIE, LP
95. HOBART/WILTON PRIMARY SCHOOL #
96. APARTMENT BUILDING
97. HOME SAVINGS OF AMERICA
98. COSMO AUTO BODY SHOP
99. 1 HOUR PHOTOGENIC
100. TOGUCHI & BARRON DDS INC
101. EMBO CLEANERS
102. UNKNOWN
103. LENORA HART
104. CENTRE PROPERTIES LIMITED
105. LIKO PRINTING COMPANY
106. ELK LODGE
107. HARVARD RECOVERY CENTER
108. HOME SAVINGS OF AMERICA
109. HALVARD MEDICAL GROUP, INC
110. FISHER PROPERTY
111. STEWART KETCHUM
112. TEXACO STATION (FORMER)
113. DEAL PUBLICATIONS
114. LAUSD HOBART BOULEVARD CC
115. KOREA TOWN PLAZA
116. LOIS M FISHER TRUST FISHER PRO
117. DAINONG AMERICA CORPORATION
118. OXFORD AVENUE APARTMENTS
119. BO HOON LEE WILSHIRE CLINIC
120. BEGA TRADING COMPANY
121. JAMISON 3875 WILSHIRE, LLC
122. KINGSLEY-OLYMPIC
123. MOBIL #18-LLR
124. 76 PRODUCTS STATION #3900
125. AMBASSADOR HOTEL (FORMER)
126. CHEVRON #9-5294
127. 3550 WESIX PARKING STRUCTURE
128. BEST TUNE
129. LAUSD
130. TEXACO, INC
131. EXXON SERVICE STATION #7-6996

INDEX OF SITES LISTED BY MAP NUMBERS

KNOWN ENVIRONMENTAL CONCERNS

ADDRESS	CITY	LOCATION	SOURCE	STATUS	PAGE	MAP LOC	DIR
KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/4 MILE OF THE SUBJECT SITE							
SERRANO AVE & 8TH ST	LOS ANGELES	HOBART/WILTON PRIMARY SCHOOL #	SC		35	4	W
3401 W 8TH ST	LOS ANGELES	KINGSLEY AUTOMOTIVE	LT	CLSD	40	19	SE
		KINGSLEY NORTHWEST CORP	HW		150		
		KINGSLEY AUTO TEXACO	RN	S	139		
		KINGSLEY NORTHWEST CORP	HW		150		
		KINGSLEY AUTO TEXACO	HW		150		
3675 WILSHIRE BLVD	LOS ANGELES	ARCO #5355	LT	CLSD	41	28	N
		BP WEST COAST PRODUCTS LLC 05	HW		151		
		ARCO FACILITY NO 05355	RN	S	139		
		93149	UT	87&A9	178		
		BP WEST COAST PRODUCTS LLC 053	HW		151		
		ARCO PRODUCTS COMPANY	HW		152		
		PRESTIGE STATIONS INC #5144	HW		152		
		ARCO SERVICE STATION 5355	UT	2014	178		
801 S WESTERN AVE	LOS ANGELES	76 PRODUCTS STATION #0956	LT		46	31	W
		WESTERN 76 INC	HW		152		
		TOSCO CORPORATION #30364	UT	2014	178		
		TOSCO CORPORATION, STATION #30	HW		152		
		UNOCAL SVC STA #0956	RN		139		
		UNOCAL SVC STA #0956	HW		152		
		WESTERN 76 INC.	UT	2014	178		
		SERVICE STATION 0956	UT	87&A9	178		
3701 WILSHIRE BLVD, SUITE 800 *	LOS ANGELES	UNOCAL	ER		28	33	NW
3701 WILSHIRE BLVD, STE 800	LOS ANGELES	UNOCAL	ER		28	33	N
3701 WILSHIRE BLVD,STE 101	LOS ANGELES	COLONNADE WILSHIRE CORP	HW		153	33	N
3701 WILSHIRE BLVD, 3701-3731	LOS ANGELES	COLONNADE WILSHIRE CORP	HW		153	33	N
3701 WILSHIRE BLVD	LOS ANGELES	COLONNADE WILSHIRE CORP	HW		153	33	N
3701 WILSHIRE BLVD,- 3731	LOS ANGELES	COLONNADE WILSHIRE CORP	HW		153	33	N
3701 WILSHIRE BLVD	LOS ANGELES	UNOCAL	HW		153	33	NW
3701 WILSHIRE BLVD, SU 850	LOS ANGELES	CENTER PROPERTIES	HW		153	33	NW
3701 WILSHIRE BLVD, STE 830	LOS ANGELES	UNOCAL	RN	S	139	33	NW
3701 WILSHIRE BLVD, FL 6	LOS ANGELES	COLONNADE WILSHIRE CORP.	HW		154	33	N
833 S WESTERN AVE	LOS ANGELES	PAK'S WESTERN PLAZA LLC	LT	REM	68	34	W
		PAKS WESTERN PLAZA, LLC	HW		154		
3699 WILSHIRE BLVD	LOS ANGELES	LINDER AND ASSOCIATES	IS		31	35	N
3699 WILSHIRE BLVD, STE 880	LOS ANGELES	3699 WILSHIRE LLC	HW		154	35	N
3699 WILSHIRE BLVD	LOS ANGELES	3699 WILSHIRE LLC	HW		154	35	N
		WILSHIRE-SERRANO BLDG	HW		154		
		3699 WILSHIRE LLC	HW		154		
		JAIMISON PROPERTY MNGT	HW		154		
		JAIMISON PROPERTIES	HW		155		
		OEF, INC	PB		144		
		O E F INC	RN	S	139		
		O E F INC	FT		145		
		WILSHIRE-SERRANO BLDG	HW		155		
WILSHIRE BLVD & HOBART BLVD	LOS ANGELES	BELMONT NEW ELEMENTARY SCHOOL	SC		35	36	N
MULTIPLE SITES/ PARCELS	LOS ANGELES (CIT	CITY OF LOS ANGELES IDS (2136)	SS		135	46	NE
3600 WILSHIRE BLVD	LOS ANGELES	WESTERN GEOGNOSTICS	SE		30	51	NE
		3600 WILSHIRE LLC	HW		160		
3600 WILSHIRE BLVD,STE 100 A	LOS ANGELES	NARA BANK	HW		160	51	NE
3600 WILSHIRE BLVD	LOS ANGELES	JOHN HANCOCK MUTUAL LIFE INS C	HW		160	51	NE
		KING STATE OIL COMPANY	HW		161		
		AGIA INC	HW		161		
		WILSHIRE FINANCIAL TOWER	HW		161		
		YOUNG CHUN INC	HW		161		
3336 SAN MARINO ST	LOS ANGELES	HOBART ELEMENTARY SCHOOL ADDIT	SC		35	52	S

ADDRESS		CITY	LOCATION	SOURCE	STATUS	PAGE	MAP LOC	DIR
			HOBART ELEMENTARY SCHOOL ADDIT	SC	CERT	36		
691	IROLO ST	LOS ANGELES	MARK WILSHIRE APT TOWER	IS		31	56	E
			EMBASSADOR TOWERS	HW		162		
			EMBASSADOR TOWER APARTMENTS	HW		162		
			MARK WILSHIRE APT TOWER	PC		144		
			AMBASSADOR TOWERS	PC		144		
			MARK WILSHIRE ASSOC	HW		162		
3550	WILSHIRE BLVD	LOS ANGELES	PARAMOUNT	ER		28	64	NE
3550	WILSHIRE BLVD, 200	LOS ANGELES	GARLIC RESEARCH LAB	FT		145	64	NE
3550	WILSHIRE BLVD, SUITE 1620	LOS ANGELES	PARAMOUNT PLAZA	HW		164	64	NE
3550	WILSHIRE BLVD, FL 18	LOS ANGELES	CITY OF LOS ANGELES-DEPT OF BU	HW		164	64	NE
3550	WILSHIRE BLVD	LOS ANGELES	JAMISON SERIVICES	HW		164	64	NE
			PARAMONT PLAZA	HW		164		
3550	WILSHIRE BLVD,& 3580	LOS ANGELES	PARAMOUNT PLAZA, LLC	HW		165	64	NE
3550	WILSHIRE BLVD, STE 300	LOS ANGELES	COMMUTER TRANSP SVC	RN		141	64	NE
3550	WILSHIRE BLVD, SUITE 1620	LOS ANGELES	PARAMOUNT PLAZA	RN	S	141	64	NE
3550	WILSHIRE BLVD,STE 300	LOS ANGELES	COMMUTER TRANSPORTATION SERVIC	RN	S	141	64	NE
3550	WILSHIRE BLVD, #200	LOS ANGELES	GARLIC RESEARCH LABS	FT		146	64	NE
3550	WILSHIRE BLVD	LOS ANGELES	MID-WILSHIRE ASSOC	HW		165	64	NE
3550	WILSHIRE BLVD,STE 300	LOS ANGELES	COMMUTER TRANSPORTATION SERVIC	HW		165	64	NE
3550	WILSHIRE BLVD, 10TH FL	LOS ANGELES	THE PARAMOUNT GROUP INC	HW		165	64	NE
3550	WILSHIRE BLVD, STE 1700	LOS ANGELES	PARAMOUNT PLAZA LLC	HW		165	64	NE
3540	WILSHIRE BLVD	LOS ANGELES	OLDSMOBILE DIVISION	AN	RED	38	71	NE
3540	WILSHIRE BLVD,BLDG 210	LOS ANGELES	THOMAS J HAN DDS INC	HW		167	71	NE
3540	WILSHIRE BLVD,BLDG 106	LOS ANGELES	58 MINUTE PHOTO #106	HW		168	71	NE
3540	WILSHIRE BLVD, BLDG 106	LOS ANGELES	58 MINUTE PHOTO #106	RN		141	71	NE
3518	WILSHIRE BLVD	LOS ANGELES	GETTY OIL CO	SE		30	72	NE

KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/4 - 1/2 MILE OF THE SUBJECT SITE

625	S	KINGSLEY DR	LOS ANGELES	ALLISON WORLD TRADE	AN	RED	39	77	NE
761	S	NORMANDIE AVE	LOS ANGELES	CENTURY INDUSTRIES	LT	CLSD	68	79	E
				U-LOCK SELF STORAGE	UT	1998I	180		
610	S	HARVARD BLVD	LOS ANGELES		ER		29	84	N
610	S	HARVARD BLVD ,100-C	LOS ANGELES	HARVARD DENTAL CENTER	HW		170	84	N
610	S	HARVARD BLVD	LOS ANGELES	H. HILL PROPERTIES,LLC	HW		170	84	N
3807		WILSHIRE BLVD	LOS ANGELES	KOREAN DRYCLEANERS & LAUNDRY	NT	INACT	136	85	NW
3807		WILSHIRE BLVD,#720	LOS ANGELES	KOREAN DRYCLEANERS & LAUNDRY	LT	NRA	69	85	NW
3807		WILSHIRE BLVD	LOS ANGELES	COSMETICS CONCEPTS, INC	AN	RED	39	85	NW
				WILSHIRE CORP FINANCIAL	HW		170		
				WIL WEST, INC	HW		170		
				WILSHIRE PARK	HW		170		
				WILSHIRE COURT FINANCIAL	HW		170		
3807		WILSHIRE BLVD, BLDG 314	LOS ANGELES	PIERCE NATIONAL LIFE INS CO	HW		171	85	NW
3807		WILSHIRE BLVD	LOS ANGELES	PIERCE NATIONAL LIFE INS CO	RN	S	142	85	NW
				WIL-WEST INC	HW		171		
800		ST ANDREWS PL, EIGHT ST M,	LOS ANGELES	HOBART/WILTON PRIMARY SCHOOL N	SC		37	91	W
		GREATER LOS ANGELES	LOS ANGELES	METRO LINES-SEGMENTS 2B & 3	IS		31	92	NW
				LOS ANGELES COUNTY MTA	PC		144		
				METRO LINES-SEGMENTS 2B & 3	PC		144		
		9TH ST & SAINT ANDREWS PL, /MA	LOS ANGELES	HOBART/WILTON PRIMARY SCHOOL #	SC		37	95	SW
817	S	ST ANDREWS PL	LOS ANGELES	APARTMENT BUILDING	ER		29	96	W

ADDRESS	CITY	LOCATION	SOURCE	STATUS	PAGE	MAP LOC	DIR
		LEEDS PROPERTIES INC	HW		173		
3801 W 6TH ST	LOS ANGELES	UNKNOWN	ER		29	102	N
3800 W 6TH ST , -3832	LOS ANGELES	FISHER PROPERTY	LT	REM	69	110	N
3855 WILSHIRE BLVD	LOS ANGELES	TEXACO STATION (FORMER)	LT	CLSD	100	112	NW
		THE ALEXANDER HAAGEN CO	HW		175		
		ALEXANDER HAAGAN CO	HW		175		
		GEORGE ADAMIAN	UT	1998I	180		
939 S WESTERN AVE	LOS ANGELES	DEAL PUBLICATIONS	AN	NFA	39	113	SW
		SMART & FINAL	HW		175		
3850 WILSHIRE BLVD	LOS ANGELES	BEGA TRADING COMPANY	IS		32	120	NW
		BARDEN CORPORATION, THE	AN	RED	39		
		JAEKWAN PARK M.D.	HW		177		
3850 WILSHIRE BLVD, #A	LOS ANGELES	WILSHIRE MAIL BOX & ETC	RN	S	143	120	NW
3850 WILSHIRE BLVD, # A	LOS ANGELES	WILSHIRE MAIL BOX & ETC	HW		177	120	NW
3875 WILSHIRE BLVD	LOS ANGELES	JAMISON 3875 WILSHIRE, LLC	LT	CLSD	100	121	NW
3101 W OLYMPIC BLVD	LOS ANGELES	KINGSLEY-OLYMPIC	SW	9	138	122	S
989 S WESTERN AVE	LOS ANGELES	MOBIL #18-LLR	LT	REM	100	123	SW
4000 W 6TH ST	LOS ANGELES	76 PRODUCTS STATION #3900	LT	CLSD	119	124	NW
3400 WILSHIRE BLVD	LOS ANGELES	AMBASSADOR HOTEL (FORMER)	LT	CLSD	123	125	NE
549 S NORMANDIE AVE	LOS ANGELES	CHEVRON #9-5294	LT		123	126	NE
3550 W 6TH ST	LOS ANGELES	3550 WESIX PARKING STRUCTURE	LT	CLSD	135	127	NE

KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/2 - 3/4 MILE OF THE SUBJECT SITE

2970 W OLYMPIC BLVD	LOS ANGELES	BEST TUNE	LT	NRA	135	128	SE
2957 W OLYMPIC BLVD	LOS ANGELES	LAUSD	NT	INACT	137	129	SE
3350 WILSHIRE BLVD	LOS ANGELES	TEXACO, INC	SE		30	130	E
2950 W OLYMPIC BLVD	LOS ANGELES	EXXON SERVICE STATION #7-6996	LT	CLSD	135	131	SE

OPERATING PERMITS ONLY

ADDRESS	CITY	LOCATION	SOURCE	STATUS	PAGE	MAP LOC	DIR
OPERATING PERMITS ONLY, WITHIN 1/4 MILE OF THE SUBJECT SITE							
3451 W 8TH ST	LOS ANGELES	ROBERT M LAWSON	HW		147	1	
3464 W 8TH ST, HOBART	LOS ANGELES	PRIN CLEANERS	RN	S	138	2	S
		PRIN CLEANERS	HW		147		
822 S HOBART BLVD	HOLLYWOOD	COLDWELL BANKER	HW		147	3	S
826 S HOBART BLVD	LOS ANGELES	HOBART INVESTMENT PARTNERS LLC	HW		147	5	S
809 S HOBART BLVD	LOS ANGELES	CHARLES R WAGNER MD INC	HW		147	6	S
819 S HOBART BLVD	LOS ANGELES	PROJECTS WEST CORP	HW		147	7	S
825 S HOBART BLVD	LOS ANGELES	PROJECTS WEST CORP	HW		148	8	S
3518 W 8TH ST	LOS ANGELES	CLINICA HUMANITARIA INC	HW		148	9	W
831 S HARVARD BLVD, # 843	LOS ANGELES	HARVARD INVESTMENT GROUP, LLC	HW		148	10	SE
833 S HOBART BLVD	LOS ANGELES	PROJECTS WEST CORP	HW		148	11	S
841 S SERRANO AVE	LOS ANGELES	SEGILMAN PROPERTIES	HW		148	12	SW
		CHENG YUE	HW		148		
3525 W 8TH ST	LOS ANGELES	PACIFIC TELEPHONE AND TELEGRAP	HW		148	13	SW
		PACIFIC BELL (G2-122)	UT	8798I	178		
		PACIFIC BELL	RN	S	138		
849 S HARVARD BLVD	LOS ANGELES	FREEMONT REGENCY	HW		149	14	SE
855 S HARVARD BLVD	LOS ANGELES	HARVARD APTS	HW		149	15	SE
855 S SERRANO AVE	LOS ANGELES	CHATEAU CHAUMONT HOA	HW		149	16	SW
		JEFFERY MILLER	HW		149		
3532 W 8TH ST	LOS ANGELES	MID-WILSHIRE CHIROPRACTIC	HW		149	17	SW
		THOMAS SIEMAN CO	HW		149		
7305 KINGSLEY DR	LOS ANGELES	KINGSLEY APARTMENTS	HW		149	18	E
3540 W 8TH ST	LOS ANGELES	SEON H WHANG MD	HW		150	20	SW
701 S KINGSLEY DR	LOS ANGELES	PHJ PROPERTIES LLC	HW		150	21	NE
3569 W 8TH ST	LOS ANGELES	KIMBAL CLEANERS	HW		150	22	W
3385 W 8TH ST	LOS ANGELES	KINGSLEY AUTO BODY	RN	S	139	23	E
		KINGSLEY AUTO BODY	HW		150		
694 S OXFORD AVE	LOS ANGELES	CITY OF LOS ANGELES DEPT PUBLI	HW		150	24	NW
900 S HARVARD BLVD	LOS ANGELES	900 SOUTH HARVARD LLC	HW		151	25	SE
906 S SERRANO AVE	LOS ANGELES	DON MARC II LLC	HW		151	26	SW
3460 W 7TH ST	LOS ANGELES	FEDERAL STREET HOLDINGS	HW		151	27	NE
		THE VIEW WILSHIRE LLC	HW		151		
		WILSHIRE TOWER APT	HW		161		
843 S ARDMORE AVE	LOS ANGELES	MC PARNELL PROPERTIES LLC	HW		152	29	SE
722 S WESTERN AVE	LOS ANGELES	WESTERN CHIROPRACTIC CENTER	HW		152	30	W
800 S WESTERN AVE	LOS ANGELES	TUNE UP MASTERS INC	HW		152	32	W
		TUNEUP MASTERS	RN		139		
		TUNEUP MASTERS #20	HW		153		
3670 WILSHIRE BLVD	LOS ANGELES	ACCORD INTEREST	HW		155	37	N
		PENN CENTRAL CORP	HW		155		
		UNI DENTAL GROUP	HW		155		
3663 WILSHIRE BLVD	LOS ANGELES	WILSHIRE BLVD TEMPLE	HW		155	38	N
		WILSHIRE BLVD TEMPLE	HW		155		
		WILSHIRE BOULEVARD TEMPLE	HW		156		
		WILSHIRE BOULEVARD TEMPLE	HW		156		
		WILSHIRE BOULEVARD TEMPLE	HW		156		

ADDRESS	CITY	LOCATION	SOURCE	STATUS	PAGE	MAP LOC	DIR
3660 WILSHIRE BLVD	LOS ANGELES	WILSHIRE PARK PLACE LLC	HW		157	39	N
3660 WILSHIRE BLVD, STE 1136	LOS ANGELES	EUGENE R CASAGRANDE DDS	HW		157	39	N
3660 WILSHIRE BLVD,STE 1026	LOS ANGELES	JANELLE HOLDEN DDS	HW		157	39	N
3660 WILSHIRE BLVD, STE 120	LOS ANGELES	LE-MONACO	HW		157	39	N
3660 WILSHIRE BLVD,BLDG 1140	LOS ANGELES	RIKIO TAGAWA	HW		157	39	N
3660 WILSHIRE BLVD	LOS ANGELES	RUNVEE, HOBART, LTD, N V.	HW		157	39	N
3660 WILSHIRE BLVD, STE 1136	LOS ANGELES	EUGENE M ZAKARYAN, DDS	HW		157	39	N
3660 WILSHIRE BLVD	LOS ANGELES	JAMES DICKEY DDS	HW		157	39	N
3660 WILSHIRE BLVD,STE 917	LOS ANGELES	PROGENE INC DBA UNIVERSITY CHI	HW		156	39	N
3660 WILSHIRE BLVD	LOS ANGELES	ELEVATOR DYNAMICS	HW		156	39	N
3660 WILSHIRE BLVD ,STE 748	LOS ANGELES	PHILLIP S MIN DDS	HW		156	39	N
3660 WILSHIRE BLVD	LOS ANGELES	JAMISON SERVICES INC	HW		156	39	N
901 S KINGSLEY DR	LOS ANGELES	KINGSLEY APPT	HW		158	40	SE
932 S HOBART BLVD, 1/2 , 932 - 934 1	LOS ANGELES	HOBART HEIGHTS APTS LP	HW		158	41	S
3699 W WILSHIRE BLVD	LOS ANGELES	JAMISON SERVICES INC	UT	2014	179	42	N
3700 WILSHIRE BLVD,STE 780	LOS ANGELES	WILSHIRE PARK DENTAL GROUP	HW		158	43	N
3700 WILSHIRE BLVD, STE 780	LOS ANGELES	HAN,JANG,SON&SUN,DENTAL GROUP	HW		158	43	N
3700 WILSHIRE BLVD	LOS ANGELES	WILSHIRE PARK PLACE LLC	UT	2014	179	43	N
		JAMISON PROPERTIES INC	HW		158		
		BECHTEL INVESTMENTS REALTY	HW		158		
		CAR CONCIERGE THE	HW		158		
		BENEFICIAL STANDARD LIFE INS	HW		159		
		BECHTEL INVESTMENTS REALTY	HW		159		
		NCAR CONCIERGE THE	RN	X	140		
		BENEQUITY PROPERTIES	UT	87&A9	179		
		BENEQUITY PROPERTIES	UT	A2&A9	179		
		WILSHIRE PARTNERS	HW		159		
3731 WILSHIRE BLVD,STE 625	LOS ANGELES	PETER SHIMIZU DDS	HW		159	44	NW
3731 WILSHIRE BLVD	LOS ANGELES	STATE STREET BANK & TRUST	HW		159	44	NW
3731 WILSHIRE BLVD, 24S28E31 SUITE	LOS ANGELES	ORANGE GROVE	UT	87	179	44	NW
		ORANGE GROVE	UT	8798A	179		
3731 WILSHIRE BLVD	LOS ANGELES	STATE STREET BANK & TRUST	RN	L	140	44	NW
859 S WESTERN AVE	LOS ANGELES	KIMS PHARMACY	HW		159	45	SW
		KIM'S PHARMACY	HW		159		
		KIMS PHARMACY	RN	S	140		
905 S ARDMORE AVE	LOS ANGELES	FEDORA INVESTMENT GROUP, LLC	HW		159	47	SE
868 S WESTERN AVE	LOS ANGELES	JOSE ESPADAS CHEVRON	HW		160	48	SW
3328 W 8TH ST	LOS ANGELES	EAST-WEST VIDEO 23 MIN PHOTO	HW		160	49	E
3330 W 8TH ST	LOS ANGELES	ONE HOUR MARTINIZING	HW		160	50	E
		ONE HOUR CLEANER	HW		160		
		ONE HOUR MARTINIZING	RN		140		
670 S WESTERN AVE	LOS ANGELES	RALPHS GROCERY #16	HW		161	53	NW
		RALPHS GROVERY COMPANY #16	RN	L	140		
698 IROLO ST,STE 104	LOS ANGELES	20/20 CLEANERS	HW		161	54	E
698 IROLO ST	LOS ANGELES	20/20 CLEANERS	HW		161	54	E
		20/20 CLEANERS	RN	S	140		
3390 SAN MARINO ST	LOS ANGELES	420 PINE LTD PARTNERSHIP	HW		162	55	S
3580 WILSHIRE BLVD	LOS ANGELES	PARAMOUNT PLAZA INC	HW		162	57	NE
		GREATER MEDIA STATIONS	FT		145		
		GORDON,EDELSTEIN ASSOCI	HW		162		
611 S HOBART BLVD	LOS ANGELES	BELMONT NEW E S NO 9	RN	S	140	58	N
3751 WILSHIRE BLVD	LOS ANGELES	CVS PHARMACY # 9660	HW		162	59	NW
		CVS PHARMACY NO 9660	HW		163		

ADDRESS	CITY	LOCATION	SOURCE	STATUS	PAGE	MAP LOC	DIR
		CVS PHARMACY NO 9660	RN	L	141		
		SAVON #9660/ALBERTSONS INC	HW		163		
733 S MANHATTAN PL,7332735	LOS ANGELES	MANHATTAN DEVELOPMENT PARTNERS	HW		163	60	W
601 S ARDMORE AVE	LOS ANGELES	PUBLIC COUNSEL	HW		163	61	NE
610 S ARDMORE AVE	LOS ANGELES	K F I INC	UT	2010	179	62	NE
		1X KFI INC	HW		163		
3780 WILSHIRE BLVD	LOS ANGELES	WILTON THEATER ASSOCIATION	HW		164	63	NW
		WILTERN CENTER	HW		164		
		WILTERN ASSOCIATES	HW		164		
3757 WILSHIRE BLVD	LOS ANGELES	DR ROBERT LARNER	HW		165	65	NW
3785 WILSHIRE BLVD	LOS ANGELES	RAIL CONSTRUCTION CORP	HW		165	66	NW
955 S HARVARD BLVD	LOS ANGELES	HOBART ELEM SCHOOL	RN	S	141	67	S
		HOBART ELEMENTARY SCHOOL	HW		166		
655 S WESTERN AVE	LOS ANGELES	EXXONMOBIL OIL CORPORATION 121	HW		166	68	NW
3530 WILSHIRE BLVD	LOS ANGELES	TOTAL PROPERTIES	HW		166	69	NE
		METROPLEX	HW		166		
		TOTAL PROPERTIES	HW		166		
3530 WILSHIRE BLVD,STE 1800	LOS ANGELES	METROPLEX BUILDING	HW		166	69	NE
3530 WILSHIRE BLVD	LOS ANGELES	METROPLEX	HW		166	69	NE
		JAMISON CORP/METROPLEX	HW		167		
		METROPLEX WILSHIRE	UT	2014	180		
		TOTAL PROPERTIES	HW		167		
926 S KINGSLEY DR	LOS ANGELES	MARY PALMER	HW		167	70	SE
3515 WILSHIRE BLVD	LOS ANGELES	RECP SYDELL WILSHIRE LLC	HW		168	73	NE
		RECP SYDELL WILSHIRE LLC	HW		168		
618 S HARVARD BLVD	LOS ANGELES	LEE, CHONG & CINDY	HW		168	74	N
650 S WESTERN AVE	LOS ANGELES	ORIGINAL 23 MINUTE PHOTO	RN	S	141	75	NW
3545 WILSHIRE BLVD	LOS ANGELES	WILSHIRE PROPERTIES	HW		168	76	NE
3545 WILSHIRE BLVD,# 109	LOS ANGELES	YUNAN RADIOLOGY MEDICAL GRP	HW		169	76	NE
3545 WILSHIRE BLVD	LOS ANGELES	LARRY WORCHELL/BILAK WILSHIRE	HW		169	76	NE
3800 WILSHIRE BLVD	LOS ANGELES	TEXACO REFINING & MARKETING	HW		169	80	NW

OPERATING PERMITS ONLY, WITHIN 1/4 - 1/2 MILE OF THE SUBJECT SITE

3530 WILSHIRE BLVD	LOS ANGELES	BUSINESS PROPERTIES	UT	19&A9	180	69	NE
3540 WILSHIRE BLVD,STE 208	LOS ANGELES	PORFIRIO MARAVILLA JR DMD INC	HW		167	71	NE
3540 WILSHIRE BLVD	LOS ANGELES	MAFA INC. DBA PANDA PRINTING	HW		167	71	NE
3540 WILSHIRE BLVD,STE 600	LOS ANGELES	WILSHIRE ARDMORE PARTNERSHIP	HW		167	71	NE
3540 WILSHIRE BLVD	LOS ANGELES	3540 WILSHIRE LLC	HW		167	71	NE
3515 WILSHIRE BLVD	LOS ANGELES	HYATT WILSHIRE HOTEL	HW		168	73	NE
		L P KOREANA INC	HW		168		
650 S WESTERN AVE	LOS ANGELES	THE ORIGINAL 23 MINUTE PHOTO	HW		168	75	NW
3545 WILSHIRE BLVD, 109	LOS ANGELES	YUNAN RADIOLOGY MEDICAL GRP	RN	S	142	76	NE
656 S WESTERN AVE	LOS ANGELES	WILTERN ASSOCIATES	HW		169	78	NW
3800 WILSHIRE BLVD	LOS ANGELES	WILSHIRE WESTERN CONDOS LLC	HW		169	80	NW
		PROJECTS WEST CONSTRUCTION	HW		169		
		PROJECTS WEST CONSTRUCTION	HW		169		
745 S NORMANDIE AVE	LOS ANGELES	745 SOUTH NORMANDIE LLC	HW		169	81	E
739 S NORMANDIE AVE	LOS ANGELES	NANCY HYMAN	FT		146	82	E
715 S NORMANDIE AVE	LOS ANGELES	LANGHAM MANOR APARTMENTS	HW		170	83	E
938 S OXFORD AVE	LOS ANGELES	OXFORD ASSOCIATES LLC	HW		171	86	SW
638 S WESTERN AVE	LOS ANGELES	ORIGINAL 23 MINUTE PHOTO	RN	S	142	87	NW

ADDRESS	CITY	LOCATION	SOURCE	STATUS	PAGE	MAP LOC	DIR
		ORIGINAL 23 MINUTE PHOTO	HW		171		
633 S WESTERN AVE	LOS ANGELES	WILL WEST INC	HW		171	88	NW
3810 WILSHIRE BLVD	LOS ANGELES	THE MERCURY	HW		171	89	NW
		S & S WILSHIRE TECHNOLOGY	HW		171		
		JMK ENVIRONMENTAL SOLUTIONS	HW		172		
		J M K ENVIRONMENTAL SOLUTIONS	RN	S	142		
		THE WILSHIRE AT WESTERN LLC	HW		172		
		TEXACO RFNG & MKTG INC	HW		172		
3810 WILSHIRE BLVD, STE 1800	LOS ANGELES	WILSHIRE WESTERN ASSOCIATES	HW		172	89	NW
3810 WILSHIRE BLVD	LOS ANGELES	FAM MED GRP OF WESTERN AVE	HW		172	89	NW
		EQUITEC FINANCIAL GROUP, INC	UT	1998I	180		
		TEXACO REFINING AND MARKETING	HW		172		
3250 SAN MARINO ST	LOS ANGELES	CITY OF LOS ANGELES GENERAL SE	HW		173	90	SE
626 S WESTERN AVE	LOS ANGELES	LA COUNTY METROPOLITAN AUTHORI	HW		173	93	NW
849 S NORMANDIE AVE	LOS ANGELES	FOX NORMANDIE, LP	HW		173	94	E
729 S ST ANDREWS PL	LOS ANGELES	HOME SAVINGS OF AMERICA	HW		173	97	W
3826 W 6TH ST	LOS ANGELES	COSMO AUTO BODY SHOP	HW		173	98	N
		EXCEL AUTO REPAIR	HW		173		
		EXCEL AUTO BODY CENTER	HW		173		
3824 WILSHIRE BLVD	LOS ANGELES	1 HOUR PHOTOGENIC	HW		174	99	NW
		1 HR PHOTOGENIC	RN		142		
		1 HR PHOTOGENIC	HW		174		
3851 W 6TH ST	LOS ANGELES	TOGUCHI & BARRON DDS INC	HW		174	100	N
3809 W 6TH ST	LOS ANGELES	EMBO CLEANERS	RN	S	142	101	N
		EMBO CLEANERS	HW		174		
612 S WESTERN AVE	LOS ANGELES	LENORA HART	HW		174	103	NW
606 S OXFORD AVE	LOS ANGELES	CENTRE PROPERTIES LIMITED	UT	1998A	180	104	NW
3871 W 6TH ST	LOS ANGELES	LIKO PRINTING COMPANY	HW		174	105	N
607 S WESTERN AVE	LOS ANGELES	ELK LODGE	HW		174	106	NW
3727 W 6TH ST, STE 614	LOS ANGELES	HARVARD RECOVERY CENTER	HW		175	107	N
975 S OXFORD AVE	LOS ANGELES	HOME SAVINGS OF AMERICA	HW		175	108	SW
3720 W 6TH ST	LOS ANGELES	HALVARD MEDICAL GROUP, INC	HW		175	109	N
600 S HOBART BLVD	LOS ANGELES	STEWART KETCHUM	HW		175	111	N
982 S SERRANO AVE	LOS ANGELES	LAUSD HOBART BOULEVARD CC	HW		176	114	S
928 S WESTERN AVE	LOS ANGELES	KOREA TOWN PLAZA	HW		176	115	SW
		C L PECK	HW		176		
928 S WESTERN AVE, #223	LOS ANGELES	THE REES CAMARA	HW		176	115	SW
928 S WESTERN AVE	LOS ANGELES	C L PECK	UT	1998A	180	115	SW
3824 W 6TH ST	LOS ANGELES	LOIS M FISHER TRUST FISHER PRO	RN	L	143	116	N
		CAL BO AUTO	HW		176		
		FISHER AUTOMOTIVE	HW		176		
3500 WILSHIRE BLVD	LOS ANGELES	DAINONG AMERICA CORPORATION	HW		176	117	NE
		KTOWN METRO PLAZA, LLC	HW		176		
979 S OXFORD AVE	LOS ANGELES	OXFORD AVENUE APARTMENTS	HW		177	118	S
		HOME SAVINGS OF AMERICA	HW		177		
3242 W 8TH ST	LOS ANGELES	BO HOON LEE WILSHIRE CLINIC	HW		177	119	E
3242 W 8TH ST, STE 201	LOS ANGELES	DR CHO CHIROPRACTIC CLINIC	RN	S	143	119	E
		DR CHO CHIROPRACTIC CLINIC	HW		177		

REFERENCED SOURCES

NPL	NATIONAL PRIORITY LIST					
CERCLA	SEMS (CERCLIS)					
	CERCLIS					
NFRAP	NFRAP					
FedFac	FEDERAL FACILITIES					
ERNS	EMERGENCY RESPONSE NOTIFICATION SYSTEM					
HM	HAZARDOUS MATERIAL INCIDENT REPORT SYSTEM					
TB	TARGETED BROWNFIELDS ASSESSMENTS					
SETS	SITE ENFORCEMENT TRACKING SYSTEM					
CDETS	ENFORCEMENT DOCKET (DOCKET/CDETS)					
CD	C-DOCKET					
IS	INTEGRATED COMPLIANCE INFORMATION SYSTEM					
RV	CORRACTS					
TSD	RCRA - TSD FACILITIES					
	I	Incinerator	D	Land Disposal	T	Storage/Treatment
LB	CLANDESTINE DRUG LABORATORIES					
II	INDIAN LUST/VCP/UST					
FL	FEDERAL LEAD					
SR	STATE RESPONSE					
VC	VOLUNTARY CLEANUP PROGRAM					
FE	PROPERTIES NEEDING FURTHER EVALUATION					
ME	MILITARY EVALUATION SITES					
EP	EXPEDITED REMEDIAL ACTION					
BZ	BORDER ZONE					
SC	SCHOOL PROPERTY EVALUATION PROGRAM					
LU	SMBRPD LAND USE RESTRICTIONS					
DR	HWMP DEED/LAND USE RESTRICTIONS					
CA	CORRECTIVE ACTION					
HI	HISTORICAL SITES					
CS-nfa	CALSITES - NO FURTHER ACTION					
CS	CORTESE					
LUST	LEAKING UNDERGROUND STORAGE TANKS					
	0	No action	3B	Prel site assmnt underway	7	Remedial action underway
	1	Leak being confirmed	5C	Pollution characterization	8	Post remedial action monitoring
	3A	Site workplan submitted	5R	Remediation plan	9	Case closed
SWIS	SOLID WASTE INFORMATION SYSTEM					
WIP	WELL INVESTIGATION PROGRAM					
WQ	DRINKING WATER PROGRAM					
NT	TOXIC RELEASES					
LD	LAND DISPOSAL SITES					
	Land Disposal Sites					
TP	TOXIC PITS					
SW	SOLID WASTE ASSESSMENT TEST					
RCRA	RCRA GENERATORS					
	L	Large Generator	T	Transporter	S	Small Generator
SARA	SARA TITLE III,SECTION 313 (TRIS)					
Nucl	NUCLEAR REGULATORY COMMISSION LICENSEES					
PCB	PCB WASTE HANDLERS DATABASE					
	PCB Waste Handlers Database					
	PCB Waste Handlers Database					
	03/08					
PCS	PERMIT COMPLIANCE SYSTEM (PCS)					
AFS	AIRS FACILITY SYSTEM (AFS)					
PE	SECTION SEVEN TRACKING SYSTEM					
FIFRA	FIFRA/TSCA TRACKING SYSTEM					
FIFS	FEDERAL FACILITIES INFORMATION SYSTEM (FFIS)					
CICIS	CHEMICALS IN COMMERCE INFORMATION SYSTEM					
FN	FINDS EPA FACILITY INDEX SYSTEM					
HWIS	HAZARDOUS WASTE INFORMATION SYSTEM					
UST	UNDERGROUND STORAGE TANKS					

INTRODUCTION

BBL has used its best effort but makes no claims as to the completeness or accuracy of the referenced government sources or the completeness of the search. Our records are frequently updated but only as current as their publishing date and may not represent the entire field of known or potential hazardous waste or contaminated sites. To ensure complete coverage of the subject property and surrounding area, sites may be included in the list if there is any doubt as to the location because of discrepancies in map location, zip code, address, or other information in our sources. For additional information call 858 793-0641.

In accordance with ASTM E-1527-13, the following government sources have been searched for sites within one mile radius,within the distances of the subject location as listed below.

FEDERAL SOURCES

NPL **National Priority List**

EPA has prioritized sites with significant risk to human health and the environment. These sites receive remedial funding under the Comprehensive Environmental Response Conservation and Liability Act (CERCLA).

No listings within 1 mile radius of the subject site.

SEMS **Comprehensive Environmental Response, Compensation, and Liability Act**

Superfund Enterprise Management System (SEMS) replaced CERCLIS in 2014. This database is used by the EPA to track activities conducted under the Comprehensive Environmental Response and Liability Act CERCLA (1980) and the amendment the Superfund Amendments and Reauthorization Act SARA (1986).

Sites to be included are identified primarily by the reporting requirements of hazardous substances Treatment, Storage and Disposal (TSD) facilities and releases larger than specific Reportable Quantities (RQ), established by EPA.

Using the National Oil and hazardous Substance Pollution Contingency Plan (National Contingency Plan) the EPA set priorities for cleanup.

The EPA rates National Contingency Plan sites according to a quantitative Hazard Ranking System (HRS) based on the potential health risk via any one or more pathways: groundwater, surface water, air, direct contact, and fire/explosion.

The EPA and state agencies seek to identify potentially responsible parties (PRP) and ultimately Responsible Parties (RP) who can be required to finance cleanup activities, either directly or through reimbursement of federal Superfund expenditures.

Any Institutional/Engineering controls issued under CERCLA are described in the status detail for each site. Sites delisted from the NPL list are included here.

No listings within half of a mile radius of the subject site.

NFRAP **No Further Remedial Action Planned sites (CERCLIS)**

As of February 1995, CERCLIS sites designated 'No Further Remedial Action Planned' NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.

EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

No listings within half of a mile radius of the subject site.

FEDFAC **Federal Facilities**

As part of the CERCLA program, federal facilities with known or suspected environmental problems, the Federal Facilities Hazardous Waste Compliance Docket is tracked separately to comply with a Federal Court order.

No listings within half of a mile radius of the subject site.

ERNS **Emergency Response Notification System**

The ERNS is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration's John Volpe National Transportation System Center and the National Response Center.

There are primarily five Federal statutes that require release reporting the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103; the Superfund Amendments and Reauthorization Act (SARA) Title III Section 304; the Clean Water Act of 1972(CWA) section 311(b)(3); and the Hazardous Material Transportation Act of 1974(HMTA section 1808(b).

This list has been researched within a quarter of a mile radius of the subject site.

Site: UNOCAL
Address: 3701 WILSHIRE BLVD, SUITE 800 *
City: LOS ANGELES
Map Loc: 33 - about .2 mile NW of the subject
Status: 9200023479 00-ASOLINE (06/10/1992)

3701 WILSHIRE BLVD SUITE 800 *
QTY= 1-4000 GALLON
SITE ANALYSIS TO BEGIN 06/10/92

Site: UNOCAL
Address: 3701 WILSHIRE BLVD, STE 800
City: LOS ANGELES
Map Loc: 33 - about .2 mile N of the subject
Status: 20 BBL of PITCH (03/23/1992)

Site: PARAMOUNT
Address: 3550 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 64 - about .2 mile NE of the subject
Status: 9000021748 1 LBS of ASBESTOS (07/10/1990)

3550 WILSHIRE BLVD
BUILDING WAS UNDERGOING ASBESTOS REMOVAL AND A FIRE STARTED WHICH RELEASED THE MATERIAL
KASSELON AND DIANGELO WAS ENVIRONMENTAL CONSULTANT ON THE JOB

Site:
Address: 610 S HARVARD BLVD
City: LOS ANGELES

Map Loc: 84 - about .3 mile N of the subject
Status: 0500760308

On 05/28/05 an incident involving 2043 gallon(s) of WASTE WATER occurred.
CALLER REPORTING AN UNCONTROLLED DISCHARGE OF WASTE WATER.

RECOVERED SPILL AND CLEAN UP CONDUCTED.
NONE FURTHER.

Site: APARTMENT BUILDING
Address: 817 S ST ANDREWS PL
City: LOS ANGELES
Map Loc: 96 - about .3 mile W of the subject
Status: 0200597783

On 03/20/02 an incident involving 150 gallon(s) of HYDRAULIC OIL was discovered.
THE CALLER IS REPORTING THE RELEASE OF 150 GALLONS OF OIL FROM AN ELEVATOR.

COMPANY PERSONNEL PUT MATERIAL INTO 55 GALLON DRUMS AND ARE REQUESTING INFORMATION ON PROPER DISPOSAL. ELEVATOR HAS BEEN REPAIRED.
THE CALLER HAD NO ADDITIONAL INFORMATION.

Site: UNKNOWN
Address: 3801 W 6TH ST
City: LOS ANGELES
Map Loc: 102 - about .3 mile N of the subject
Status: 9200014006 (METHYL BROMIDE (04/23/1992)

3801 S. 6TH AVE.
HOUSE FUMIGATION HOUSE WAS BEING FUMIGATED/OWNER NEEDED TO BE RESCUED AFTER EXPOSED TO P OISONOUS GAS. HOUSE HAS A BUG OVER IT. SOME OF SUBS ESCAPED INTO AIR.
NO WATERWAYS. FIRE DEPT ON SCENE TO DETERMINE POTENTIAL CLEANUP.

HMIRS **Hazardous Material Incident Report System**

The Hazardous Material Report Incident Report Subsystem HMIRS of the Research and Special Programs Administration (RSPA) Hazardous Material Information System was established in 1971 to fulfil the requirements of the Federal hazardous material transportation law. Part 171 of Title 49, Code of Federal Regulations (49 CFR) contains the incident reporting requirements of carriers of hazardous materials. An unintentional release of hazardous materials meeting the criteria set forth in Section 171.16, 49 CFR, must be reported on DOT Form 5800.1. The data from the reports received are subsequently entered in the HAZMAT database.

No listings within the street address of the subject site.

TBA **Targeted Brownfields Assessments**

EPA's Targeted Brownfields Assessment (TBA) program is designed to help states, tribes, and municipalitiesespecially those without EPA Brownfields Assessment Pilots/Grantsminimize the uncertainties of contamination often associated with brownfields. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Program to promote the cleanup and redevelopment of brownfields. EPA's TBA assistance is available through two sources: directly from EPA through EPA Regional Brownfields offices under Subtitle A of the law, and from state or tribal voluntary response program offices receiving funding under Subtitle C of the law.

No listings within half of a mile radius of the subject site.

SETS **Site Enforcement Tracking System (SETS)**

When expanding Superfund monies at a CERCLA (Comprehensive Environmental Response, Compensation and Liability Act) Site, EPA must conduct a search to identify parties with potential financial responsibility for remediation of uncontrolled hazardous waste sites. EPA regional Superfund Waste Management Staff issue a notice letter to the potentially responsible party (PRP). The status field contains the EPA ID number and name of the site where the actual pollution occurred.

This list has been researched within half of a mile radius of the subject site.

Site: WESTERN GEOGNOSTICS
Address: 3600 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 51 - about .2 mile NE of the subject
Status:
id: 32339

Site: GETTY OIL CO.
Address: 3518 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 72 - about .3 mile NE of the subject
Status:
id: 12970

Site: TEXACO, INC.
Address: 3350 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 130 - about .5 mile E of the subject
Status:
id: 29187

DO **Enforcement Docket System (DOCKET)/Consent Decree Tracking System (CDETS)**

DOCKET tracks civil judicial cases against environmental polluters, while CDETS processes court settlements, called consent decrees.

No listings within a quarter of a mile radius of the subject site.

CD **Criminal Docket System (C-DOCKET)**

The Criminal Docket System is a comprehensive automated system for tracking criminal enforcement actions. C-Docket handles data for all environmental statues and tracks enforcement actions from the initial stages of investigations through conclusion.

No listings within a quarter of a mile radius of the subject site.

ICIS **Integrated Compliance Information System (ICIS)**

ICIS is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the

Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include: Incident Tracking, Compliance Assistance, and Compliance Monitoring.

This list has been researched within half of a mile radius of the subject site.

Site: LINDER AND ASSOCIATES
Address: 3699 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 35 - about .2 mile N of the subject
Status:

Permit id#: 110030909131

A Judicial case/Final Order With Penalty was opened in accordance with sec 409 - Lead. Violation of Section 1018 Violation of Lead Paint Rule
09/29/2005 REFERRED TO DEPT OF JUSTICE
10/14/2005 ENFORCEMENT ACTION DATA ENTERED
05/14/2007 COMPLAINT FILED WITH COURT
05/14/2007 FINAL ORDER ENTERED
05/14/2007 FINAL ORDER LODGED
10/12/2012 ENFORCEMENT ACTION CLOSED

This is a civil referral based on Linder & Associates' violation of TSCA through violation of the Lead Disclosure Rule at 40 C.F.R. Section 745, Subpart F. The Disclosure Rule requires that lessors or their agents provide certain disclosures regarding lead-based paint prior to leasing, which Linder & Associates failed to provide. We are seeking a penalty and injunctive relief (abatement and compliance).

Site: MARK WILSHIRE APT TOWER
Address: 691 IROLO ST
City: LOS ANGELES
Map Loc: 56 - about .2 mile E of the subject
Status:

Permit id#: CA0002243806

Site: METRO LINES-SEGMENTS 2B & 3
Address: GREATER LOS ANGELES
City: LOS ANGELES
Map Loc: 92 - about .3 mile NW of the subject
Status:

Permit id#: 110037253003

An Administrative Order was opened in accordance with sec CWA - Clean Water Act
Comments MIG

An Administrative Order was opened in accordance with sec CWA - Clean Water Act
Comments MIG

An Administrative Order was opened in accordance with sec CWA - Clean Water Act
01/26/1996 COMPLAINT FILED/PROPOSED ORDER
01/26/1996 FINAL ORDER ISSUED
08/21/2008 ENFORCEMENT ACTION DATA ENTERED

Comments MIG

An Administrative Order was opened in accordance with sec CWA - Clean Water Act
05/12/1999 COMPLAINT FILED/PROPOSED ORDER
05/12/1999 FINAL ORDER ISSUED
08/21/2008 ENFORCEMENT ACTION DATA ENTERED

DISCHARGES OF NON COMPLIANT WASTEWATER INTO STORM DRAIN BETWEEN 5/14/97 AND 8/26/98 (METRO LINES-SEGMENTS 2B)

An Administrative Order was opened in accordance with sec CWA - Clean Water Act
01/26/1996 COMPLAINT FILED/PROPOSED ORDER
01/26/1996 FINAL ORDER ISSUED

08/21/2008 ENFORCEMENT ACTION DATA ENTERED

Comments MIG

Site: BEGA TRADING COMPANY
Address: 3850 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 120 - about .3 mile NW of the subject
Status:

Permit id#: 110010627599

RCRA RCRA Violators List (CORRACTS)

The Resource Conservation and Recovery Act of 1976 provides for "cradle to grave" regulation of hazardous wastes. RCRA requires regulation of hazardous waste generators, transporters, and storage/treatment/disposal sites. Evaluation to potential violations, ranging from manifest requirements to hazardous waste discharges, is typically conducted by the US EPA. This database is also known as Corrective Action Report (CORRACTS).

If enforcement is required, it is typically delegated to a state agency.

Any Institutional/Engineering controls issued under CORRACTS are described in the status detail for each site.

No listings within 1 mile radius of the subject site.

RCRA-D Resource Conservation and Recovery Information System - Treatment, Storage & Disposal

The Environmental Protection Agency regulates the treatment, storage and disposal of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste TSD facilities are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form as well as part A (EPA form 8700-23) and Part B of their Hazardous Waste Permit Application.

Status Codes: I Incinerator
T Storage/Treatment facility other than Incinerator
D Land Disposal Facility

No listings within half of a mile radius of the subject site.

CDL Clandestine Drug Laboratories

The U.S. Department of Justice ("the Department") provides this information 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.

No listings within half of a mile radius of the subject site.

IDN Indian REservation LUST/VCP/UST

This database includes all environmental records from Indian Reservations such as Leaking Underground Tanks (LUST), Voluntary Cleanup Program (VCP) and Underground Storage Tanks (UST).

No listings within half of a mile radius of the subject site.

CALIFORNIA STATE SOURCES

FL State Response Sites - Federal Lead

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain high priority hazardous were the U.S. EPA is the lead agency. These sites are typically proposed, on or delisted from the National Priority List.

No listings within 1 mile radius of the subject site.

SR State Response Sites

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain potential hazardous waste sites. These are confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity and deemed generally high-priority and high potential risk.

The information has been compiled into this database by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code.

No listings within half of a mile radius of the subject site.

VCP Voluntary Cleanup Program

This category contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have requested that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

No listings within half of a mile radius of the subject site.

FE Properties Needing Further Evaluation

This category of Envirostor, formerly The Site Mitigation and Brownfields Reuse Program Database SMBRPD, contains properties that are suspected, but unconfirmed, contaminated sites that need or have gone through an investigation and assessment process. If a site is found to have confirmed contamination, it will change from Evaluation to either a State Response or Voluntary Cleanup site type. Sites found to have no contamination at the completion of the investigation and assessment process result in a No Action Required (for Phase 1 assessments) or No Further Action (for Phase 2 assessments) determination.

No listings within half of a mile radius of the subject site.

ME Military Evaluation Sites

This category the Site Mitigation and Brownfields Reuse Program Database SMBRPD, contains Formerly Used Defense Sites (FUDS) and Open or Closed military facilities with confirmed or unconfirmed releases and where DTSC is involved in investigation and/or remediation, either in a lead or support capacity. Sites with confirmed releases are generally considered high-priority and high potential risk.

No listings within half of a mile radius of the subject site.

EP Expedited Remedial Action Program

The Expedited Remedial Action Program is a pilot program limited to 30 sites. These are confirmed release sites worked on by Responsible Parties with oversight of the cleanup by DTSC. These confirmed sites are generally high-priority and high potential risk.

No listings within half of a mile radius of the subject site.

BZ Border Zone Properties

These sites went through the Hazardous Waste Property or Border Zone Property evaluation and formal determination process. (Chapter 6.5, Health and Safety Code section 25221.)

No listings within half of a mile radius of the subject site.

SCH School Property Evaluation Program Properties

This category the Site Mitigation and Brownfields Reuse Program Database (SMBRPD), contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. School sites are further defined as Cleanup (remedial actions occurred) or Evaluation (no remedial action ccurred) based on completed activities. All proposed school sites that will receive State funding for acquisition or construction are required to go through a rigorous environmental review and cleanup process under DTSC's oversight.

This list has been researched within a quarter of a mile radius of the subject site.

Site: HOBART/WILTON PRIMARY SCHOOL #
Address: SERRANO AVE & 8TH ST
City: LOS ANGELES
Map Loc: 4 - about .0 mile W of the subject
Status:

id: 19590016 021100 MISCELLANEOUS RETAIL

Actions
PHASE 1 - CALMORTGAGE AND SCHOOL SITE PROPERTIES (PSCHL) completed on 02/11/00
The site is composed of 2 adjacent parcels separated by Serrano Avenue. The site has contained residential structures since the 1920s. In past years, the residences have been replaced by a retail plaza and parking lots. Pacific Bell was reported as being a past site occupant and a small quantity generator of hazardous waste.

(02/10/00) LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO. HSA-A 99/00-051) EXECUTED ON 2/10/00. As part of the Master Oversight Agreement between DTSC and the Los Angeles Unified School District (LAUSD), DTSC will provide oversight for a Preliminary Endangerment Assessment (PEA) for the proposed Hobart/Wilton Primary School #10 site.

(02/11/00) Phase I - Pursuant to an agreement between the Department of Toxic Substances Control (DTSC) and the California Department of Education, DTSC's Site Mitigation Program completed review of a Phase I Environmental Assessment and has determined that a Preliminary Endangerment Assessment (PEA) is required. The PEA will be conducted under DTSC's oversight pursuant to an agreement between DTSC and the Los Angeles Unified School District (LAUSD). Any subsequent cleanup activities (if needed) after the PEA would be conducted pursuant to an agreement with DTSC and LAUSD.

(03/07/03) PROJECT DROPPED BY LAUSD AFTER THE PHASE I DETERMINATION.

Site: BELMONT NEW ELEMENTARY SCHOOL
Address: WILSHIRE BLVD & HOBART BLVD
City: LOS ANGELES
Map Loc: 36 - about .2 mile N of the subject
Status:

id: 19550023 021000 RETAIL - AUTO DEALERS & SERVICE STATION

Actions
PRELIMINARY ENDANGERMENT ASSESSMENT (EOA) - completed on 02/06/02
PHASE 1 - CALMORTGAGE AND SCHOOL SITE PROPERTIES - completed on 04/20/01
SUPPLEMENTAL SITE INVESTIGATION (SCHOOLS ONLY) - completed on 04/17/03
Several auto-related operations in the northern portion of the site. Several underground storage tanks removed from the site. An active remediation undergoing in ARCO station south of the site.

(02/06/02) DTSC issued a Preliminary Endangerment Assessment determination, requiring further action at the proposed school site.

(02/10/00) LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO: HSA-A 99/00-051) EXECUTED ON 2/10/00. As part of the Master Oversight Agreement between DTSC and the Los Angeles Unified School District (LAUSD), DTSC will provide oversight for a Preliminary Endangerment Assessment (PEA) for the proposed Belmont New Elementary School #9 site.

(04/20/01) Phase I - Pursuant to an agreement between the Department of Toxic Substances Control (DTSC) and the California Department of Education, DTSC's Site Mitigation Program completed review of a Phase I Environmental Assessment and has determined that a Preliminary Endangerment Assessment (PEA) is required. The PEA will be conducted under DTSC's oversight pursuant to an agreement between DTSC and the Los Angeles Unified School District (LAUSD). Any subsequent cleanup activities (if needed) after the PEA would be conducted pursuant to an agreement with DTSC and LAUSD.

Site: HOBART ELEMENTARY SCHOOL ADDIT
Address: 3336 SAN MARINO ST
City: LOS ANGELES
Map Loc: 52 - about .2 mile S of the subject
Status:

id: 19650013 020402 REAL ESTATE

Actions:
PRELIMINARY ENDANGERMENT ASSESSMENT (VCA) - : completed on 10/10/01
REMOVAL ACTION WORKPLAN (VCA) - : completed on 11/26/01
REMOVAL ACTION (VCA) - : completed on 02/04/02 35 cubic yards of solids were removed

CERTIFICATION (VCA) - : completed on 02/04/02
CEQA INCLUDING NEGATIVE DECS - : completed on 11/26/01
PHASE I - CALMORTGAGE AND SCHOOL SITE PROPERTIES (SCHOL) - : completed on 02/04/00
Site comprised of a vacant lot and a vacant residential building.

(02/04/00) Phase I - Pursuant to an agreement between the Department of Toxic Substances Control (DTSC) and the California Department of Education, DTSC's Site Mitigation Program completed a review of a Phase I Environmental Assessment and has determined that a Preliminary Endangerment Assessment is required. The PEA will be Conducted under DTSC's oversight pursuant to agreements between DTSC and the pertinent school district. Any subsequent cleanup Activities (if needed) after the PEA would be conducted pursuant to agreements between DTSC and the School District.

(02/04/02) REMOVAL ACTION (RA): Approximately 34.9 cubic yards of lead impacted soil were removed and disposed of off-site. CERTIFICATION: DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented and that no further removal/remedial action is necessary, and certified the site.

(02/10/00) LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO: HSA-A 99/00-051) EXECUTED ON 2/10/00. As part of the Master Oversight Agreement between DTSC and the Los Angeles Unified School District (LAUSD), DTSC will provide oversight for a Preliminary Endangerment Assessment (PEA) for the Hobart Elementary School Addition.

(10/10/01) The Preliminary Endangerment Assessment (PEA) investigation revealed elevated levels of lead in three locations of the site. DTSC recognizes that further investigation is necessary and that a removal action may be required. DTSC made a further action determination and approved the PEA on 10/10/01.

(11/26/01) RAW/CEQA - DTSC approved a Removal Action Workplan for the removal of lead-contaminated soil. CEQA completed.

Site: HOBART ELEMENTARY SCHOOL ADDIT
Address: 3336 SAN MARINO ST
City: LOS ANGELES
Map Loc: 52 - about .2 mile S of the subject
Status: CERT - : Certified by the Dept to have been remediated

id: 19650013 020402 REAL ESTATE

Actions:
PRELIMINARY ENDANGERMENT ASSESSMENT (VCA) - : completed on 10/10/01
REMOVAL ACTION WORKPLAN (VCA) - : completed on 11/26/01
REMOVAL ACTION (VCA) - : completed on 02/04/02 35 cubic yards of solids were removed

CERTIFICATION (VCA) - : completed on 02/04/02
CEQA INCLUDING NEGATIVE DECS - : completed on 11/26/01
PHASE I - CALMORTGAGE AND SCHOOL SITE PROPERTIES (SCHOL) - : completed on 02/04/00
Site comprised of a vacant lot and a vacant residential building.

(02/04/00) Phase I - Pursuant to an agreement between the Department of Toxi Substances Control (DTSC) and the California Department of Education, DTSC's Site Mitigation Program completed a review of a Phase I Environmental Assessment and has determined that a Preliminary Endangerment Assessment is required. The PEA will be Conducted under DTSC's oversight pursuant to agreements between DTSC and the pertinent school district. Any subsequent cleanup Activities (if needed) after the PEA would be conducted pursuant to agreements between DTSC and the School District.

(02/04/02) REMOVAL ACTION (RA): Approximately 34.9 cubic yards of lead impacted soil were removed and disposed of off-site. CERTIFICATION: DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented and that no further removal/remedial action is necessary, and certified the site.

(02/10/00) LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO: HSA-A 99/00-051) EXECUTED ON 2/10/00. As part of the Master Oversight Agreement between DTSC and the Los Angeles Unified School District (LAUSD), DTSC will provide oversight for a Preliminary Endangerment Assessment (PEA) for the Hobart Elementary School Addition.

(10/10/01) The Preliminary Endangerment Assessment (PEA) investigation revealed elevated levels of lead in three locations of the site. DTSC recognizes that further investigation is necessary and that a removal action may be required. DTSC made a further action determination and approved the PEA on 10/10/01.

(11/26/01) RAW/CEQA - DTSC approved a Removal Action Workplan for the removal of lead-contaminated soil. CEQA completed.

Site: HOBART/WILTON PRIMARY SCHOOL N
Address: 800 ST ANDREWS PL; EIGHT ST M;
City: LOS ANGELES
Map Loc: 91 - about .3 mile W of the subject
Status:

id: 19880073 021100 PRIVATE HOUSEHOLDS

Actions:
PHASE I - CALMORTGAGE AND SCHOOL SITE PROPERTIES (PSCHL) - : completed on 02/11/00
The site has contained residential structures since at least the 1920s. The age of the structures indicates they are or have been a potential source of lead-based paint and asbestos containing material.

(02/10/00) LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO: HSA-A 99/00-051) EXECUTED ON 2/10/00. As part of the Master Oversight Agreement between DTSC and the Los Angeles Unified School District (LAUSD), DTSC will provide oversight for a Preliminary Endangerment Assessment (PEA) for the proposed Hobart/Wilton Primary School # 3 site.

(02/11/00) Phase I - Pursuant to an agreement between the Department of Toxic Substances Control (DTSC) and the California Department of Education, DTSC's Site Mitigation Program completed review of a Phase I Environmental Assessment and has determined that a Preliminary Endangerment Assessment (PEA) is required. The PEA will be conducted under DTSC's oversight pursuant to an agreement between DTSC and the Los Angeles Unified School District (LAUSD). Any subsequent cleanup activities (if needed) after the PEA would be conducted pursuant to an agreement with DTSC and LAUSD.

(03/07/03) PROJECT DROPPED BY LAUSD AFTER THE PHASE I DETERMINATION.

Site: HOBART/WILTON PRIMARY SCHOOL #
Address: 9TH ST & SAINT ANDREWS PL; /MANHATTAN PL
City: LOS ANGELES
Map Loc: 95 - about .3 mile SW of the subject
Status:

id: 19880071 020402 PRIVATE HOUSEHOLDS

Actions:
PHASE I - CALMORTGAGE AND SCHOOL SITE PROPERTIES (PSCHL) - : completed on 02/04/00
The site has contained residential structures since at least the 1920s. The age of the structures indicates they are or have been a potential source of lead-based paint and asbestos containing materials.

(02/04/00) Phase I - Pursuant to an agreement between the Department of Toxic Substances Control (DTSC) and the California Department of Education, DTSC's Site Mitigation Program completed review of a Phase I Environmental Assessment and has determined that a Preliminary Endangerment Assessment (PEA) is required. The PEA will be conducted under DTSC's oversight pursuant to an agreement between DTSC and the Los Angeles Unified School District (LAUSD). Any subsequent cleanup activities (if needed) after the PEA would be conducted pursuant to an agreement with DTSC and LAUSD.

(02/10/00) LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO: HSA-A 99/00-051) EXECUTED ON 2/10/00. As part of the Master Oversight Agreement between DTSC and the Los Angeles Unified School District (LAUSD), DTSC will provide oversight for a Preliminary Endangerment Assessment (PEA) for the proposed Hobart/Wilton Primary School #1 site.

(03/07/03) PROJECT DROPPED BY LAUSD AFTER THE PHASE I DETERMINATION.

LUR **Brownfields Reuse Program Facility Sites with Land Use Restrictions**

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 land use restrictions that are active. Some sites have multiple land use restrictions.

No listings within half of a mile radius of the subject site.

DR **Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction**

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.

No listings within half of a mile radius of the subject site.

CA **Hazardous Waste sites - Permitted and Corrective Action**

Permitted and Corrective Action sites are RCRA-permitted facilities undergoing cleanup activities or permitted to handle Hazardous Waste.

No listings within half of a mile radius of the subject site.

HIS **Historical Site**

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), contains sites from an older database where no site type was identified. Most of these sites have a status of Referred or No Further Action. DTSC is working to clean up this data by identifying an appropriate site type for each Historic site.

No listings within half of a mile radius of the subject site.

CALS **CALSITES - No Further Action**

This section includes the sites on the Calsite list, which have been flagged for no further action by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code.

This list has been researched within a quarter of a mile radius of the subject site.

Site: OLDSMOBILE DIVISION
Address: 3540 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 71 - about .2 mile NE of the subject
Status:

id: 19500078101319B2 50 0.0 0.0

FACILITY DRIVE-BY: PARKING LOT ADJACENT TO BLDG. RATIONALE FOR NFA FACILITY IDENTIFIED LA CHAM COMM DIRECT 83-84 AUTOMOBILE BODIES (DB/ NO PROBLEM BASED ON DRIVEBY (10/13/82) (09/82)

Site: ALLISON WORLD TRADE
Address: 625 S KINGSLEY DR
City: LOS ANGELES
Map Loc: 77 - about .3 mile NE of the subject
Status:

id: 19500095060119B3 50 0.0 0.0

FACILITY DRIVE-BY: NO WASTE VISIBLE RATIONALE FOR NFA: NO PROBLEM FACILITY IDENTIFIED LA CHAM COMM DIRECT 83-84 AUTO PARTS (08/10/82) BASED ON DRIVEBY (06/01/83)

Site: COSMETICS CONCEPTS, INC
Address: 3807 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 85 - about .3 mile NW of the subject
Status:

id: 19280567101319B2 26 0.0 0.0

FACILITY DRIVE-BY: DRIVE-BY ACTIVE URBAN SITE. OFFICE BLEG. NEAR MAFACILITY IDENTIFIED I.W. SURVEY QUEST (03/17/80)
QUEST RECVD. COSMETIC BROKER. NO MFG. (03/20/80)
JOB INSECTION,WESTERN AV.-WILSHIRE (10/13/82)

Site: DEAL PUBLICATIONS
Address: 938 S WESTERN AVE
City: LOS ANGELES
Map Loc: 113 - about .3 mile SW of the subject
Status:

id: 19270172021719B3 27 0.0 0.0

FACILITY IDENTIFIED LA CHAM COMM DIR 1983-84 NEWSPAPER (10/01/82)

Site: BARDEEN CORPORATION, THE
Address: 3850 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 120 - about .3 mile NW of the subject
Status:

id: 19500097081019B2 50 0.0 0.0

FACILITY IDENTIFIED LA CHAM COMM DIRECT 83-84 BALL BEARINGS (09/10/82)

CORTESE **State of California Office of Planning and Research**

This database is a consolidation of information from various sources. It is maintained by the State Office of Planning and Research and lists potential and confirmed hazardous waste or substances sites.

Facilities that have been reported elsewhere in this report will not be included in the listing below.

Status Codes:
WRCBT: Tank leaks
Compiled by Water Resource Control Board
DHS1: Abandoned hazardous waste site
Compiled by Toxic Substance Control Div. of DHS
DHS2: Contaminated public water drinking wells serving less than 200 connections
Compiled by Env. Health Div. of DHS
DHS3: Contaminated public water drinking wells serving more than 200 connections
DHS5: Sites pursuant to section 25356 of the Health and Safety Code (see BEP)
CWMB: Solid waste disposal sites with known migration of hazardous waste

No listings within half of a mile radius of the subject site.

LUST **Leaking Underground Storage Tanks - California State**

The Leaking Underground Storage Tanks Information System is maintained by the State Water Resource Board pursuant to Section 25295 of the Health and Safety Code.

This section includes tank cases located on military installation

Status Codes: 0 No action
1 Leak being confirmed
3A Pre/ site assessment workplan submitted
3B Pre/ site assessment underway
5C Pollution characterization
5R Remediation plan
7 Remedial action underway
8 Post remedial action monitoring
9 Case closed
P Case purged from agency list

This list has been researched within half of a mile radius of the subject site.

Site: KINGSLEY AUTOMOTIVE
Address: 3401 W 8TH ST
City: LOS ANGELES
Map Loc: 19 - about .1 mile SE of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700468, is managed by the Regional Water Quality Board.

AQUIFER USED FOR DRINKING WATER SUPPLY

1999-01-11: STAFF LETTER
2002-04-15: MONITORING REPORT - QUARTERLY
2002-06-17: STAFF LETTER
2002-06-25: STAFF LETTER
2002-07-15: MONITORING REPORT - QUARTERLY
2002-07-31: OTHER REPORT / DOCUMENT
2002-08-31: CAP/RAP - FINAL REMEDIATION / DESIGN PLAN
2002-10-15: CAP/RAP - FINAL REMEDIATION / DESIGN PLAN
2003-01-07: STAFF LETTER
2003-01-15: MONITORING REPORT - QUARTERLY
2003-02-28: MONITORING REPORT - QUARTERLY
2003-03-18: OTHER WORKPLAN
2003-04-03: STAFF LETTER
2003-04-15: MONITORING REPORT - QUARTERLY
2003-07-15: MONITORING REPORT - QUARTERLY
2003-10-15: MONITORING REPORT - QUARTERLY
2003-12-31: CAP/RAP - FINAL REMEDIATION / DESIGN PLAN
2004-01-08: WELL INSTALLATION REPORT
2004-01-15: MONITORING REPORT - QUARTERLY
2004-02-11: OTHER WORKPLAN
2004-02-27: STAFF LETTER
2004-04-15: CAP/RAP - FEASIBILITY STUDY REPORT
2004-04-15: MONITORING REPORT - QUARTERLY
2004-07-16: CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN
2004-07-15: MONITORING REPORT - QUARTERLY
2004-10-15: MONITORING REPORT - QUARTERLY
2005-01-15: MONITORING REPORT - QUARTERLY
2005-01-15: SOIL AND WATER INVESTIGATION REPORT
2005-04-15: MONITORING REPORT - QUARTERLY
2005-07-15: MONITORING REPORT - QUARTERLY
2005-10-15: MONITORING REPORT - QUARTERLY
2006-04-15: MONITORING REPORT - QUARTERLY
2006-07-15: MONITORING REPORT - QUARTERLY
2006-10-15: MONITORING REPORT - QUARTERLY
2007-01-15: MONITORING REPORT - QUARTERLY
2006-01-15: CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN
2008-01-15: MONITORING REPORT - QUARTERLY
2008-02-07: STAFF LETTER

2008-04-15: STAFF LETTER
2008-05-08: STAFF LETTER
2008-10-17: CLEAN UP FUND - 5 YEAR REVIEW SUMMARY
2009-06-15: STAFF LETTER
2010-03-02: STAFF LETTER
2010-08-06: CLOSURE/NO FURTHER ACTION LETTER

Site: ARCO #5355
Address: 3675 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 28 - about .2 mile N of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700485, is managed by the Regional Water Quality Board.

AQUIFER USED FOR DRINKING WATER SUPPLY

1999-06-14: STAFF LETTER
2002-07-15: MONITORING REPORT - QUARTERLY
2002-08-06: STAFF LETTER
2002-09-06: CAP/RAP - FEASIBILITY STUDY REPORT
2002-10-15: MONITORING REPORT - QUARTERLY
2002-11-20: STAFF LETTER
2003-01-15: MONITORING REPORT - QUARTERLY
2003-04-15: MONITORING REPORT - QUARTERLY
2003-05-13: SOIL VAPOR EXTRACTION (SVE)
2003-07-15: MONITORING REPORT - QUARTERLY
2003-10-15: MONITORING REPORT - QUARTERLY
2004-01-15: MONITORING REPORT - QUARTERLY
2004-04-06: STAFF LETTER
2004-04-15: MONITORING REPORT - QUARTERLY
2004-05-01: EXCAVATION
2004-06-15: SOIL AND WATER INVESTIGATION WORKPLAN
2004-06-15: UNKNOWN
2004-06-24: STAFF LETTER
2004-07-15: MONITORING REPORT - QUARTERLY
2004-08-23: SITE VISIT / INSPECTION / SAMPLING
2004-09-30: SOIL AND WATER INVESTIGATION REPORT
2004-10-15: MONITORING REPORT - QUARTERLY
2004-12-15: STAFF LETTER
2005-01-15: MONITORING REPORT - QUARTERLY
2005-04-15: MONITORING REPORT - QUARTERLY
2005-07-14: STAFF LETTER
2005-07-15: MONITORING REPORT - QUARTERLY
2005-10-05: 13267 REQUIREMENT
2005-10-15: INTERIM RS MEDIAL ACTION REPORT
2005-10-15: MONITORING REPORT - QUARTERLY
2005-10-15: RISK ASSESSMENT REPORT
2005-10-15: SOIL AND WATER INVESTIGATION REPORT
2005-12-12: 13267 REQUIREMENT
2006-01-01: EXCAVATION
2006-01-15: MONITORING REPORT - QUARTERLY
2006-02-22: PREPARATION OF RECORD FOR APPEAL/REFERRAL/PETITION
2006-04-15: CAP/RAP - OTHER REPORT
2006-04-15: MONITORING REPORT - QUARTERLY
2006-04-15: WELL INSTALLATION REPORT
2006-06-28: 13267 REQUIREMENT
2006-07-15: MONITORING REPORT - QUARTERLY
2006-10-15: MONITORING REPORT - QUARTERLY
2006-12-31: WELL INSTALLATION REPORT
2006-12-31: WELL INSTALLATION REPORT
2007-01-15: MONITORING REPORT - QUARTERLY
2007-04-15: MONITORING REPORT - QUARTERLY
2007-07-15: MONITORING REPORT - QUARTERLY
2007-10-15: MONITORING REPORT - QUARTERLY
2008-01-15: MONITORING REPORT - QUARTERLY
2008-04-15: MONITORING REPORT - QUARTERLY
2008-07-15: MONITORING REPORT - QUARTERLY
2008-08-08: NOTIFICATION - PRE CLOSURE
2008-08-12: SITE VISIT / INSPECTION / SAMPLING
2008-09-24: CLOSURE/NO FURTHER ACTION LETTER

Monitoring well: E-1 destroyed
lat/long: 34.0063104/-118.3348517
depth to gw: 0 - 22.94

Monitoring well: E-10 destroyed
lat/long: 34.0620524/-118.3059547
depth to gw: 0 - 29.98
sample data: GRO 50 UG/L 2002-08-01
MTBE 35 UG/L 2002-08-01

Monitoring well: E-12 destroyed
lat/long: 34.0620816/-118.3059547
depth to gw: 0 - 49.81

Monitoring well: E-17 destroyed
lat/long: 34.0620816/-118.3059547
depth to gw: 0 - 49.81
sample data: ALK 580 MG/L 2004-02-11 (max: 580 MG/L, 2003-12-16)
BA 16 MG/L 2002-10-17 (max: 580 MG/L, 2002-10-17)
COD 38 MG/L 2003-04-14
FE2 968 MG/L 2003-04-14 (max: 38 MG/L, 2003-04-14)
HARD 230 MG/L 2004-02-11 (max: 220 MG/L, 2003-12-16)
HPC 1300 CFU/ML 2004-02-11 (max: 2800 CFU/ML, 2003-12-16)
MN 28 MG/L 2004-02-11 (max: 1300 MG/L, 2002-10-17)
MTBE 24 UG/L 2004-02-11 (max: 45 UG/L, 2002-08-01)
NO3 6 MG/L 2003-04-14 (max: 24 MG/L, 2003-04-14)
S 13 MG/L 2004-02-11 (max: 24 MG/L, 2002-10-17)
SO4 100 MG/L 2004-02-11
TBA 82 UG/L 2004-02-11 (max: 110 UG/L, 2003-07-15)

Monitoring well: E-13 destroyed
lat/long: 34.0614903/-118.3056802
depth to gw: 0 - 26.38

Monitoring well: E-13 destroyed
lat/long: 34.0614903/-118.3056802
depth to gw: 0 - 26.38
sample data: ALK 280000 UG/L 2008-04-16 (max: 310000 UG/L, 2008-01-16)
AS 1 MG/L 2002-10-17 (max: 280000 MG/L, 2002-10-17)
BA 81 MG/L 2002-10-17 (max: 280000 MG/L, 2002-10-17)
BTEZS 1 UG/L 2008-04-16 (max: 280000 UG/L, 2008-04-16)
BZ 13 UG/L 2008-04-16 (max: 20 UG/L, 2008-01-16)
BZME 82 UG/L 2008-04-16 (max: 13 UG/L, 2007-10-22)
CA 26000 UG/L 2008-04-16 (max: 32000 UG/L, 2008-01-16)
CHL 220 UG/L 2008-04-16 (max: 26000 UG/L, 2007-08-24)
CO 015 MG/L 2002-10-17 (max: 220 MG/L, 2002-10-17)
CO2 44000 UG/L 2008-04-16
COD 19 MG/L 2007-10-22 (max: 73 MG/L, 2002-10-17)
CR 012 MG/L 2002-10-17 (max: 19 MG/L, 2002-10-17)
CU 036 MG/L 2002-10-17 (max: 19 MG/L, 2002-10-17)
EBZ 57 UG/L 2008-04-16 (max: 19 UG/L, 2007-10-22)
FE2 200 UG/L 2008-04-16 (max: 4000 UG/L, 2008-01-16)
GROC4C12 390 UG/L 2008-04-16 (max: 450 UG/L, 2008-01-16)
HARD 150 MG/L 2008-04-16 (max: 350 MG/L, 2002-10-17)
HPC 210 MPN/ML 2008-04-16 (max: 460 MPN/ML, 2008-01-16)
IPBZ 13 UG/L 2008-04-16
MG 22000 UG/L 2008-04-16 (max: 24000 UG/L, 2008-01-16)
MN 5.4 MG/L 2007-10-22
MO 045 MG/L 2002-10-17 (max: 5.4 MG/L, 2002-10-17)
MTBE 1.2 UG/L 2005-07-14
MTLNCL 2.9 UG/L 2008-04-16
NAPH 16 UG/L 2008-04-16
NI 022 MG/L 2002-10-17 (max: 16 MG/L, 2002-10-17)
PB 0078 MG/L 2002-10-17 (max: 16 MG/L, 2002-10-17)
PBZN 17 UG/L 2008-04-16
S 94 UG/L 2008-01-16 (max: 17 UG/L, 2007-08-24)
SO4 11000 UG/L 2008-04-16 (max: 14000 UG/L, 2008-01-16)
TL 014 MG/L 2002-10-17 (max: 11000 MG/L, 2002-10-17)
TME124 58 UG/L 2008-04-16 (max: 11000 UG/L, 2008-04-16)
TME135 81 UG/L 2008-04-16 (max: 11000 UG/L, 2008-04-16)
V 034 MG/L 2002-10-17 (max: 11000 MG/L, 2002-10-17)
XYLENES 3.1 UG/L 2008-04-16

XYLENES1314 2.3 UG/L 2008-04-16
XYLO 83 UG/L 2008-04-16 (max: 1.1 UG/L, 2008-01-16)
ZN 046 MG/L 2002-10-17 (max: 1.1 MG/L, 2002-10-17)

Monitoring well: E-14 destroyed
lat/long: 34.0619076/-118.306449
depth to gw: 0 - 28.62

Monitoring well: E-14 destroyed
lat/long: 34.0619076/-118.306449
depth to gw: 0 - 28.62
sample data: ALK 230000 UG/L 2008-04-16 (max: 280000 UG/L, 2008-01-16)

Monitoring well: E-15R destroyed
lat/long: 34.0619076/-118.306449
depth to gw: 0 - 13.95

Monitoring well: E-15R destroyed
lat/long: 34.0619076/-118.306449
depth to gw: 0 - 13.95

Monitoring well: E-16 destroyed
lat/long: 34.0619076/-118.306449
depth to gw: 0 - 23.22

Monitoring well: E-16 destroyed
lat/long: 34.0619076/-118.306449
depth to gw: 0 - 23.22
sample data: ALK 490 MG/L 2004-02-11 (max: 730 MG/L, 2002-10-17)

Monitoring well: E-16R destroyed
lat/long: 34.0619076/-118.306449
depth to gw: 0 - 15.55

Monitoring well: E-16R destroyed
lat/long: 34.0619076/-118.306449
depth to gw: 0 - 15.55

Monitoring well: E-17 active
lat/long: 34.0620495/-118.3058857
depth to gw: 20.02 - 22.85

Monitoring well: E-17 active
lat/long: 34.0620495/-118.3058857
depth to gw: 20.02 - 22.85
sample data: ALK 300 MG/L 2003-04-21 (max: 640 MG/L, 2003-04-14)

Monitoring well: E-17R destroyed
lat/long: 34.0620495/-118.3058857
depth to gw: 0 - 12.56

Monitoring well: E-17R destroyed
lat/long: 34.0620495/-118.3058857
depth to gw: 0 - 12.56
sample data: ALK 580000 UG/L 2008-04-16
BZME 00073 MG/KG 2006-07-22 (max: 590000 MG/KG, 2006-07-22)
CA 91000 UG/L 2008-04-16 (max: 100000 UG/L, 2008-01-16)
CHL 4000 UG/L 2008-04-16
CO2 46000 UG/L 2008-04-16
COD 36 MG/L 2007-10-22 (max: 43 MG/L, 2007-08-24)
FE2 200 UG/L 2008-04-16
GROC4C12 30 UG/L 2007-10-22 (max: 42 UG/L, 2006-07-22)
HARD 550 MG/L 2008-04-16 (max: 610 MG/L, 2008-01-16)
HPC 1140 MPN/ML 2008-04-16 (max: 2380 MPN/ML, 2007-08-24)
MG 79000 UG/L 2008-04-16 (max: 83000 UG/L, 2008-01-16)
MN 34 MG/L 2007-10-22 (max: 780.00 MG/L, 2007-08-24)
MTBE 86 UG/L 2008-04-16 (max: 79000 UG/L, 2006-07-22)
S 2600 UG/L 2008-04-16 (max: 79000 UG/L, 2007-08-24)
SO4 480000 UG/L 2008-04-16 (max: 560000 UG/L, 2008-01-16)
TBA 270 UG/L 2008-04-16 (max: 480000 UG/L, 2006-07-22)

Monitoring well: E-18R destroyed
lat/long: 34.0620495/-118.3058857

depth to gw 0 - 10.34

Monitoring well E-16R destroyed
lat/long 34.0620495/-118.3058857
depth to gw 0 - 10.34

Monitoring well E-2 destroyed
lat/long 34.0620495/-118.3058857
depth to gw 0 - 27.58

Monitoring well E-2 destroyed
lat/long 34.0620495/-118.3058857
depth to gw 0 - 27.58
sample data

ALK	150 MG/L	2004-02-11 (max 210 MG/L 2003-04-14)
AS	.006 MG/L	2002-10-17 (max 160 MG/L 2002-10-17)
BA	.14 MG/L	2002-10-17 (max 160 MG/L 2002-10-17)
BZ	480 UG/L	2002-03-19
EBZ	62 UG/L	2002-03-19
FE2	1.3 MG/L	2003-04-14
GRO	280 UG/L	2002-08-01 (max 3700 UG/L 2002-03-19)
GROC4C12	53 UG/L	2003-07-16 (max 310 UG/L 2003-04-14)
HARD	170 MG/L	2004-02-11 (max 200 MG/L 2003-12-16)
HPC	690 CFU/ML	2004-02-11 (max 31000 CFU/ML 2003-12-16)
MN	1.5 MG/L	2004-02-11 (max 2.2 MG/L 2002-10-17)
MTBE	8.8 UG/L	2003-04-14 (max 120 UG/L 2002-03-19)
NI	.013 MG/L	2002-10-17 (max 8.8 MG/L 2002-10-17)
SO4	150 MG/L	2004-02-11 (max 160 MG/L 2003-12-16)
TBA	72 UG/L	2003-07-16 (max 720 UG/L 2002-06-07)
BZ	2.6 MG/KG	2004-07-12
BZME	48 MG/KG	2004-07-12 (max 2.6 MG/KG 2004-07-12)
EBZ	15 MG/KG	2004-07-12
GROC4C12	230 MG/KG	2004-07-12 (max 1900 MG/KG 2004-07-12)
XYLENES	18 MG/KG	2004-07-12 (max 230 MG/KG 2004-07-12)
XYLENES1314	17 MG/KG	2004-07-12 (max 18 MG/KG 2004-07-12)
XYLO	1.1 MG/KG	2004-07-12 (max 17 MG/KG 2004-07-12)

Monitoring well E-3 destroyed
lat/long 34.0620713/-118.3055655
depth to gw 0 - 29.94

Monitoring well E-3 destroyed
lat/long 34.0620713/-118.3055655
depth to gw 0 - 29.94
sample data

ALK	280 MG/L	2003-04-21 (max 420 MG/L 2002-10-17)
AS	.054 MG/L	2002-10-17 (max 280 MG/L 2002-10-17)
BA	.54 MG/L	2002-10-17 (max 280 MG/L 2002-10-17)
BE	.0074 MG/L	2002-10-17 (max 280 MG/L 2002-10-17)
BZ	19 UG/L	2003-01-23
CD	.0052 MG/L	2002-10-17 (max 19 MG/L 2002-10-17)
CO	.01 MG/L	2002-10-17 (max 19 MG/L 2002-10-17)
COD	25 MG/L	2003-04-21 (max 370 MG/L 2002-10-17)
CR	.025 MG/L	2002-10-17 (max 25 MG/L 2002-10-17)
CU	.11 MG/L	2002-10-17 (max 25 MG/L 2002-10-17)
EBZ	3 UG/L	2003-01-23
GRO	130 UG/L	2002-08-01 (max 200 UG/L 2002-06-07)
GROC4C12	56 UG/L	2003-07-16 (max 230 UG/L 2003-01-23)
HARD	520 MG/L	2003-04-21 (max 730 MG/L 2002-10-17)
MN	.65 MG/L	2003-04-21 (max 520 MG/L 2002-10-17)
MO	.063 MG/L	2003-10-17 (max 420 MG/L 2002-10-17)
MTBE	41 UG/L	2004-02-12 (max 380 UG/L 2002-06-07)
NI	.036 MG/L	2002-10-17 (max 41 MG/L 2002-10-17)
NO3	.65 MG/L	2003-04-21 (max 1.8 MG/L 2002-10-17)
PB	.26 MG/L	2002-10-17 (max 1.8 MG/L 2002-10-17)
S	.15 MG/L	2003-04-21 (max 1.8 MG/L 2003-04-21)
SO4	250 MG/L	2003-04-21 (max 500 MG/L 2002-10-17)
TBA	230 UG/L	2003-01-23
V	.039 MG/L	2002-10-17 (max 230 MG/L 2002-10-17)
XYLENES	4 UG/L	2003-01-23
XYLENES1314	2.3 UG/L	2003-01-23
ZN	.69 MG/L	2002-10-17 (max 2.3 MG/L 2002-10-17)

Monitoring well E-4 dry
lat/long 34.0620251/-118.3056606

depth to gw 0 - 24.21

Monitoring well E-4 dry
lat/long 34.0620251/-118.3056606
depth to gw 0 - 24.21
sample data

ALK	430 MG/L	2002-10-17
AS	.02 MG/L	2002-10-17 (max 4.30 MG/L 2002-10-17)
BA	.29 MG/L	2002-10-17 (max 4.30 MG/L 2002-10-17)
CD	.0085 MG/L	2002-10-17 (max 4.30 MG/L 2002-10-17)
CO	.024 MG/L	2002-10-17 (max 4.30 MG/L 2002-10-17)
COD	250 MG/L	2002-10-17
CR	.045 MG/L	2002-10-17 (max 2.50 MG/L 2002-10-17)
CU	.13 MG/L	2002-10-17 (max 2.50 MG/L 2002-10-17)
GRO	110 UG/L	2002-08-01
GROC4C12	58 UG/L	2003-01-23 (max 58 UG/L 2002-10-17)
HARD	940 MG/L	2002-10-17 (max 58 MG/L 2002-10-17)
MN	2.4 MG/L	2002-10-17
MO	.076 MG/L	2002-10-17 (max 2.4 MG/L 2002-10-17)
MTBE	67 UG/L	2003-07-16 (max 120 UG/L 2002-06-07)
NI	.045 MG/L	2002-10-17 (max 67 MG/L 2002-10-17)
NO3	1.7 MG/L	2002-10-17
PB	.086 MG/L	2002-10-17 (max 1.7 MG/L 2002-10-17)
SE	.0071 MG/L	2002-10-17 (max 1.7 MG/L 2002-10-17)
SO4	820 MG/L	2002-10-17
TBA	650 UG/L	2003-07-16 (max 1900 UG/L 2002-03-19)
TL	.0079 MG/L	2002-10-17 (max 650 MG/L 2002-10-17)
V	.075 MG/L	2002-10-17 (max 650 MG/L 2002-10-17)
XYLENES	9.8 UG/L	2002-08-01 (max 650 UG/L 2002-08-01)
XYLENES1314	7.8 UG/L	2002-08-01
XYLO	2 UG/L	2002-08-01
ZN	3.6 MG/L	2002-10-17

Monitoring well E-5 destroyed
lat/long 34.0618945/-118.3056478
depth to gw 0 - 22.73

Monitoring well E-5 destroyed
lat/long 34.0618945/-118.3056478
depth to gw 0 - 22.73
sample data

ALK	470 MG/L	2003-04-15 (max 640 MG/L 2002-10-17)
AS	.024 MG/L	2002-10-17 (max 470 MG/L 2002-10-17)
BA	.2 MG/L	2002-10-17 (max 470 MG/L 2002-10-17)
BZ	270 UG/L	2004-07-16 (max 760 UG/L 2002-03-19)
BZME	17 UG/L	2003-04-15 (max 140 UG/L 2002-03-19)
CO	.011 MG/L	2002-10-17 (max 17 MG/L 2002-10-17)
COD	130 MG/L	2003-04-15
EBZ	270 UG/L	2003-07-16
FE2	9.3 MG/L	2003-04-15 (max 270 MG/L 2002-10-17)
GRO	3500 UG/L	2002-08-01 (max 6400 UG/L 2002-06-07)
GROC4C12	800 UG/L	2004-02-12 (max 7200 UG/L 2003-04-15)
HARD	500 MG/L	2003-04-15 (max 570 MG/L 2002-10-17)
MN	3.8 MG/L	2003-04-15 (max 3.9 MG/L 2002-10-17)
MO	.23 MG/L	2002-10-17 (max 3.8 MG/L 2002-10-17)
MTBE	110 UG/L	2003-07-16 (max 250 UG/L 2002-03-19)
PB	.032 MG/L	2002-10-17 (max 110 MG/L 2002-10-17)
S	1 MG/L	2003-04-15 (max 110 MG/L 2003-04-15)
SO4	290 MG/L	2003-04-15
TBA	5800 UG/L	2004-02-12 (max 8300 UG/L 2003-07-16)
XYLENES	73 UG/L	2003-04-15 (max 130 UG/L 2002-03-19)
XYLENES1314	62 UG/L	2003-04-15 (max 100 UG/L 2002-03-19)
XYLO	9.9 UG/L	2003-04-15 (max 13 UG/L 2002-06-07)
ZN	.03 MG/L	2002-10-17 (max 5.4 MG/L 2002-10-17)

Monitoring well E-7 destroyed
lat/long 34.0617465/-118.3055032
depth to gw 0 - 26.99

Monitoring well E-7 destroyed
lat/long 34.0617465/-118.3055032
depth to gw 0 - 26.99
sample data

ALK	320 MG/L	2003-04-15 (max 430 MG/L 2002-10-17)
AS	.057 MG/L	2002-10-17 (max 320 MG/L 2002-10-17)
BA	1 MG/L	2002-10-17 (max 320 MG/L 2002-10-17)

BZ	5.5 UG/L	2003-12-17 (max 250 UG/L 2002-10-17)
BZME	160 UG/L	2002-10-17
COD	31 MG/L	2003-04-15 (max 47 MG/L 2002-10-17)
EBZ	88 UG/L	2003-12-17 (max 140 UG/L 2002-10-17)
GRO	93 UG/L	2002-08-01 (max 160 UG/L 2002-06-07)
GROC4C12	78 UG/L	2004-02-12 (max 1800 UG/L 2002-10-17)
HARD	210 MG/L	2003-04-15 (max 310 MG/L 2002-10-17)
MN	.98 MG/L	2003-04-15 (max 1.9 MG/L 2002-10-17)
MO	.23 MG/L	2002-10-17 (max 1.9 MG/L 2002-10-17)
MTBE	12 UG/L	2004-02-12 (max 68 UG/L 2002-10-17)
NI	.024 MG/L	2002-10-17 (max 12 MG/L 2002-10-17)
NO3	.69 MG/L	2003-04-15 (max 12 MG/L 2003-04-15)
SO4	130 MG/L	2003-04-15
TBA	900 UG/L	2004-02-12 (max 2400 UG/L 2002-06-07)
XYLENES	12 UG/L	2003-12-17 (max 180 UG/L 2002-10-17)
XYLENES1314	9.1 UG/L	2003-12-17 (max 86 UG/L 2002-10-17)
XYLO	99 UG/L	2002-10-17 (max 4.6 UG/L 2002-10-17)

Monitoring well E-8 destroyed
lat/long 34.061652/-118.3055558
depth to gw 0 - 23.87

Monitoring well E-8 destroyed
lat/long 34.061652/-118.3055558
depth to gw 0 - 23.87
sample data

ALK	560 MG/L	2004-02-11 (max 580 MG/L 2003-04-21)
AS	.01 MG/L	2002-10-17 (max 560 MG/L 2002-10-17)
BA	.13 MG/L	2002-10-17 (max 560 MG/L 2002-10-17)
BZ	69 UG/L	2004-02-11 (max 890 UG/L 2003-04-15)
BZME	23 UG/L	2003-12-16 (max 38 UG/L 2003-04-15)
COD	51 MG/L	2004-02-11 (max 280 MG/L 2003-12-16)
EBZ	15 UG/L	2004-02-11 (max 1400 UG/L 2002-03-19)
FE2	.2 MG/L	2003-04-21 (max 15 MG/L 2002-10-17)
GRO	4300 UG/L	2002-08-01 (max 15000 UG/L 2002-03-19)
GROC4C12	740 UG/L	2004-02-11 (max 7500 UG/L 2002-10-17)
HARD	530 MG/L	2004-02-11 (max 800 MG/L 2003-12-16)
HPC	150000 CFU/ML	2004-02-11 (max 510000 CFU/ML 2003-12-16)
MN	1.9 MG/L	2004-02-11 (max 150000 MG/L 2002-10-17)
MO	.023 MG/L	2002-10-17 (max 1.9 MG/L 2002-10-17)
MTBE	21 UG/L	2004-02-11 (max 140 UG/L 2003-04-15)
S	.43 MG/L	2004-02-11 (max 21 MG/L 2003-04-15)
SO4	220 MG/L	2004-02-11 (max 820 MG/L 2003-12-16)
TBA	250 UG/L	2004-02-11 (max 360 UG/L 2003-04-21)
XYLENES	11 UG/L	2004-02-11 (max 890 UG/L 2002-03-19)
XYLENES1314	7.7 UG/L	2004-02-11 (max 870 UG/L 2002-03-19)
XYLO	130 UG/L	2003-12-16

Monitoring well E-9 dry
lat/long 34.0618806/-118.3059281
depth to gw 0 - 0

Monitoring well E-9 dry
lat/long 34.0618806/-118.3059281
depth to gw 0 - 0

Site: 76 PRODUCTS STATION #0956
Address: 801 S WESTERN AVE
City: LOS ANGELES
Map Loc: 31 - about .2 mile W of the subject
Status: --

The aquifer is potentially impacted. The case 03700467 is managed by the Regional Water Quality Board.

AQUIFER USED FOR DRINKING WATER SUPPLY

1994-11-01 EXCAVATION
2000-05-01 DUAL PHASE EXTRACTION
2000-05-01 SOIL VAPOR EXTRACTION (SVE)
2001-03-26 STAFF LETTER
2002-01-15 MONITORING REPORT - QUARTERLY
2002-04-15 MONITORING REPORT - QUARTERLY

2002-07-15 MONITORING REPORT - QUARTERLY
2002-10-15 MONITORING REPORT - QUARTERLY
2003-01-15 MONITORING REPORT - QUARTERLY
2003-04-15 MONITORING REPORT - QUARTERLY
2003-07-15 MONITORING REPORT - QUARTERLY
2003-10-15 MONITORING REPORT - QUARTERLY
2004-01-15 MONITORING REPORT - QUARTERLY
2004-04-15 MONITORING REPORT - QUARTERLY
2004-05-12 SOIL AND WATER INVESTIGATION REPORT
2004-05-20 STAFF LETTER
2004-07-15 MONITORING REPORT - QUARTERLY
2004-08-16 SOIL AND WATER INVESTIGATION REPORT
2004-10-15 MONITORING REPORT - QUARTERLY
2005-01-15 MONITORING REPORT - QUARTERLY
2005-04-15 MONITORING REPORT - QUARTERLY
2005-07-15 MONITORING REPORT - QUARTERLY
2005-10-15 MONITORING REPORT - QUARTERLY
2006-01-15 MONITORING REPORT - QUARTERLY
2006-02-13 DUAL PHASE EXTRACTION
2006-04-15 MONITORING REPORT - QUARTERLY
2006-07-15 MONITORING REPORT - QUARTERLY
2006-09-13 SOIL AND WATER INVESTIGATION WORK PLAN
2006-10-15 MONITORING REPORT - QUARTERLY
2007-01-15 MONITORING REPORT - QUARTERLY
2007-04-15 MONITORING REPORT - QUARTERLY
2007-05-24 CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN
2007-07-15 MONITORING REPORT - QUARTERLY
2007-09-13 WELL INSTALLATION REPORT
2007-10-15 MONITORING REPORT - QUARTERLY
2008-01-15 MONITORING REPORT - QUARTERLY
2008-01-16 WELL INSTALLATION REPORT
2008-04-15 MONITORING REPORT - QUARTERLY
2008-04-25 WELL INSTALLATION REPORT
2008-07-15 MONITORING REPORT - QUARTERLY
2008-10-15 MONITORING REPORT - QUARTERLY
2009-01-15 MONITORING REPORT - QUARTERLY
2009-03-16 INTERIM REMEDIAL ACTION PLAN
2009-04-15 MONITORING REPORT - QUARTERLY
2009-06-15 STAFF LETTER
2009-07-15 MONITORING REPORT - SEMI-ANNUALLY
2009-10-15 MONITORING REPORT - SEMI-ANNUALLY
2010-01-15 MONITORING REPORT - SEMI-ANNUALLY
2010-04-15 MONITORING REPORT - SEMI-ANNUALLY
2010-05-06 INTERIM REMEDIAL ACTION PLAN
2010-05-06 WELL INSTALLATION WORK PLAN
2010-07-15 INTERIM REMEDIAL ACTION PLAN
2010-07-15 MONITORING REPORT - SEMI-ANNUALLY
2010-09-05 OTHER WORK PLAN
2011-01-15 MONITORING REPORT - SEMI-ANNUALLY
2011-05-27 PILOT STUDY / TREATABILITY WORK PLAN
2011-05-27 WELL INSTALLATION WORK PLAN
2011-07-15 MONITORING REPORT - SEMI-ANNUALLY
2011-08-24 PILOT STUDY / TREATABILITY WORK PLAN
2011-10-13 WELL INSTALLATION REPORT
2011-11-23 CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN - ADDENDUM
2012-01-30 STAFF LETTER
2012-02-01 WELL INSTALLATION WORK PLAN
2012-03-12 SITE VISIT / INSPECTION / SAMPLING
2012-07-15 MONITORING REPORT - SEMI-ANNUALLY
2012-12-06 SOIL VAPOR EXTRACTION (SVE)
2013-01-15 MONITORING REPORT - SEMI-ANNUALLY
2013-01-15 REMEDIAL PROGRESS REPORT
2013-04-15 MONITORING REPORT - QUARTERLY
2013-04-15 REMEDIAL PROGRESS REPORT
2013-04-24 OTHER WORK PLAN - REGULATOR RESPONDED
2013-07-15 MONITORING REPORT - QUARTERLY
2013-07-15 REMEDIAL PROGRESS REPORT
2013-10-15 MONITORING REPORT - QUARTERLY
2013-10-15 REMEDIAL PROGRESS REPORT
2014-01-15 MONITORING REPORT - QUARTERLY
2014-01-15 REMEDIAL PROGRESS REPORT
2014-05-20 OTHER REPORT / DOCUMENT
2014-05-23 FREE PRODUCT REMOVAL

2014-07-15 MONITORING REPORT - SEMI-ANNUALLY
2014-08-26 OTHER WORKPLAN - REGULATOR RESPONDED
2014-09-25 STAFF LETTER
2015-01-15 MONITORING REPORT - SEMI-ANNUALLY
2015-01-15 SOIL AND WATER INVESTIGATION REPORT
2015-02-19 REMEDIAL PROGRESS REPORT
2015-07-15 MONITORING REPORT - SEMI-ANNUALLY
2015-07-15 REMEDIAL PROGRESS REPORT
2015-09-01 SITE ASSESSMENT REPORT
2016-01-15 MONITORING REPORT - SEMI-ANNUALLY
2016-03-10 REQUEST FOR CLOSURE

Monitoring well GW-1 inactive
lat/long 34.0576871/-118.2847451
depth to gw 0 - 12.19

Monitoring well GW-10D no access
lat/long 34.0574024/-118.3089614
depth to gw 0 - 39.97
sample data ACE < 19 UG/KG 2002-02-12
BDCME < 94 UG/KG 2002-02-12 (max 19 UG/KG 2002-02-12;sample data ACE< 19 UG/KG 2002-02-12
BDCME < 94 UG/KG 2002-02-12 (max 19 UG/KG 2002-02-1)
BRBZ < 94 UG/KG 2002-02-12 (max 19 UG/KG 2002-02-12)
BRCLME < 1.9 UG/KG 22)
BRBZ < 94 UG/KG 2002-02-12 (max 19 UG/KG 2002-02-12)
BRCLME < 1.9 UG/KG 002-02-12
BRME < 19 UG/KG 2002-02-12
BTBZN < 94 UG/KG 2002-02-12 (max 19 UG/2002-02-12
BRME < 19 UG/KG 2002-02-12
BTBZN < 94 UG/KG 2002-02-12 (max 19 UG/KG 2002-02-12)
BTBZS < 94 UG/KG 2002-02-12 (max 19 UG/KG 2002-02-12)
BTBZ(KG 2002-02-12)
BTBZS < 94 UG/KG 2002-02-12 (max 19 UG/KG 2002-02-12)
BTBZT < 94 UG/KG 2002-02-12 (max 19 UG/KG 2002-02-12)
BZ 55 UG/L 2014-03-03 (max 47 UG/L 2T< 94 UG/KG 2002-02-12 (max 19 UG/KG 2002-02-12)
BZ 55 UG/L 2014-03-03 (max 47 UG/L 003-11-24)
BZME 5.7 UG/L 2007-02-09 (max 110 UG/L 2002-02-12)
CDS < 9.4 UG/2003-11-24)
BZME 5.7 UG/L 2007-02-09 (max 110 UG/L 2002-02-12)
CDS < 9.4 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-02-12)
CLBZ < 94 UG/KG 2002-02-12 (max 8.9 UG/KG 2008-02 2002-02-12 (max 8.9 UG/KG 2002-02-12)
CLBZ < 94 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-02-12)
CLBZME2 < 94 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-02-12)
CLBZME4 < 2.02.12)
CLBZME2 < 94 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-02-12)
CLBZME4 < 94 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-02-12)
CLEA < 1.9 UG/KG 2002-02-12
94 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-02-12)
CLEA < 1.9 UG/KG 2002-02-12
CLME< 19 UG/KG 2002-02-12
CTCL < 94 UG/KG 2002-02-12 (max 19 UG/KG 2002-02-12)
CLME < 19 UG/KG 2002-02-12
CTCL < 94 UG/KG 2002-02-12 (max 19 UG/KG 2002-02-12)
CYMP < 94 UG/KG 2002-02-12 (max 19 UG/KG 2002-02-12)
DBCME < 1.9 UG/KG 2002-02-12
DBCP < 4.7 UG/KG 2002-02-12
DBMA < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
DCA11 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
DCA12 < 94 UG/12)
DCA11 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
DCA12 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
DCBZ12 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2008-02 2002-02-12 (max 4.7 UG/KG 2002-02-12)
DCBZ12 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
DCBZ13 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
DCBZ14 < 2.02.12)
DCBZ13 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
DCBZ14 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
DCE11 < 94 UG/KG 2002-02-12 (max 4.7 UG/94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)

DCE11 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
DCE12C < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
DCE1KG 2002-02-12)
DCE12C < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
DCE12T < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
DCP11 < 1.9 UG/KG 2002-02-12
2T < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
DCP11 < 1.9 UG/KG 2002-02-12
DCP13C < 94 UG/KG 2002-02-12 (max 1.9 UG/KG 2002-02-12)
DCP12T < 1.9 UG/KG 2002-02-112
DCPA12 < 94 UG/KG 2002-02-12 (max 1.9 UG/KG 2002-02-12)
DCPA13 < 94 UG/2
DCPA12 < 94 UG/KG 2002-02-12 (max 1.9 UG/KG 2002-02-12)
DCPA13 < 94 UG/KG 2002-02-12 (max 1.9 UG/KG 2002-02-12)
DCPA22 < 4.7 UG/KG 2002-02-12
DIPE <KG 2002-02-12 (max 1.9 UG/KG 2002-02-12)
DCPA22 < 4.7 UG/KG 2002-02-12
DIPE 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
EBZ 1.3 UG/L 2011-10-10 (max 51 UG/L 2< 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
EBZ 1.3 UG/L 2011-10-10 (max 51 UG/L 006-10-07)
EDB < 94 UG/KG 2002-02-12 (max 1.3 UG/KG 2002-02-12)
ETBE < 94 2006-10-07)
EDB < 94 UG/KG 2002-02-12 (max 1.3 UG/KG 2002-02-12)
ETBE < 94 UG/KG 2002-02-12 (max 1.3 UG/KG 2002-02-12)
ETHANOL < 095 MG/KG 2002-02-12 (max 1.3 MG/UG/KG 2002-02-12 (max 1.3 UG/KG 2002-02-12)
ETHANOL < 095 MG/KG 2002-02-12 (max 1.3 MG/KG 2002-02-12)
FC11 < 9.4 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-02-12)
FC12 <KG 2002-02-12)
FC11 < 9.4 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-02-12)
FC12 1.9 UG/KG 2002-02-12
HXO2 < 19 UG/KG 2002-02-12
IPBZ 3.7 UG/L 2011-04-01 (mx 1.9 UG/KG 2002-02-12
HXO2 < 19 UG/KG 2002-02-12
IPBZ 3.7 UG/L 2011-04-01 (as 19 UG/L 2002-02-12)
MEK < 19 UG/KG 2002-02-12
MIBK < 19 UG/KG 2002-02-12
max 19 UG/L 2002-02-12)
MEK < 19 UG/KG 2002-02-12
MIBK < 19 UG/KG 2002-02-12
MTBE 1.4 UG/L 2015-11-24 (max 150 UG/L 2006-10-07)
NETLNCL < 9.4 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-02-12)
NAPH < 9.4 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-02-12)
12 (max 8.9 UG/KG 2002-02-12)
NAPH < 9.4 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-02-12)
2-12 (max 8.9 UG/KG 2002-02-12)
NAPH < 9.4 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-02-12)
PBZN 2 UG/L 2011-04-01 (max 8.9 UG/L 2002-02-12)
PCA < 1.9 UG/KG 2002-02-12
PCE < 94 UG/KG 2002-02-12 (max 1.9 UG/KG 2002-02-12)
PHCG 460 UG/L 2011-04-12
PCE < 94 UG/KG 2002-02-12 (max 1.9 UG/KG 2002-02-12)
PHCG 310 UG/L 201-01 (max 4800 UG/L 2006-10-07)
STY < 94 UG/KG 2002-02-12 (max 460 UG/KG 2002-02-12)
01 (max 4800 UG/L 2006-10-07)
STY < 94 UG/KG 2002-02-12 (max 460 UG/KG 2002-02-12)
1 (max 4800 UG/L 2006-10-07)
STY < 94 UG/KG 2002-02-12 (max 460 UG/KG 2002-02-12)
TAME < 94 UG/KG 2002-02-12 (max 460 UG/KG 2002-02-12)
TBA 26 UG/L 2015-11-24
TAME < 94 UG/KG 2002-02-12 (max 310 UG/KG 2002-02-12)
TBA 25 UG/L 2010-01 (max 330 UG/L 2002-07-22)
TBME < 4.7 UG/KG 2002-02-12
TC1112 < 94 UG/KG 2002(max 330 UG/L 2002-07-22)
TBME < 4.7 UG/KG 2002-02-12
TC1112 < 94 UG/KG 2002-21 (max 330 UG/L 2002-07-22)
TBME < 4.7 UG/KG 2002-02-12
TC1112 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
TCA111 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
TCA111 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-102-12 (max 4.7 UG/KG 2002-02-12)

TCA111 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-122-02-12 (max 4.7 UG/KG 2002-02-12)
TCA111 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-)
TCA112 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
TCB123 < 1.9 UG/KG-02-12)
TCA112 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
TCB123 < 1.12)
TCA112 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
TCB123 < 1.9 UG/2)
TCA112 < 94 UG/KG 2002-02-12 (max 4.7 UG/KG 2002-02-12)
TCB123 < 1.9 UG/KG 2002-02-12
TCB124 < 1.9 UG/KG 2002-02-12
TCE < 1.9 UG/KG 2002-02-12
9 UG/KG 2002-02-12
TCB124 < 1.9 UG/KG 2002-02-12
TCE < 1.9 UG/KG 2002-02-12
G 2002-02-12
TCB124 < 1.9 UG/KG 2002-02-12
TCE < 1.9 UG/KG 2002-02-12
KG 2002-02-12
TCB124 < 1.9 UG/KG 2002-02-12
TCE < 1.9 UG/KG 2002-02-12
TCLME < 94 UG/KG 2002-02-12 (max 1.9 UG/KG 2002-02-12)
TCPR123 < 1.9 UG/KG 2002-02-12
TMB124 8.4 UG/KG 2002-02-12 (max 29 UG/KG 2002-02-12)
TMB135 7.9 UG/KG-12
TMB124 8.4 UG/KG 2002-02-12 (max 29 UG/KG 2002-02-12)
TMB135 7.9 UG/KG-2
TMB124 8.4 UG/KG 2002-02-12 (max 29 UG/KG 2002-02-12)
TMB135 7.9 UG/KG-2 2002-02-12
TPPH 270 UG/L 2014-03-03 (max 590 UG/L 2013-08-05)
VA < 9.4 UG/2002-02-12
TPPH 53 UG/L 2013-03-28 (max 370 UG/L 2011-04-01)
VA < 9.4 UG/KG 2002-02-12
TPPH 190 UG/L 2015-03-24 (max 590 UG/L 2013-08-05)
VA < 9.4 UG/KG 2002-02-12
VA < 9.4 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-02-12)
VC < 92002-02-12 (max 8.9 UG/KG 2002-02-12)
VC < 94 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-02-14 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-02-12)
XYLENES 1.7 UG/L 2010-01-21 (max 200 UG/L G 2002-02-12 (max 8.9 UG/KG 2002-02-12)
VC < 94 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-02-KG 2002-02-12 (max 8.9 UG/KG 2002-02-12)
VC < 94 UG/KG 2002-02-12 (max 8.9 UG/KG 2002-0 2006-10-07)
XYLENES1314 5.9 UG/KG 2002-02-12 (max 100 UG/KG 2002-02-12)
XY-12)
XYLENES 1.5 UG/L 2011-04-01 (max 200 UG/L 2006-10-07)
XYLENES1314 5.92-12)
XYLENES 1.5 UG/L 2011-04-01 (max 200 UG/L 2006-10-07)
XYLENES1314 5 UG/KG 2002-02-12 (max 100 UG/KG 2002-02-12)
XYLO 8 UG/KG 2002-02-12 (max 38 UG/KG 20029 UG/KG 2002-02-12 (max 100 UG/KG 2002-02-12)
XYLO 8 UG/KG 2002-02-12 (max 38 UG/KG 200G/KG 2002-02-12 (max 100 UG/KG 2002-02-12)
XYLO 8 UG/KG 2002-02-12 (max 38 UG/KG 2002-0LO 8 UG/KG 2002-02-12 (max 38 UG/KG 2002-02-12)
-02-12)
2-02-12)

Monitoring well GW-10S dry
lat/long 34.0574029/-118.3089611
depth to gw 0 - 15.1

Monitoring well GW-10S active
lat/long 34.0574029/-118.3089611
depth to gw 9.5 - 15.1
sam
Monitoring well GW-10S no access
lat/long 34.0574029/-118.3089611
depth to gw 0 - 15.1
saple data ACE 26 UG/KG 2002-02-12
ata ACE 26 UG/KG 2002-02-12

mple data ACE 26 UG/KG 2002-02-12

Monitoring well GW-1D no access
lat/long 34.0578043/-118.3092138
depth to gw 0 - 40.31

Monitoring well GW-1D no access
lat/long 34.0578043/-118.3092138
depth to gw 0 - 38.97
3.8
Monitoring well GW-1D no access
lat/long 34.0578043/-118.3092138
depth to gw 0 - 40.45
sample data BZ 34 UG/L 2008-07-23 (max 260 UG/L 2005-04-18)
BZME 2 UG/L 2008-07-23 (max 24 UG/L 2006-04-24)
EBZ 2 UG/L 2008-07-23 (max 32 UG/L 2004-08-26)
MTBE mple data BZ 24 UG/L 2008-07-23 (max 260 UG/L 2005-04-18)
BZME 2 UG/L 2008-07-23 (max 24 UG/L 2006-04-24)
EBZ 2 UG/L 2008-07-23 (max 32 UG/L 2004-08-26)
MTBE 22 UG/L 2007-02-09 (max 150 UG/L 2005-04-18)
PHCG 820 UG/L 2008-07-23 (max 4400 UG/L 2005-04-18)
TBA 1300 UG/L 2007-02-09
XYLENES 37 UG/L 2008-07-23 (max 1300 UG/22 UG/L 2007-02-09 (max 150 UG/L 2005-04-18)
PHCG 820 UG/L 2008-07-23 (max 4400 UG/L 2005-04-18)
TBA 1300 UG/L 2007-02-09
XYLENES 37 UG/L 2008-07-23 (max 1300 UG/L 2004-05-19)
L 2004-05-19)

Monitoring well GW-1S active
lat/long 34.0577986/-118.3092322
depth to gw 10.74 - 14.7

Monitoring well GW-1S active
lat/long 34.0577986/-118.3092322
depth to gw 10.74 - 14.7
3.8
Monitoring well GW-1S active
lat/long 34.0577986/-118.3092322
depth to gw 10.74 - 14.7
sample data BZ 81 UG/L 2007-02-09 (max 2 3 UG/L 2006-04-24)
BZME 2.4 UG/L 2009-01-15
EBZ 3.8 UG/L 2009-01-15
MTBE 67 UG/L 2009-07-20 (max 27 UG/L 2004-08-26)
mple data BZ 93 UG/L 2012-04-02 (max 2 3 UG/L 2006-04-24)
BZME 2.4 UG/L 2009-01-15
EBZ 3.8 UG/L 2009-01-15
IPBZ 1.4 UG/L 2015-11-25
MTBE 4.3 UG/L 20 PHCG 110 UG/L 2009-10-30 (max 1400 UG/L 2006-01-27)
TBA 97 UG/L 2011-04-01 (12-10-25 (max 27 UG/L 2004-08-26)
PHCG 110 UG/L 2009-10-30 (max 1400 UG/L 2006-01-27)
max 480 UG/L 2006-01-27)
XYLENES 31 UG/L 2009-10-30 (max 22 UG/L 2009-01-15)
TBA 97 UG/L 2011-04-01 (max 480 UG/L 2006-01-27)
TPPH 68 UG/L 2015-11-25 max 480 UG/L 2006-01-27)
TPPH 65 UG/L 2013-12-12 (max 110 UG/L 2013-04-25)
XYLENES 1.5 UG/L 2012-04-02 (max 22 UG/L 2009-01-15)
(max 110 UG/L 2013-04-25)
XYLENES 1.5 UG/L 2012-04-02 (max 22 UG/L 2009-01-15)
XYLENES 1.5 UG/L 2012-04-02 (max 22 UG/L 2009-01-15)

Monitoring well GW-2D active
lat/long 34.0579182/-118.3094706
depth to gw 34.3 - 37.88

Monitoring well GW-2D active
lat/long 34.0579182/-118.3094706
depth to gw 34.3 - 37.88
sample data BZ 250 UG/L 2010-01-21 (max 3600 UG/L 2004-02-03)
BZME 1.1 UG/L 2009-05-21 L
Monitoring well GW-2D active
lat/long 34.0579182/-118.3094706

depth to gw 34.3 - 39.17
sample data 150 UG/L 2004-02-03)
DIPE 4 UG/L 2005-10-14 (max 1.1 UG/L 2005-07-21)
EBZ 26 UG/L 2010-01-21 (max 390 UG/L 2004-02-03)
MTBE 76 UG/L 2010-01-21 (max 330 UG/Lmple data BTBZS 1.9 UG/L
2011-04-01
BZ 4.1 UG/L 2015-06-19 (max 3600 UG/L 2004-02-03)
BZME 1.1 UG/L 2009-05-21 (max 150 UG/L 2004-02-03)
DIPE 4 UG/L 2005-10-14 (max 1.1 UG/L 2005-07-21)
EBZ 2.5 UG/L 2014-12-30 (max 390 UG/L 2004-02-03)
(max 1.1 UG/L 2005-07-21)
EBZ 2.7 UG/L 2012-04-02 (max 390 UG/L 2004-02-03)
IPBZ 4.2 UG/L 2015-11-25 (max 10 UG/L 2011-04-01)
MTBE 4.3 UG/L 2015-06-19 (max 330 04-02-03)
PBZN 12 UG/L 2011-04-01
PHCG 1000 UG/L 2011-04-01 (max 13000 UG/L 2004-02-03)
UG/L 2004-05-04)
PBZN 2.3 UG/L 2015-11-25 (max 12 UG/L 2011-04-01)
PHCG 1 TBA 66 UG/L 2012-10-25 (max 1600 UG/L 2004-02-03)
TMB124 2.9 UG/L 2011-04-01
000 UG/L 2011-04-01 (max 13000 UG/L 2004-02-03)
TBA 56 UG/L 2012-10-25 (max 1600 UG/L 2 TPPH 260 UG/L
2014-03-03 (max 1300 UG/L 2011-04-01)
XYLENES 5.4 UG/L 2011-04-01004-02-03)
TMB124 2.9 UG/L 2011-04-01
TPPH 180 UG/L 2015-11-25 (max 1300 UG (max 670 UG/L 2004-02-03)
/L 2011-04-01)
XYLENES 5.4 UG/L 2011-04-01 (max 670 UG/L 2004-02-03)
1 (max 670 UG/L 2004-02-03)

Monitoring well GW-25 active
lat/long 34.0579186/-118.3094695
depth to gw 10.08 - 14.26

Monitoring well GW-25 active
lat/long 34.0579186/-118.3094695
depth to gw 10.08 - 14.26
sample data BZ 130 UG/L 2010-01-21 (max 5500 UG/L 2006-10-07)
BZME 1.6 UG/L 2010-01-21 (max 440 UG/L 2007-06-09)
EBZ 20 UG/L 2010-01-21 (max 2200 UG/L 2007-02-09)
MTBE 7.6 UG/L 2010-01-21 (max 110 UG/L 2007-02-09)
PHCG 3000 UG/L 2010-01-21 (max 22000 UG/L 2007-02-09)
XYLENES 11 UG/L 2010-01-21 (max 3000 UG/L 2003-11-24)

Monitoring well GW-25 active
lat/long 34.0579186/-118.3094695
depth to gw 10.08 - 14.26
sample data BZ 65 UG/L 2015-11-25 (max 5500 UG/L 2006-10-07)
BZME 3.3 UG/L 2010-10-19 (max 440 UG/L 2007-06-09)
EBZ 2.6 UG/L 2014-12-29 (max 2200 UG/L 2007-02-09)
IPBZ 1.7 UG/L 2015-11-25
MTBE 14 UG/L 2014-12-29 (max 110 UG/L 2007-02-09)
PBZN 2.5 UG/L 2015-11-25
PHCG 110 UG/L 2011-04-01 (max 22000 UG/L 2007-02-09)
00 UG/L 2007-02-09)
TPPH 150 UG/L 2014-03-03 (max 370 UG/L 2012-04-02)
XYL TPPH 340 UG/L 2015-11-25 (max 470 UG/L 2014-05-08)
XYLENES 100 UG/L 2010-10-19 ENES 100 UG/L 2010-10-19 (max 1600 UG/L
2007-02-09)
(max 1600 UG/L 2007-02-09)

Monitoring well GW-3D dry
lat/long 34.0578094/-118.3093227
depth to gw 0 - 38.75

Monitoring well GW-3D dry
lat/long 34.0578094/-118.3093227
depth to gw 0 - 38.09
sample data BZ 190 UG/L 2007-06-09 (max 2000 UG/L 2003-01-14)
BZME 31 UG/L 2007-06-09 (max 5.9 UG/L 2001-12-14)
DIPE 3 UG/L 2005-10-14 (max 4.5 UG/L 2005-07-21)
EBZ 8.2 UG/L 2007-06-09 (max 38 UG/L 2002-03-05)
MTBE 39 UG/L 2007-06-09 (max 2200 UG/L 2001-12-14)

PHCG 980 UG/L 2007-06-09 (max 6900 UG/L 2002-07-22)
TBA 220 UG/L 2007-06-09 (max 7900 UG/L 2003-01-14)
XYLENES 4.5 UG/L 2007-06-09 (max 500 UG/L 2001-12-
Monitoring well GW-3D dry
lat/long 34.0578094/-118.3093227
depth to gw 0 - 38.75
sample data14)

Monitoring well GW-3D dry
lat/long 34.0578094/-118.3093227
depth to gw 0 - 38.75
sample data BZ 3.7 PPMV 2013-12-05 (max 2000 PPMV 2003-01-14)
BZME 1.1 PPMV 2013-12-05 (max 5.9 PPMV 2001-12-14)
CDS 72 PPMV 2013-11-22 (max 1.5 PPMV 2013-07-26)
DIPE 04, 2001-12-14)
DIPE 3 UG/L 2005-10-14 (max 4.5 UG/L 2005-07-21)
EBZ 85a BZ 3.7 PPMV 2013-12-05 (max 2000 PPMV 2003-01-14)
BZME 1.1 PPMV 2013-12-05 (max 5.9 PPMV 2001-12-14)
CDS 72 PPMV 2013-11-22 (max 1.5 PPMV 2013-07-26)
DIPE 3 UG/L 2005-10-14 (max 1.5 UG/L 2005-07-21)
EBZ 67 PPMV 2013-12-05 (max 38 PPMV 2002-3 UG/L 2005-10-14 (max 1.5
UG/L 2005-07-21)
EBZ 67 PPMV 2013-12-05 (max 38 PPMV 2002-03-05)
EBZME4 078 PPMV 2013-11-22 (max 8.2 PPMV 2013-05-10)
MEK 0036 PPM12-14)
PHCG 9900 PPMV 2013-01-03 (max 6900 PPMV 2002-07-22)
TBA 220 UG/L 203-05)
EBZME4 078 PPMV 2013-11-22 (max 8.2 PPMV 2013-05-10)
MEK 0036 PPMV 2013-05-10 (max 8.2 PPMV 2013-05-10)
MTBE 81 PPMV 2013-11-22 (max 2200 PPMV 2001-12-14)
PHCG 1300 PPMV 2013-12-05 (max 6900 PPMV 2002-07-22)
TBA 220 UG/L 2307V 2013-05-10 (max 8.2 PPMV 2013-05-10)
MTBE 81 PPMV 2013-11-22 (max 2200 PPMV 2001-12--06-09 (max 7900
UG/L 2003-01-14)
TCLME 059 PPMV 2013-07-26 (max 220 PPMV 2013-05-10)
14)
PHCG 1300 PPMV 2013-12-05 (max 6900 PPMV 2002-07-22)
TBA 220 UG/L 2007 TMB124 082 PPMV 2013-11-22 (max 220 PPMV
2013-11-22)
TMB135 036 PPMV 201-06-09 (max 7900 UG/L 2003-01-14)
TCLME 059 PPMV 2013-07-26 (max 220 PPMV 2013-05-10)
TMB124 082 PPMV 2013-11-22 (max 220 PPMV 2013-11-22)
TMB135 036 PPMV 2013-11-22 (max 220 PPMV 2012-05-10)
XYLENES 1.1 PPMV 2013-12-05 (max 500 PPMV 2001-12-14)3-11-22 (max 220
PPMV 2013-05-10)
XYLENES 1.1 PPMV 2013-12-05 (max 500 PPMV 2001-12-14)
XYLENES1314 86 PPMV 2013-12-05 (max 1.5 PPMV 2013-10-25)
XYLO 22 PPMV 2013-12-05 (max 1.5 PPMV 2013-07-26)

XYLENES1314 86 PPMV 2013-12-05 (max 1.5 PPMV 2013-10-25)
XYLO 22 PPMV 2013-12-05 (max 1.5 PPMV 2013-07-26)

Monitoring well GW-25 dry
lat/long 34.0578094/-118.3093332
depth to gw 0 - 14.9

Monitoring well GW-35 dry
lat/long 34.0578094/-118.3093332
depth to gw 0 - 14.9
sample data BZ 330 UG/L 2010-01-21 (max 1200 UG/L 2006-02-17)

Monitoring well GW-35 dry
lat/long 34.0578094/-118.3093332
depth to gw 0 - 14.9
sample data ACE 13 PPMV 2013-02-01 (max 4.5 PPMV 2013-02-01)

Monitoring well GW-35 dry
lat/long 34.0578094/-118.3093332
depth to gw 0 - 14.9
Monitoring well GW-35 dry
lat/long 34.0578094/-118.3093332
depth to gw 0 - 14.9

sample data ACE 13 PPMV 2013-02-01 (max 1.5 PPMV 2013-02-01)
a ACE 13 PPMV 2013-02-01 (max 1.5 PPMV 2013-02-01)

Monitoring well GW-5 no access
lat/long 34.0576336/-118.3095078
depth to gw 0 - 39.56

Monitoring well GW-5 no access
lat/long 34.0576336/-118.3095078
depth to gw 0 - 39.56

Monitoring well GW-5 no access
lat/long 34.0576336/-118.3095078
depth to gw 0 - 39.56

Monitoring well GW-5 no access
lat/long 34.0576336/-118.3095078
depth to gw 0 - 39.56

Monitoring well GW-5 no access
lat/long 34.0576336/-118.3095078
depth to gw 0 - 39.92

Monitoring well GW-6D active
lat/long 34.0578421/-118.30922
depth to gw 35.37 - 38.46

Monitoring well GW-6D active
lat/long 34.0578421/-118.30922
depth to gw 35.37 - 38.46
sample data BZ 2.2 UG/L 2010-01-21 (max 20000 UG/L 2006-02-21)
BZME 16 UG/L 2007-02-09 (max 1500 UG/L 2006-02-13)
DIPE 26 UG/L 2006-04-24 (max 450 UG/L 2006-04-24)
EBZ 34 UG/L 2009-01-15 (max 2800 UG/L 2006-02-21)
MTBE 36 UG/L 2009-10-30 (max 1900 UG/L 2006-02-21)
PHCG 560 UG/L 2010-01-21 (max 1600000 UG/L 2006-02-21)
TBA 220 UG/L 2010-01-21 (max 2700 UG/L 2001-12-14)
XYLENES 98 UG/L 2007-02-09 (max 160

Monitoring well GW-6D active
lat/long 34.0578421/-118.30922
depth to gw 35.37 - 38.46
sampUG/L 2003-11-24)
XYLENES1314 920 PPBV 2006-02-21 (max 2700 PPBV 2006-02-13)
le data BTBZS 1.1 UG/L 2011-04-01
BZ 51 UG/L 2012-10-25 (max 20000 UG/L 2006-02-21)
BZME 16 UG/L 2007-02-09 (max 1500 UG/L 2006-02-13)
DIPE 26 UG/L 2006-04-24 (max 450 UG/L 2006-04-24)
EBZ 34 UG/L 2009-01-15 (max 2800 UG/L 2006-02-21)
IPBZ 5.4 UG/L 2011-04-01
MTBE 1.5 UG/L 2012-04-02 (max 1900 UG/L 2006-02-21)
PBZN 1.8 UG/L 2011-04-01
PHCG 470 UG/L 2011-04-01 (max 1600000 UG/L 2006-02-21)

Monitoring well GW-6D active
lat/long 34.0578421/-118.30922
depth to gw 35.37 - 38.46
samp TBA 240 UG/L 2013-03-29 (max 2700 UG/L 2001-12-14)
TPPH 85 UG/L 2012-10-25

Monitoring well GW-6D active
lat/long 34.0578421/-118.30922
depth to gw 34.71 - 38.71
sample data BTBZS 1.1 UG/L 2011-04-01
BZ 2.7 UG/L 2014-03-03 (max 20000 UG/L 2006-02-21)
BZME 16 UG/L 2007-02-09 (max 1500 UG/L 2006-02-13)
DIPE 26 UG/L 2006-04-24 le data BTBZS 1.1 UG/L 2011-04-01
BZ 2.4 UG/L 2015-11-25 (max 20000 UG/L 2006-02-21)
BZME 16 UG/L 2007-02-09 (max 1500 UG/L 2006-02-13)
DIPE 26 UG/L 2006-04-24 (max 450 UG/L 2006-04-24)
EBZ 34 UG/L 2009-01-15 (max 2800 UG/L 2006-02-21)
13
IPBZ 5.4 UG/L 2011-04-01
MTBE 4.7 UG/L 2015-11-25 (max 1900 UG/L 2006-02-21)
PBZN 1.8 UG/L 2011-04-01

PHCG 470 UG/L 2011-04-01 (max 1600000 UG/L 2006-02-21)
TBA 300 UG/L 2015-11-25 (max 2700 UG/L 2001-12-14)
TPPH 66 UG/L 2015-11-25 (max 450 UG/L 2011-04-01)
XYLENES 98 UG/L 2007-02-09 (max 160 UG/L 2003-11-24)
2-13
-13

Monitoring well GW-6S dry
lat/long 34.0576418/-118.30922
depth to gw 0 - 21.67

Monitoring well GW-6S dry
lat/long 34.0576418/-118.30922
depth to gw 0 - 21.67

Monitoring well GW-6S dry
lat/long 34.0576418/-118.30922
depth to gw 0 - 21.67

Monitoring well GW-6S dry
lat/long 34.0576418/-118.30922
depth to gw 0 - 21.67

Monitoring well GW-6S dry
lat/long 34.0576418/-118.30922
depth to gw 0 - 21.67

Monitoring well GW-7D active
lat/long 34.0577585/-118.3095453
depth to gw 35.87 - 39.6

Monitoring well GW-7D active
lat/long 34.0577585/-118.3095453
depth to gw 35.87 - 39.6
sample data BZ 20 UG/L 2010-01-21 (max 7700 UG/L 2001-12-14)
BZME 90 UG/L 2009-07-20 (max 190 UG/L 2003-11-24)
DIPE 3 UG/L 2006-07-27 (max 1.4 UG/L 2006-04-24)
EBZ 13 UG/L 2010-01-21 (max 820 UG/L 2001-12-14)
ETBE 57 UG/L 2006-04-29 (max 13 UG/L 2008-04-29)
MTBE 17 UG/L 2010-01-21 (max 260 UG/L 2001-12-14)
PHCG 1400 UG/L 2010-01-21 (max 23000 UG/L 2001-12-14)
TBA 2000 UG/L 2010-01-21 (max 3600 UG/L 2009-05-21)
XYLENES 9 UG/L 2010-01-21 (max 1700 UG/L 2001-12-14)

Monitoring well GW-7D active
lat/long 34.0577585/-118.3095453
depth to gw 35.87 - 39.6
sample data BTBZN 62 UG/L 2011-04-01
BTBZS 55 UG/L 2011-04-01
BZ 160 UG/L 2013-03-29 (max 7700 UG/L 2001-12-14)
BZME 73 UG/L 2011-10-10 (max 190 UG/L 2003-11-24)
(max 73 UG/L 2006-04-24)
EBZ 190 UG/L 2013-03-29 (max 820 UG/L 2001-12-14)
EBZME4 0014 PPMV 2013-01-03 (max 190 PPMV 2013-01-03)
ETBE 57 UG/L 2006-04-29 (max

Monitoring well GW-7D active
lat/long 34.0577585/-118.3095453
depth to gw 35.87 - 39.6
sa 190 UG/L 2008-04-29)
IPBZ 420 UG/L 2011-04-01
MEK 0048 PPMV 2013-01-03 L

Monitoring well GW-7D active
lat/long 34.0577585/-118.3095453
depth to gw 35.87 - 39.6
sample data BTBZN 62 UG/L 2011-04-01
BTBZS 55 UG/L 2011-04-01
BZ 1.8 UG/L 2014-03-03 (max 7700 UG/L 2001-12-14)
BZME 17 PPMV 2013-12-05 (max 190 PPMV 2003-11-24)
mple data BTBZN 62 UG/L 2011-04-01
BTBZS 55 UG/L 2011-04-01
BZ 52 UG/L 20-PBZN 1100 UG/L 2011-04-01
PHCG 13 PPMV 2013-01-03 (max 23000 PPMV 2001-12-14)
CLME 00097 PPMV 2013-12-05 (max 7.3 PPMV 2013-01-03)

DIPE 3 UG/L 2006-07-25 03:24 (max 7700 UG/L 2001-12-14)
BZME 27 UG/L 2014-12-30 (max 190 UG/L 2003-11-24)
CLME 30087 PPMV 2013-12-05 (max 27 PPMV 2013-01-03)
DIPE 3 UG/L 2006-01-27? (max 73 UG/L 2006-04-24)
EBZ 348 PPMV 2013-12-05 (max 820 PPMV 2001-12-14)
(max 27 UG/L 2006-04-24)
EBZ 31 UG/L 2014-12-30 (max 820 UG/L 2001-12-14)
+ 2200 PPMV 2013-01-03)
TMB124 0018 PPMV 2013-01-03 (max 2200 PPMV 2013-01-03)
EBZME4 0043 PPMV 2013-12-05 (max 31 PPMV 2013-01-03)
ETBE 57 UG/L 2008-04-29 (max max 160 UG/L 2008-04-29)
FC12 00054 PPMV 2013-12-05 (max 160 PPMV 2013-05-10)
IPBZ 420 UG/L 2011-04-01
MEK 302 PPMV 2013-12-05 (max 420 PPMV 2013-01-03)
31 UG/L 2008-04-29)
FC12 00054 PPMV 2013-12-05 (max 31 PPMV 2013-05-10)
I MTBE 1.7 UG/L 2014-03-03 (max 260 UG/L 2001-12-14)
MTLNCL 013 PPMV 2013-12-05 (PBZ 420 UG/L 2011-04-01
MEK 002 PPMV 2013-12-05 (max 420 PPMV 2013-01-03)
MTBE 2.2 UG/L 2014-12-30 (max 260 UG/L 2001-12-14)
MTLNCL 013 PPMV 2013-12-05 (max 2 max 1.7 PPMV 2013-12-05)
PBZN 1100 UG/L 2011-04-01
PHCG 6.2 PPMV 2013-12-05 (max 23000 PPMV 2001-12-14)
TBA 940 UG/L 2014-03-03 (max 5700 UG/L 2010-10-19)
2 PPMV 2013-12-05)
PBZN 1100 UG/L 2011-04-01
PHCG 6.2 PPMV 2013-12-05 (max 23000 PPMV 2001-12-14)
TBA 48 UG/L 2015-11-25 (max 5700 UG/L 2010-10-19)
05 (max 1400 PPMV 2013-01-03)
TMB135 0046 PPMV 2013-12-05 (max 1400 PPMV 2013-01-03)
TCLME 00061 PPMV 2013-12-05 (max 48 PPMV 2013-01-03)
TMB124 0097 PPMV 2013-12-05 (max 48 PPMV 2013-01-03)
TMB135 0046 PPMV 2013-12-05 (max 48 PPMV 2013-01-03)
TPPH 71 UG/L 2015-06-19 (max 11000 UG/L 2011-04-01)
XYLENES 68 UG/L 2014-12-30 (max 1712.05 (max 1700 PPMV 2001-12-14)
XYLENES1314 11 PPMV 2013-12-05 (max 69 PPMV 2013-12-000 UG/L 2001-12-14)
XYLENES1314 51 UG/L 2014-12-30 (max 68 UG/L 2013-12-05)
5)
XYLO 034 PPMV 2013-12-05 (max 69 PPMV 2013-12-05)
XYLO 16 UG/L 2014-12-30 (max 51 UG/L 2013-12-05)

Monitoring well GW-75; active
lat/long 34 05775851-118 3095445
depth to gw 11.35 - 15.65

Monitoring well GW-75; active
lat/long 34 05775851-118 3095445
depth to gw 11.35 - 15.65
sample data BZ 440 UG/L 2010-01-21 (max 3200 UG/L 2006-02-23)
BZME 5.6 UG/L 2010-01-21 (max 4600 UG/L 2006-02-23)
EBZ 87 UG/L 2010-01-21 (max 11000 UG/L 2006-02-23)
UG/L 2006-02-23)
PHCG 9200 UG/L 2010-01-21 (max 3300000 UG/L 2006-02-15)
TBA 6400 UG/L 2010-01-21 (max 8200 UG/L 2008-10-16)
XYLENES 20 UG/L 2010-01-21 (max 2400 UG/L 2002-03-05)
XYLENES1314 22000 PPBV 2006-02-23
XYLO 4700 PPBV 2006-02-23

Monitoring well GW-75; active
lat/long 34 05775851-118 3095445
depth to gw 11.35 - 15.65
sample data BTBZN 85 UG/L 2011-04-01
BTBZS 55 UG/L 2011-04-01
BZ 32 UG/L 2012-03-29 (max 3200 UG/L 2006-02-23)
BZME 013 PPMV 2013-02-01 (max 4600 PPMV 2006-02-23)
CLME 00074 PPMV 2013-02-01 (max 10 PPMV 2013-02-01)
DCA12 22 PPMV 2011-06-28 (max 10 PPMV 2011-06-28)
EBZ 37 UG/L 2013-03-29 (max 11000 UG/L 2006-02-23)
EBZME4 003 PPMV 2013-02-01 (max 37 PPMV 2011-06-28)
ETBE 7 UG/L 2004-02-03 (max 37 UG/L 2004-02-03)
HEXANE 2200 PPMV 2011-06-28
IPBZ 370 UG/L 2011-04-01
MEK 0017 PPMV 2013-02-01 (max 370 PPMV 2013-02-01)

MTBE 45 UG/L 2013-03-29 (max 17000 UG/L 2006-02-23)
NAPH 980 UG/L 2011-04-01
PBZN 960 UG/L 201
Monitoring well GW-75; active
lat/long 34 05775851-118 3095445
depth to gw 11.35 - 15.65
s1.04.01 (max 380 UG/L 2011-04-01)
PHCG 12000 UG/L 2011-04-01 (max 3300000 UG/L 2006-02-
Monitoring well GW-75; active
lat/long 34 05775851-118 3095445
depth to gw 11.35 - 15.65
sample data ACE 056 PPMV 2013-06-28 (max 69 PPMV 2013-06-28)
BTBZN 65 UG/L 2011-04-01
BTBZS 55 UG/L 2011-04-01
BZ 6.4 UG/L 2014-03-03 (max 3200 UG/L 2006-02-23)
15)
STY 17 PPMV 2011-06-28 (max 12000 PPMV 2011-06-28)
TBA 1100 UG/L 2013ample data ACE 056 PPMV 2013-06-28 (max 16 PPMV
2013-06-28)
BTBZN 2.7 UG/L 2015-11-25 (max 65 UG/L 2011-04-01)
BTBZS 9.6 UG/L 2015-11-25 (max 55 UG/L 2011-04-01)
.03.29 (max 8200 UG/L 2008-10-16)
TMB124 0028 PPMV 2013-02-01 (max 10 PPMV 2011-04-01) BZ 23 UG/L
2014-12-30 (max 3200 UG/L 2006-02-23)
BZME 3.3 UG/L 2014-12-30 (max 46.00 -05 (max 2.1 PPMV 2013-02-01)
DCA12 22 PPMV 2011-06-28 (max 2.1 PPMV 2011-06-28)
TMB135 0011 PPMV 2013-02-01 (max 15 PPMV 2011-04-01)
TPPH 6400 UG/L 2013 EBZ 10 UG/L 2014-03-03 (max 11000 UG/L
2006-02-23)
EBZME4 001 PPMV 2013-12-05 -03-29 (max 12000 UG/L 2012-10-25)
XYLENES 017 PPMV 2013-02-01 (max 2400 PPMV 2002-03-UG/L 2006-02-23)
CLME 00068 PPMV 2013-12-05 (max 3.3 PPMV 2013-02-01)
DCA1 (max 10 PPMV 2011-06-28)
ETBE 7 UG/L 2004-02-03 (max 10 UG/L 2004-02-03)
05)
XYLENES1314 22000 PPBV 2006-02-23
XYLO 4700 PPBV 2006-02-23
2 22 PPMV 2011-06-28 (max 3.3 PPMV 2011-06-28)
EBZ 1.8 UG/L 2015-11-25 (max 11000 UG/L 2006-02-23)
EBZME4 001 PPMV 2013-12-05 (max 1.8 PPMV 2011-06-28)
ETBE (PBZ 370 UG/L 2011-04-01
MEK 0034 PPMV 2013-09-06 (max 370 PPMV 2013-02-01)
7 UG/L 2004-02-03 (max 1.8 UG/L 2004-02-03)
FC12 00051 PPMV 2013-12-05 (max 1.8 PPMV 2 MTBE 42 UG/L
2014-03-03 (max 17000 UG/L 2006-02-23)
NAPH 380 UG/L 2011-04-01
013-06-28)
HEXANE 2200 PPMV 2011-06-28
IPBZ 53 UG/L 2015-11-25 (max 370 UG/ PBZN 960 UG/L 2011-04-01
(max 380 UG/L 2011-04-01)
PHCG 12000 UG/L 2011-04L 2011-04-01)
MEK 0034 PPMV 2013-09-06 (max 53 PPMV 2013-02-01)
MTBE 12 -01 (max 3300000 UG/L 2006-02-15)
STY 17 PPMV 2011-06-28 (max 12000 PPMV 2011-06-28)
UG/L 2015-11-25 (max 17000 UG/L 2006-02-23)
NAPH 380 UG/L 2011-04-01
PBZN TBA 540 UG/L 2014-03-03 (max 8200 UG/L 2008-10-16)
TCLME 00065 PPMV 2013-156 UG/L 2015-11-25 (max 380 UG/L 2011-04-01)
PHCG 12000 UG/L 2011-04-01 (max 3300000 UG/2.05 (max 540 PPMV
2013-12-05)
TMB124 0029 PPMV 2013-12-05 (max 10 PPMV 2011-04-01)
L 2006-02-15)
STY 17 PPMV 2011-06-28 (max 12000 PPMV 2011-06-28)
TBA 75 TMB135 001 PPMV 2013-12-05 (max 15 PPMV 2011-04-01)
TPPH 6600 UG/L 2014-03 UG/L 2015-11-25 (max 8200 UG/L 2008-10-16)
TCLME 00065 PPMV 2013-12-05 (max 75 PPMV 2003 (max 12000 UG/L
2012-10-25)
XYLENES 03 PPMV 2013-12-05 (max 2400 PPMV 2002-03-05)
13-12-05)
TMB124 0029 PPMV 2013-12-05 (max 10 PPMV 2011-04-01)
TMB135 00 XYLENES1314 024 PPMV 2013-12-05 (max 22000 PPMV
2006-02-23)

XYLO 0083 PPM1 PPMV 2013-12-05 (max 15 PPMV 2011-04-01)
TPPH 1600 UG/L 2015-11-25 (max 12000 UG/L 2012-10-25)
XYLENES 4.2 UG/L 2014-12-30 (max 2400 UG/L 2002-03-05)
XYLENES1311V 2013-12-05 (max 4700 PPMV 2006-02-23)
4.2 8 UG/L 2014-12-30 (max 22000 UG/L 2006-02-23)
XYLO 1.4 UG/L 2014-12-30 (max 4700 UG/L 2006-02-23)

Monitoring well GW-80; dry
lat/long 34 05771241-118 3096173
depth to gw 0 - 39.66

Monitoring well GW-80; dry
lat/long 34 05771241-118 3096173
depth to gw 0 - 39.66
sample data BZ 17 UG/L 2008-04-29 (max 260 UG/L 2001-12-14)
BZME 16 UG/L 2008-07-23 (max 1000 UG/L 2007-10-30)
EBZ 2 UG/L 2008-07-23 (max 1000 UG/L 2001-12-14)
MTBE 34 UG/L 2008-07-23 (max 38 UG/L 2001-12-14)
PHCG 19 UG/L 2008-07-23 (max 11000 UG/L 2003-07-19)
TBA 26 UG/L 2007-10-30 (max 1100 UG/L 2003-11-24)
XYLENES 1.4 UG/L 2008-07-23 (max 1200 UG/L 2007-10-30)

Monitoring well GW-80; dry
lat/long 34 05771241-118 3096173
depth to gw 0 - 39.66
sample data BTBZN 2.6 UG/L 2011-04-01
BTBZS 2.8 UG/L 2011-04-01
BZ 19 PPMV 2013-01-03 (max 260 PPMV 2001-12-14)
BZME 16 UG/L 2008-07-23 (max 1000 UG/L 2007-10-30)
CDS 056 PPMV 2013-01-03 (max 1000 PPMV 2013-01-03)
EBZ 12 PPMV 2013-01-03 (max 1000 PPMV 2001-12-14)
EBZME4 023 PPMV 2013-01-03 (max 31 PPMV 2013-01-03)
IPBZ 13 UG/L 2011-04-01
MTBE 2.3 UG/L 2011-04-01 (max 39 UG/L 2001-12-14)
PBZN 17 UG/L 2011-04-01
PHCG 17 PPMV 2013-01-03 (max 11000 PPMV 2003-07-19)
TBA 22 UG/L 2011-04-01 (max 1100 UG/L 2003-11-24)
TCE 0025 PPMV 2013-01-03 (max 22 PPMV 2013-01-03)
TMB124 042 PPMV 2013-01-03 (max 15 PPMV 2011-04-01)
TMB135 018 PPMV 2013-01-03 (max 3.8 PPMV 2011-04-01)
TPPH 82 UG/L 2012-04-02 (max 1200 UG/L 2011-04-01)
XYLENES 13 PPMV 2013-01-03 (max 1200 PPMV 2007-10-30)

Monitoring well GW-80; dry
lat/long 34 05771241-118 3096173
depth to gw 0 - 39.66
sample data BTBZN 2.6 UG/L 2011-04-01
BTBZS 2.8 UG/L 2011-04-01
BZ 5.3 UG/L 2014-03-03 (max 260 UG/L 2001-12-14)
BZME 23 PPMV 2013-12-05 (max 1000 PPMV 2007-10-30)

Monitoring well GW-80; dry
lat/long 34 05771241-118 3096173
depth to gw 0 - 39.76
sample d CDS 67 PPMV 2013-12-05 (max 23 PPMV 2013-01-03)
EBZ 3.3 UG/L 2014-03-03 (max ata ACE 41 UG/L 2015-11-24 (max 51 UG/L
2015-06-19)
BTBZN 2.6 UG/L 2011-04-01
BTBZS 2.8 UG/L 2011-04-01
BZ 14 UG/L 2015-11-24 (max 260 UG/L 2001-12-14)
230 UG/L 2007-10-30)
EBZME4 12 PPMV 2013-12-05 (max 3.3 PPMV 2013-01-03)
BZME 7.2 UG/L 2015-11-24 (max 1000 UG/L 2007-10-30)
CDS 67 PPMV 2013-12-05
IPBZ 10 UG/L 2011-04-01
MEK 26 PPMV 2013-12-05 (max 10 PPMV 2013-11-22)
M EBZ 4 UG/L 2015-11-24 (max 230 UG/L 2007-10-30)
EBZME4 12 PPMV 2013-12-05 (max TBE 2 UG/L 2014-03-03 (max 39 UG/L
2001-12-14)
PBZN 17 UG/L 2011-04-01
PHC4 PPMV 2013-01-03)
IPBZ 11 UG/L 2015-06-19 (max 10 UG/L 2011-04-01)
MEK 0 1100 PPMV 2013-12-05 (max 11000 PPMV 2003-07-19)

TBA 120 UG/L 2013-06-05 (max 1100 UG 28 PPMV 2013-12-05 (max 1.1
PPMV 2013-11-22)
MTBE 17 UG/L 2015-11-24 (max 39 UG/L 2001L 2003-11-24)
TCA112 19 PPMV 2013-11-22 (max 120 PPMV 2013-11-22)
TCE 12-14)
PBZN 1.3 UG/L 2015-06-19 (max 17 UG/L 2011-04-01)
PHCG 1100 PPMV 20025 PPMV 2013-01-03 (max 120 PPMV 2013-01-03)
TMB124 21 PPMV 2013-12-05 (max 15 PPMV 013-12-05 (max 11000 PPMV
2003-07-19)
TBA 50 UG/L 2015-11-24 (max 1100 UG/L 2003-11-24)2011-04-01)
TMB135 13 PPMV 2013-12-05 (max 3.8 PPMV 2011-04-01)
TPPH 82 UG/L 2014-03-03 (max 1700 UG/L 2013-08-05)
XYLENES 6.7 UG/L 2014-03-03 (max 1200 UG/L 20 (max 15 PPMV 2011-04-01)
TCA112 19 PPMV 2013-11-22 (max 50 PPMV 2013-11-22)
TCE 0025 PPMV 2013-007-10-30)
XYLENES1314 3.3 UG/L 2014-03-03 (max 120 UG/L 2013-08-05)
XYLO 31.03 (max 50 PPMV 2013-01-03)
TMB124 1.2 UG/L 2015-11-24 (max 15 UG/L 2011-04-01)
TMB135 1.1 UG/L 2015-06-19 (max 3.8 UG/L 2011-04-01)
TPPH 140 UG/L 2015-11-24 4 UG/L 2014-03-03 (max 64 UG/L 2013-08-05)
(max 1700 UG/L 2013-08-05)
XYLENES 11 UG/L 2015-11-24 (max 1200 UG/L 2007-10-30)
XYLENES1314 5.9 UG/L 2015-11-24 (max 120 UG/L 2013-08-05)
XYLO 5.5 UG/L 2015-11-24 (max 64 UG/L 2013-08-05)

Monitoring well GW-85; active
lat/long 34 05771261-118 3096162
depth to gw 11.55 - 19.33

Monitoring well GW-85; active
lat/long 34 05771261-118 3096162
depth to gw 11.55 - 19.33
sample data BZ 450 UG/L 2010-01-21 (max 2200 UG/L 2009-01-15)
BZME 12000 UG/L 2010-01-21 (max 18000 UG/L 2009-01-15)
DIPE 31 UG/L 2006-10-07 (max 12000 UG/L 2004-02-03)
EBZ 7300 UG/L 2010-01-21
ETBE 33 UG/L 2005-10-14 (max 7300 UG/L 2005-10-14)
MTBE 74 UG/L 2007-02-09
PHCG 250000 UG/L 2010-01-21
TBA 1100 UG/L 2007-02-09 (max 2400 UG/L 2005-10-14)
XYLENES 36000 UG/L 2010-01-21 (max 41000 UG/L 2009-01-15)

Monitoring well GW-85; active
lat/long 34 05771261-118 3096162
depth to gw 11.55 - 19.33
sample data BTBZN 160 UG/L 2011-04-01
BTBZS 38 UG/L 2011-04-01
BZ 68 UG/L 2013-03-29 (max 2200 UG/L 2009-01-15)
BZME 5600 UG/L 2013-03-29 (max 18000 UG/L 2009-01-15)
CH4 9.3 %V/V 2011-06-27 (max 5600 %V/V 2011-06-27)
CO2 11 %V/V 2011-06-27
CYMP 20 UG/L 2011-04-01
DCA12 1.2 PPMV 2011-06-27
DIPE 31 UG/L 2006-10-07 (max 1.2 UG/L 2004-02-03)
EBZ 5100 UG/L 2013-03-29 (max 7300 UG/L 2010-01-21)
EBZME4 1 PPMV 2013-02-01 (max 5100 PPMV 2013-02-01)
ETBE 33 UG/L 2005-10-14 (max 5100 UG/L 2005-10-14)
HEXANE 6000 PPMV 2011-06-27
IPBZ 120 UG/L 2011-04-01
MEK 018 PPMV 2013-02-01 (max 120 PPMV 2013-02-01)
MTBE 2 PPMV 2013-02-01 (max 81 PPMV 2010-10-19)
N 74 8 %V/V 2011-06-27
NAPH 480 UG/L 2011-04-01
OXYARGON 4.86 %V/V 2011-06-27
PBZN 320 UG/L 2011-04-01
PHCG 19 PPMV 2013-02-01 (max 250000 PPMV 2010-01-21)
STY 013 PPMV 2013-02-01 (max 1.2 PPMV 2011-06-27)
TBA 096 PPMV 2013-02-01 (max 2400 PPMV 2005-10-14)
TMB124 096 PPMV 2013-02-01 (max 2600 PPMV 2011-04-01)
TMB135 039 PPMV 2013-02-01 (max 740 PPMV 2011-04-01)
TPPH 230000 UG/L 2013-03-29
XYLENES 30000 UG/L 2
Monitoring well GW-85; active

lat/long: 34.057712[illegible]/-118.3096162
depth to gw: 11.55 - 19.33
s013-03-29 (max 41000 UG/L 2009-01-15)
ample data BTBZN 160 UG/L 2011-04-01
BTBZ5 38 UG/L 2011-04-01
BZ 770 UG/L 2014-03-03 (max 2200 UG/L 2009-01-15)
BZME 600 UG/L 2014-03-03 (max 18000 UG/L 2009-01-15)
CH4 9.3 %V/V 2011-06-27 (max 600 %V/V 2011-06-27)
CLME 0013 PPMV 2013-
Monitoring well OW-85 active
lat/long: 34.057712[illegible]/-118.3096162
depth to gw: 11.55 - 19.33
s06-28 (max 600 PPMV 2013-06-28)
CO2 11 %V/V 2011-06-27
CYMP 20 UG/L 2011-0ample data BTBZN 75 UG/L 2015-06-19 (max 160 UG/L 2011-04-01)
BTBZ5 39 UG/L 2011-04-01
BZ 35 UG/L 2015-06-19 (max 2200 UG/L 2009-01-15)
BZME 940 UG/L 2015-06-19 4-01
DCA12 1.2 PPMV 2011-06-27
DIPE 31 UG/L 2006-10-07 (max 1.2 UG/L 2004 (max 18000 UG/L 2009-01-15)
CH4 9.3 %V/V 2011-06-27 (max 640 %V/V 2011-06-27)
-02-03)
EBZ 1700 UG/L 2014-03-03 (max 7300 UG/L 2010-01-21)
EBZME4 0023 P CLME 0013 PPMV 2013-06-28 (max 640 PPMV 2013-06-28)
CO2 11 %V/V 2011-06-27
PMV 2013-04-05 (max 1700 PPMV 2013-02-01)
ETBE 33 UG/L 2005-10-14 (max 1700 UG/L 2005- CYMP 20 UG/L 2011-04-01
DCA12 1.2 PPMV 2011-06-27
DIPE 31 UG/L 2006-10-14)
HEXANE 6000 PPMV 2011-06-27
IPBZ 120 UG/L 2011-04-01
ME150-07 (max 1.2 UG/L 2004-02-03)
EBZ 350 UG/L 2015-06-19 (max 7300 UG/L 2010-01-21)
n 12 PPMV 2013-12-05 (max 120 PPMV 2013-02-01)
MTBE 37 UG/L 2013.12.12 (max 81 UG/L 2 EBZME4 0023 PPMV 2013-04-05 (max 350 PPMV 2013-02-01)
ETBE 33 UG/L 2005-10-1010-10-19)
N 74.8 %V/V 2011-06-27
NAPH 480 UG/L 2011-04-01
OXY4 (max 350 UG/L 2005-10-14)
HEXANE 6000 PPMV 2011-06-27
IPBZ 140 UG/L 2015ARGON 4.86 %V/V 2011-06-27
PBZN 320 UG/L 2011-04-01
PHCG 48 PPMV 2013-12-05 (max 250000 PPMV 2010-01-21)
STY 013 PPMV 2013-02-01 (max 1.2 PPMV 2011-06-27)
-06-19
MEK 12 PPMV 2013-12-05 (max 140 PPMV 2013-02-01)
MTBE 37 UG/L 2013 TBA 11 PPMV 2013-12-05 (max 2400 PPMV 2005-10-14)
TCLME 0074 PPMV 2013-12-05 -12-12 (max 81 UG/L 2010-10-19)
N 74.8 %V/V 2011-06-27
NAPH 450 UG/L 2015-(max 600 PPMV 2013-04-05)
TMB124 0087 PPMV 2013-04-05 (max 2600 PPMV 2011-04-01)
06-19 (max 480 UG/L 2011-04-01)
OXYARGON 4.86 %V/V 2011-06-27
PBZN 270 UG/ TMB135 0029 PPMV 2013-04-05 (max 740 PPMV 2011-04-01)
TPPH 62000 UG/L 2014-03-03L 2015-06-19 (max 320 UG/L 2011-04-01)
PHCG 48 PPMV 2013-12-05 (max 250000 PPMV 2010-01 (max 470000 UG/L 2013-06-05)
XYLENES 10000 UG/L 2014-03-03 (max 41000 UG/L 2009-01-15)-21)
STY 013 PPMV 2013-02-01 (max 1.2 PPMV 2011-06-27)
TBA 11 PPMV 2013-12-05 (max 2400 PPMV 2005-10-14)
TCLME 0074 PPMV 2013-12-05 (max 600 PPMV 2013-04-05)
XYLENES1314 6600 UG/L 2014-03-03 (max 22000 UG/L 2013-06-05)
XYLO 3600 UG TMB124 2400 UG/L 2015-06-19 (max 2600 UG/L 2011-04-01)
TMB135 820 UG/L 2014 2014-03-03 (max 8000 UG/L 2013-06-05)
5-06-19 (max 740 UG/L 2011-04-01)
TPPH 35000 UG/L 2015-06-19 (max 470000 UG/L 2013-06-05)

XYLENES 7900 UG/L 2015-06-19 (max 41000 UG/L 2009-01-15)
XYLENES1314 5000 UG/L 2015-06-19 (max 22000 UG/L 2013-06-05)
XYLO 2800 UG/L 2015-06-19 (max 8000 UG/L 2013-06-05)
Monitoring well OW-9D active
lat/long: 34.0575[illegible]/-118.308[illegible]
depth to gw: 36.59 - 41.2
Monitoring well OW-9D active
lat/long: 34.0575[illegible]/-118.308[illegible]
depth to gw: 36.59 - 41.2
sample data ACE < 82000 UG/KG 2002-02-12
BDCME < 85 UG/KG 2002-02-12 (max 82000 UG/KG 2002-02-12)
BRBZ < 85 UG/KG 2002-02-12 (max 82000 UG/KG 2002-02-12)
BRCLME < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
BRME < 8200 UG/KG 2002-02-12
BTBZN < 82000 UG/KG 2002-02-12
BTBZ5 < 85 UG/KG 2002-02-12 (max 82000 UG/KG 2002-02-12)
BTBZ6 < 85 UG/KG 2002-02-12 (max 4200 UG/KG 2002-02-12)
BTBZT < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
BZ 16 UG/L 2010-01-21 (max 4200 UG/L 2002-02-12)
BZME 11 UG/L 2010-01-21 (max 230000 UG/L 2002-02-12)
CDS < 9.5 UG/KG 2002-02-12 (max 41000 UG/KG 2002-02-12)
CLBZ < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
CLBZME2 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
CLBZME4 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
CLEA < 8200 UG/KG 2002-02-12
CLME < 82000 UG/KG 2002-02-12
CTCL < 85 UG/KG 2002-02-12 (max 82000 UG/KG 2002-02-12)
CYMP < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DBCME < 8200 UG/KG 2002-02-12
DBCP < 430 UG/KG 2002-02-12 (max 21000 UG/KG 2002-02-12)
DBMA < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCA11 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCA12 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCB212 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCB213 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCB214 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCE11 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCE12C < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCE12T < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCP11 < 8200 UG/KG 2002-02-12
DCP13C < 85 UG/KG 2002-02-12 (max 8200 UG/KG 2002-02-12)
DCPA12 < 85 UG/KG 2002-02-12 (max 8200 UG/KG 2002-02-12)
DCPA13 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCPA22 < 5 UG/KG 2002-02-12 (max 21000 UG/KG 2002-02-12)
DIPE < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
EBZ 49 UG/L 2010-01-21 (max 120000 UG/L 2002-02-12)
EDB < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
ETBE < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
ETHANOL < 1 MG/KG 2002-02-12 (max 85 MG/KG 2002-02-12)
FC11 < 9.5 UG/KG 2002-02-12 (max 41000 UG/KG 2002-02-12)
FC12 < 8200 UG/KG 2002-02-12
HXO2 < 82000 UG/KG 2002-02-12
IPBZ < 85 UG/KG 2002-02-12 (max 82000 UG/KG 2002-02-12)
ME< < 82000 UG/KG 2002-02-12
MEK< < 82000 UG/KG 2002-02-12
MTBE 1.1 UG/L 2010-01-21 (max 8200 UG/L 2002-02-12)
MTLNCL < 9.5 UG/KG 2002-02-12 (max 41000 UG/KG 2002-02-12)
NAPH < 850 UG/KG 2002-02-12 (max 41000 UG/KG 2002-02-12)
PBZN < 85 UG/KG 2002-02-12 (max 35000 UG/KG 2002-02-12)
PCA < 8200 UG/KG 2002-02-12
PCE < 85 UG/KG 2002-02-12 (max 8200 UG/KG 2002-02-12)
PHCG 640 UG/L 2010-01-21 (max 31000 UG/L 2002-05-09)
STY < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
TAME < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
TBA 15 UG/L 20
Monitoring well OW-9D active
lat/long: 34.0575[illegible]/-118.308[illegible]
depth to gw: 36.59 - 41.2
sam10-01-21 (max 82000 UG/L 2002-02-12)
TBME < 5 UG/KG 2002-02-12 (max 21000 UG/KG 2002-02-ple data ACE< 82000 UG/KG 2002-02-12

BDCME < 85 UG/KG 2002-02-12 (max 82000 UG/KG 2002-02-12)
BRBZ < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
BRCLME < 8200 UG12)
TC1112 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
TCA111 < 85 UG/KG 2002-02-12
BRME < 82000 UG/KG 2002-02-12
BTBZN < 85 UG/KG 2002-02-12 (max/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
TCA112 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2 82000 UG/KG 2002-02-12)
BTBZ5 < 85 UG/KG 2002-02-12 (max 4200 UG/KG 2002-02-12)
002-02-12)
TCB123 < 8200 UG/KG 2002-02-12
TCB124 < 8200 UG/KG 2002-02-12
BTBZT < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
BZ 3.4 UG/L 2012-04-02 (ma)
TCPR123 < 8200 UG/KG 2002-02-12
TMB124 7.1 UG/KG 2002-02-12 (max 330000 UG/ 4200 UG/L 2002-02-12)
BZME 14 UG/L 2011-10-10 (max 230000 UG/L 2002-02-12)
CDS < 9.5 UG/KG 2002-02-12 (max 41000 UG/KG 2002-02-12)
CLBZ < 85 UG/KG 2002-02-12 (max 2002-02-12)
TMB135 99000 UG/KG 2002-02-12 (max 170 UG/KG 2002-02-12)
VA < 9.5 UG/KG 2002-02-12 (max 41000 UG/KG 2002-02-12)
VC < 85 UG/KG 2002-02-12 (max 4100 ax 4100 UG/KG 2002-02-12)
CLBZME2 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
CLBZME4 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
CLEA < 8200 UG/KG 2002-0UG/KG 2002-02-12)
XYLENES 28 UG/L 2010-01-21 (max 5200 UG/L 2002-05-09)
XYZ 12
CLME < 82000 UG/KG 2002-02-12
CTCL < 85 UG/KG 2002-02-12 (max 82000 UG/KG 2002-02-12 (max 560000 UG/KG 2002-02-12)
XYLO 92 UG/KG 2002-02-12 (mG 2002-02-12)
CYMP < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DBCME av 220000 UG/KG 2002-02-12)
< 8200 UG/KG 2002-02-12
DBCP < 430 UG/KG 2002-02-12 (max 21000 UG/KG 2002-02-12)
DBMA < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCA11 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCA12 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCB212 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCB213 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCB214 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCE11 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCE12C < 85 UG/KG 2-20
Monitoring well OW-9D active
lat/long: 34.0575[illegible]/-118.308[illegible]
depth to gw: 36.59 - 41.2
sam02-02-12 (max 4100 UG/KG 2002-02-12)
DCE12T < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-0ple data ACE< 82000 UG/KG 2002-02-12
BDCME < 85 UG/KG 2002-02-12 (max 82000 UG/KG 2002-02-12)
BRBZ < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
BRCLME < 8200 UG-12)
DCP11 < 8200 UG/KG 2002-02-12
DCP13C < 85 UG/KG 2002-02-12 (max 8200 UG/KG 2002-02-12)
BRME < 82000 UG/KG 2002-02-12
BTBZN < 85 UG/KG 2002-02-12 (max 82000 UG/KG 2002-02-12)
BTBZ5 < 85 UG/KG 2002-02-12 (max 4200 UG/KG 2002-02-12)
(max 8200 UG/KG 2002-02-12)
DCPA13 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
Monitoring well OW-9D no access
lat/long: 34.0575[illegible]/-118.308[illegible]
depth to gw: 0 - 41.2
samp BTBZT < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
BZ 3.4 UG/L 2012-04-02 (male data ACE < 82000 UG/KG 2002-02-12
BDCME < 85 UG/KG 2002-02-12 (max 82000 UG/KG 2002-02-12)
BRBZ < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
BRCLME < 8200 UG/KG 4200 UG/L 2002-02-12)
BZME 14 UG/L 2011-10-10 (max 230000 UG/L 2002-02-12)
CDS < 9.5 UG/KG 2002-02-12 (max 41000 UG/KG 2002-02-12)
CLBZ < 85 UG/KG 2002-02-12 (max 2002-02-12
BRME < 82000 UG/KG 2002-02-12

BTBZN < 85 UG/KG 2002-02-12 (max 2 (max 4100 UG/KG 2002-02-12)
ETHANOL < 1 MG/KG 2002-02-12 (max 85 MG/KG 2002-02-12)
82000 UG/KG 2002-02-12)
BTBZ5 < 85 UG/KG 2002-02-12 (max 4200 UG/KG 2002-02-12)
ax 4100 UG/KG 2002-02-12)
CLBZME2 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
BTBZT < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
BZ 1.8 UG/L 2014-12-30 (max 4200 UG/L 2002-02-12)
BZME 1.4 UG/L 2011-10-10 (max 230000 UG/L 2002-02-12)
2-12
CLME < 82000 UG/KG 2002-02-12
CTCL < 85 UG/KG 2002-02-12 (max 82000 UG/K CDS< 9.5 UG/KG 2002-02-12 (max 41000 UG/KG 2002-02-12)
CLBZ < 85 UG/KG 2002-02-12 (max 2002-02-12)
CYMP < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DBCME MTBE 1.1 UG/L 2012-10-26 (max 8200 UG/L 2002-02-12)
MTLNCL < 9.5 UG/KG 2002-02-12< 8200 UG/KG 2002-02-12
DBCP < 430 UG/KG 2002-02-12 (max 21000 UG/KG 2002-02-12)
< 4100 UG/KG 2002-02-12)
CLBZME2 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
CLBZME4 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
CLEA < 8200 UG/KG 2002-02 PBZN 8.4 UG/L 2011-04-01 (max 35000 UG/L 2002-02-12)
PCA < 8200 UG/KG 2002-0-12
CLME < 82000 UG/KG 2002-02-12
CTCL < 85 UG/KG 2002-02-12 (max 82000 UGAGmax 4100 UG/KG 2002-02-12)
DCA12 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
2002-02-12)
CYMP < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DBCME <2-12
PCE < 85 UG/KG 2002-02-12 (max 8200 UG/KG 2002-02-12)
PHCG 460 UG/L 20 8200 UG/KG 2002-02-12
DBCP < 430 UG/KG 2002-02-12 (max 21000 UG/KG 2002-02-12)
12 (max 4100 UG/KG 2002-02-12)
DCBZ14 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DBMA < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCA11 < 85 UG/KG 2002-02-12 (m2)
TAME < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
TBA 12 UG/L 2012-02-02-12 (max 4100 UG/KG 2002-02-12)
DCE12T < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-010-26 (max 82000 UG/L 2002-02-12)
TBME < 5 UG/KG 2002-02-12 (max 21000 UG/KG 2002-02-12)a> 4100 UG/KG 2002-02-12)
DCA12 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCB212 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCB213 < 85 UG/KG 2002-02-12-12)
DCP11 < 8200 UG/KG 2002-02-12
DCP13C < 85 UG/KG 2002-02-12 (max 8200 UG
TC1112 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
TCA111 < 85 UG/KG 2002-02-12)
DCP13T < 8200 UG/KG 2002-02-12
DCPA12 < 85 UG/KG 2002-02-12 2 (max 4100 UG/KG 2002-02-12)
DCB214 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCE11 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCE12C < 85 UG/KG 2-260(max 8200 UG/KG 2002-02-12)
DCPA13 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
02-12)
TCB123 < 8200 UG/KG 2002-02-12
TCB124 < 8200 UG/KG 2002-02-12
DCPA22 < 5 UG/KG 2002-02-12 (max 21000 UG/KG 2002-02-12)
DIPE < 85 UG/KG 2002-02-2-02-12 (max 4100 UG/KG 2002-02-12)
DCE12T < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02 TCPR123< 8200 UG/KG 2002-02-12
TMB124 2 UG/L 2011-04-01 (max 330000 UG/L 2002-02-12)
DCP11 < 8200 UG/KG 2002-02-12
DCP13C < 85 UG/KG 2002-02-12 (max 8200 UG/12 (max 4100 UG/KG 2002-02-12)
EBZ 1.1 UG/L 2012-10-26 (max 120000 UG/L 2002-02-12)
EDB < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
ETBE < 85 UG/KG 2002-02-102-02-12)
TMB135 99000 UG/KG 2002-02-12 (max 170 UG/KG 2002-02-12)
TPPH 12KG 2002-02-12)

DCP12T < 8200 UG/KG 2002-02-12
DCPA12 < 85 UG/KG 2002-02-12 (0 UG/L 2013-03-29 max 540 UG/L 2012-04-02)
VA < 9.5 UG/KG 2002-02-12 (max 41000 UG/KG 22 (max 4100 UG/KG
2002-02-12)
ETHANOL < 1 MG/KG 2002-02-12 (max 85 MG/KG 2002-02-12)
max 8200 UG/KG 2002-02-12)
DCPA13 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
DCPA22 < 5 UG/KG 2002-02-12 (max 21000 UG/KG 2002-02-12)
DIPE < 85 UG/KG 2002-02-1002-02-12)
VC < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
XYLENES XYLENES 1.5 UG/L 2012-04-02 (max 5200 UG/L 2002-05-09)
XYLENES1314 66 UG/KG 2002-02-12 (max 560000 2 (max 4100 UG/KG 2002-02-12)
EBZ 2.3 UG/L 2014-12-30 (max 120000 UG/L 2002-02-12)
EDB < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
ETBE < 85 UG/KG 2002-02-12%UG/KG 2002-02-12)
XYLO 92 UG/KG 2002-02-12 (max 220000 UG/KG 2002-02-12)
(max 4100 UG/KG 2002-02-12)
ETHANOL < 1 MG/KG 2002-02-12 (max 85 MG/KG 2002-02-12)
FC11 < 9.5 UG/KG 2002-02-12 (max 41000 UG/KG 2002-02-12)
FC12 < 8200 UG/KG 2002 2002-02-12)
MEK < 82000 UG/KG 2002-02-12
MIBK < 82000 UG/KG 2002-02-12
2-12
PCE < 85 UG/KG 2002-02-12 (max 8200 UG/KG 2002-02-12)
PHCG 480 UG/L 20 MTBE 1.1 UG/L 2012-10-26 (max 8200 UG/L
2002-02-12)
MTLNCL < 9.5 UG/KG 2002-02-12 11-04-01 (max 31000 UG/L 2002-05-09)
STY < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-1 (max 41000 UG/KG
2002-02-12)
NAPH < 850 UG/KG 2002-02-12 (max 41000 UG/KG 2002-02-12)
2)
TAME < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
TBA 12 UG/L 2012- PBZN 8.4 UG/L 2011-04-01 (max 35000 UG/L
2002-02-12)
PCA < 8200 UG/KG 2002-0210-26 (max 82000 UG/L 2002-02-12)
TBME < 5 UG/KG 2002-02-12 (max 21000 UG/KG 2002-02-12) 12
PCE < 85 UG/KG 2002-02-12 (max 8200 UG/KG 2002-02-12)
PHCG 480 UG/L 201
TC1112 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
TCA111 < 85 UG/KG 1 04-01 (max 31000 UG/L 2002-05-09)
STY < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-122002-02-12 (max
4100 UG/KG 2002-02-12)
TCA112 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002)
TAME < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
TBA 12 UG/L 2012-1-02-12)
TCB123 < 8200 UG/KG 2002-02-12
TCB134 < 8200 UG/KG 2002-02-12
TCE < 8200 UG/KG 2002-02-12
TCLME < 85 UG/KG 2002-02-12 (max 8200 UG/KG 2002-02-12)
0-26 (max 82000 UG/L 2002-02-12)
TBME < 5 UG/KG 2002-02-12 (max 21000 UG/KG 2002-02-12)
TC1112 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
TCA111 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
TCA112 < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002 UG/L 2014-03-03 (max
540 UG/L 2012-04-02)
VA < 9.5 UG/KG 2002-02-12 (max 41000 UG/KG 2002-12)
TCB123 < 8200 UG/KG 2002-02-12
TCB124 < 8200 UG/KG 2002-02-12
TCE < 8200 UG/KG 2002-02-12
TCLME < 85 UG/KG 2002-02-12 (max 8200 UG/KG 2002-02-12)
02-02-12)
VC < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
XYLENES 1.5 TCPR123< 8200 UG/KG 2002-02-12
TMB124 2 UG/L 2011-04-01 (max 330000 UG/L 200UG/L 2012-04-02 (max 5200
UG/L 2002-05-09)
XYLENES1314 66 UG/KG 2002-02-12 (max 560000 U2-02-12)
TMB135 99000 UG/KG 2002-02-12 (max 170 UG/KG 2002-02-12)
TPPH 82 G/KG 2002-02-12)
XYLO 92 UG/KG 2002-02-12 (max 220000 UG/KG 2002-02-12)
UG/L 2014-12-30 (max 540 UG/L 2012-04-02)
VA < 9.5 UG/KG 2002-02-12 (max 41000 UG/KG 2002-02-12)
VC < 85 UG/KG 2002-02-12 (max 4100 UG/KG 2002-02-12)
XYLENES 5.4 UG/L 2014-12-30 (max 5200 UG/L 2002-05-09)

XYLENES1314 4.3 UG/L 2014-12-30 (max 560000 UG/L 2002-02-12)
XYLO 1.1 UG/L 2014-12-30 (max 220000 UG/L 2002-02-12)

Monitoring well GW-9S dry
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 15.24

Monitoring well GW-9S dry
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 15.24
sample data ACE < 20 UG/KG 2002-02-12 (max 1700 UG/KG 2002-02-12)

Monitoring well GW-9S dry
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 15.24
sample data ACE < 20 UG/KG 2002-02-12 (max 1700 UG/KG 2002-02-12)

Monitoring well GW-9S dry
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 15.24
sample data ACE < 20 UG/KG 2002-02-12 (max 1700 UG/KG 2002-02-12)

Monitoring well GW-9S no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 15.86
sample data ACE < 20 UG/KG 2002-02-12 (max 1700 UG/KG 2002-02-12)

Monitoring well MW-12D no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 43.01

Monitoring well MW-12D no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 42.81
sample data BZ 4.1 UG/L 2010-01-21 (max 8 UG/L 2009-01-15)
BZME 7.4 UG/L 2010-01-21 (max 7.7 UG/L 2009-07-20)
EBZ 2 UG/L 2010-01-21 (max 7.4 UG/L 2008-10-16)
PHCG 220 UG/L 2010-01-21 (max 290 UG/L 2009-07-20)
TBA 17 UG/L 2010-01-21
XYLENES 7.8 UG/L 2010-01-21

Monitoring well MW-12D no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 43.01
sample data BZ 1.2 UG/L 2013-03-29 (max 8 UG/L 2009-01-15)
BZME 7.4 UG/L 2010-01-21 (max 7.7 UG/L 2009-07-20)
EBZ 2 UG/L 2010-01-21 (max 7.4 UG/L 2008-10-16)
PHCG 850 UG/L 2013-10-18
TBA 17 UG/L 2010-01-21
TPPH 180 UG/L 2013-03-29 (max 430 UG/L 2012-04-02)
XYLENES 1.1 UG/L 2011-10-10 (max 7.8 UG/L 2010-01-21)

Monitoring well MW-12D no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 43.01
sample data BZ 31 UG/L 2014-03-03
BZME 7.4 UG/L 2010-01-21 (max 7.7 UG/L 2009-07-20)
EBZ 27 UG/L 2014-03-03
PHCG 650 UG/L 2010-10-18
TBA 38 UG/L 2014-03-03
TPPH 3200 UG/L 2014-03-03
XYLENES 26 UG/L 2014-03-03
XYLENES1314 26 UG/L 2014-03-03

Monitoring well MW-12D no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 43.89
sample data BTBZN 21 UG/L 2015-06-19
BTBZS 11 UG/L 2015-06-19
BZ 3.5 UG/L 2015-06-19 (max 31 UG/L 2014-03-03)
BZME 1.2 UG/L 2014-09-09 (max 7.7 UG/L 2009-07-20)
EBZ 11 UG/L 2015-06-19 (max 27 UG/L 2014-03-03)
IPBZ 120 UG/L 2015-06-19

PBZN 260 UG/L 2015-06-19
PHCG 650 UG/L 2010-10-18
TBA 21 UG/L 2015-03-24 (max 38 UG/L 2014-03-03)
TPPH 88 UG/L 2015-11-24 (max 1600 UG/L 2015-06-19)
XYLENES 2.3 UG/L 2015-03-24 (max 26 UG/L 2014-03-03)
XYLENES1314 2.3 UG/L 2015-03-24 (max 26 UG/L 2014-03-03)
XYLO 2.9 UG/L 2014-06-06

Monitoring well MW-12S no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 16.12

Monitoring well MW-12S no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 16.12
sample data BZ 2 UG/L 2010-01-21 (max 4.1 UG/L 2009-05-21)

Monitoring well MW-12S no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 16.12
sample data BZ 4.8 UG/L 2013-03-29

Monitoring well MW-12S no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 16.12
sample data BZ 1.3 UG/L 2014-03-03 (max 4.8 UG/L 2013-03-29)

Monitoring well MW-12S no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 16.3
sample data BTBZN 37 UG/L 2015-11-24 (max 49 UG/L 2015-06-19)

Monitoring well PW-1 active
lat/long 34.05756,39/-118.3088872
depth to gw 48.81 - 48.81

Monitoring well PW-1 active
lat/long 34.05756,39/-118.3088872
depth to gw 48.81 - 48.81

Monitoring well PW-1 active
lat/long 34.05756,39/-118.3088872
depth to gw 48.81 - 48.81

Monitoring well PW-1 active
lat/long 34.05756,39/-118.3088872
depth to gw 48.81 - 48.81

Monitoring well PW-1 active
lat/long 34.05756,39/-118.3088872
depth to gw 48.81 - 48.81

Monitoring well PW-1D active
lat/long 34.05756,39/-118.3088872
depth to gw 39.07 - 40.9

Monitoring well PW-1D active
lat/long 34.05756,39/-118.3088872
depth to gw 39.59 - 40.9
sample data BZ 16 UG/L 2009-10-30 (max 37 UG/L 2008-04-29)
BZME 27 UG/L 2009-01-15 (max 16 UG/L 2008-04-29)
EBZ 97 UG/L 2009-10-30 (max 3 UG/L 2008-04-29)
PHCG 410 UG/L 2009-10-30 (max 730 UG/L 2008-04-29)
XYLENES 19 UG/L 2009-10-30 (max 46 UG/L 2008-04-29)

Monitoring well PW-1D active
lat/long 34.05756,39/-118.3088872
depth to gw 39.07 - 40.9
sample data BZ 6.8 UG/L 2013-03-29 (max 37 UG/L 2008-04-29)
BZME 27 UG/L 2009-01-15 (max 6.8 UG/L 2008-04-29)
EBZ 1.4 UG/L 2010-10-18 (max 3 UG/L 2008-04-29)
IPBZ 4.2 UG/L 2011-04-01
PBZN 3.2 UG/L 2011-04-01

PHCG 570 UG/L 2011-04-01 (max 820 UG/L 2010-10-18)
TMB124 2.7 UG/L 2011-04-01
TMB135 1.3 UG/L 2011-04-01
TPPH 590 UG/L 2013-03-29 (max 640 UG/L 2012-10-25)
XYLENES 3.5 UG/L 2012-04-02 (max 46 UG/L 2008-04-29)

Monitoring well PW-1D active
lat/long 34.05756,39/-118.3088872
depth to gw 39.07 - 40.9
sample data BZ 7.1 UG/L 2014-03-03 (max 37 UG/L 2008-04-29)
BZME 27 UG/L 2009-01-15 (max 7.1 UG/L 2008-04-29)
EBZ 1.4 UG/L 2010-10-18 (max 3 UG/L 2008-04-29)
IPBZ 4.2 UG/L 2011-04-01
MTBE 1.4 UG/L 2014-03-03 (max 1.5 UG/L 2013-08-05)
PBZN 3.2 UG/L 2011-04-01
PHCG 570 UG/L 2011-04-01 (max 820 UG/L 2010-10-18)
TMB124 2.7 UG/L 2011-04-01
TMB135 1.3 UG/L 2011-04-01
TPPH 620 UG/L 2014-03-03 (max 640 UG/L 2012-10-25)
XYLENES 3.5 UG/L 2012-04-02 (max 46 UG/L 2008-04-29)

Monitoring well PW-1D no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 40.9
sample data BTBZS 1.1 UG/L 2015-06-19
BZ 7.4 UG/L 2015-11-24 (max 37 UG/L 2008-04-29)
BZME 27 UG/L 2009-01-15 (max 7.4 UG/L 2008-04-29)
EBZ 1.4 UG/L 2010-10-18 (max 3 UG/L 2008-04-29)
IPBZ 4 UG/L 2015-11-24 (max 5.5 UG/L 2015-06-19)
MTBE 3.1 UG/L 2015-11-24 (max 3.2 UG/L 2015-06-19)
PBZN 2.8 UG/L 2015-11-24 (max 4.1 UG/L 2015-06-19)
PHCG 570 UG/L 2011-04-01 (max 820 UG/L 2010-10-18)
TMB124 2.7 UG/L 2011-04-01
TMB135 1.3 UG/L 2011-04-01
TPPH 380 UG/L 2015-11-24 (max 730 UG/L 2015-03-24)
XYLENES 3.5 UG/L 2012-04-02 (max 46 UG/L 2008-04-29)

Monitoring well PW-1S no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 17.47

Monitoring well PW-1S no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 16.77

Monitoring well PW-1S no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 17.47

Monitoring well PW-1S no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 17.47

Monitoring well PW-1S no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 17.53

Monitoring well VW-1 no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 17

Monitoring well VW-1 no access
lat/long 34.05756,39/-118.3088872
depth to gw 0 - 17
sample data BZ 15 UG/L 2005-04-18 (max 69 UG/L 2003-11-24)
BZME 150 UG/L 2003-11-24
EBZ 39 UG/L 2005-04-18 (max 17 UG/L 2003-11-24)
ETHANOL 110 UG/L 2008-01-29
MTBE 2.1 UG/L 2005-10-14 (max 58 UG/L 2002-05-09)
PHCG 35 UG/L 2005-10-14 (max 840 UG/L 2003-11-24)
TBA 23 UG/L 2005-10-14
XYLENES 91 UG/L 2003-11-24 (max 1.7 UG/L 2002-05-09)

Monitoring well: VW-1 no access
lat/long: 34.05756,-118.308872
depth to gw: 0 - 17

Monitoring well: VW-1 no access
lat/long: 34.05756,-118.308872
depth to gw: 0 - 17

Monitoring well: VW-1 no access
lat/long: 34.05756,-118.308872
depth to gw: 0 - 17

Monitoring well: VW-15 dry
lat/long: 34.05756,-118.308872
depth to gw: 0 - 13.66

Monitoring well: VW-15 dry
lat/long: 34.05756,-118.308872
depth to gw: 0 - 13.66

Monitoring well: VW-15 dry
lat/long: 34.05756,-118.308872
depth to gw: 0 - 13.66

Monitoring well: VW-15 dry
lat/long: 34.05756,-118.308872
depth to gw: 0 - 19.34

Site: PAK'S WESTERN PLAZA LLC
Address: 833 S WESTERN AVE
City: LOS ANGELES
Map Loc: 34 - about .2 mile W of the subject
Status: REM - Remedial Action

The aquifer is potentially impacted. The case, 000006007,

AQUIFER USED FOR DRINKING WATER SUPPLY

2013.01.28: FREE PRODUCT REMOVAL
2014.06.18: REFERRAL TO REGIONAL BOARD
2014.06.23: SITE ASSESSMENT REPORT
2014.06.24: STAFF LETTER
2014.07.23: OTHER REPORT / DOCUMENT
2014.11.21: STAFF LETTER
2015.02.19: MEETING
2015.12.22: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
2016.01.07: HEALTH AND SAFETY CODE SECTION 25296.10(C)
2016.07.15: ELECTRONIC REPORTING SUBMITTAL DUE
2016.07.15: MONITORING REPORT - SEMI-ANNUALLY
2016.07.15: OTHER REPORT / DOCUMENT
2016.07.15: REMEDIAL PROGRESS REPORT
2016.07.15: REMEDIAL PROGRESS REPORT

Site: CENTURY INDUSTRIES
Address: 761 S NORMANDIE AVE
City: LOS ANGELES
Map Loc: 79 - about .3 mile E of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700464,

AQUIFER USED FOR DRINKING WATER SUPPLY

Site: KOREAN DRYCLEANERS & LAUNDRY
Address: 3807 WILSHIRE BLVD,#720
City: LOS ANGELES
Map Loc: 85 - about .3 mile NW of the subject

Status: NFA

The aquifer is potentially impacted. The case, 03799574,

AQUIFER USED FOR DRINKING WATER SUPPLY

Site: FISHER PROPERTY
Address: 3800 W 6TH ST, -3832
City: LOS ANGELES
Map Loc: 110 - about .3 mile N of the subject
Status: REM - Remedial Action

The aquifer is potentially impacted. The case, 03732382,

AQUIFER USED FOR DRINKING WATER SUPPLY

2002.05.31: STAFF LETTER
2002.07.15: OTHER REPORT / DOCUMENT
2002.08.02: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
2002.08.08: STAFF LETTER
2002.09.16: STAFF LETTER
2002.11.01: SOIL AND WATER INVESTIGATION WORK PLAN
2002.11.19: STAFF LETTER
2003.01.29: STAFF LETTER
2003.03.26: STAFF LETTER
2003.04.15: MONITORING REPORT - QUARTERLY
2003.05.15: SOIL AND WATER INVESTIGATION REPORT
2003.07.15: MONITORING REPORT - QUARTERLY
2003.07.18: STAFF LETTER
2003.08.28: STAFF LETTER
2003.09.15: SOIL AND WATER INVESTIGATION WORK PLAN
2003.10.15: MONITORING REPORT - QUARTERLY
2003.12.05: STAFF LETTER
2004.01.15: MONITORING REPORT - QUARTERLY
2004.03.04: STAFF LETTER
2004.04.15: SOIL AND WATER INVESTIGATION WORK PLAN
2004.04.23: SOIL AND WATER INVESTIGATION REPORT
2004.04.26: STAFF LETTER
2004.05.25: STAFF LETTER
2004.06.15: SOIL AND WATER INVESTIGATION REPORT
2004.07.15: MONITORING REPORT - QUARTERLY
2004.08.27: STAFF LETTER
2004.09.01: SOIL AND WATER INVESTIGATION REPORT
2004.10.15: INTERIM REMEDIAL ACTION PLAN
2004.10.15: MONITORING REPORT - QUARTERLY
2004.10.15: SOIL AND WATER INVESTIGATION WORK PLAN
2005.01.15: MONITORING REPORT - QUARTERLY
2005.01.25: STAFF LETTER
2005.04.15: MONITORING REPORT - QUARTERLY
2005.05.02: CAP/RAP - OTHER REPORT
2005.07.15: MONITORING REPORT - QUARTERLY
2005.10.15: MONITORING REPORT - QUARTERLY
2006.01.15: MONITORING REPORT - QUARTERLY
2006.04.15: MONITORING REPORT - QUARTERLY
2006.07.15: MONITORING REPORT - QUARTERLY
2006.10.15: MONITORING REPORT - QUARTERLY
2007.01.15: MONITORING REPORT - QUARTERLY
2007.04.15: MONITORING REPORT - QUARTERLY
2007.07.15: MONITORING REPORT - QUARTERLY
2007.07.25: INTERIM REMEDIAL ACTION PLAN
2007.10.15: MONITORING REPORT - QUARTERLY
2008.01.12: CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN
2008.01.15: MONITORING REPORT - QUARTERLY
2008.03.28: STAFF LETTER
2008.04.15: MONITORING REPORT - QUARTERLY
2008.04.30: PILOT STUDY / TREATABILITY WORK PLAN
2008.07.15: MONITORING REPORT - QUARTERLY
2008.07.28: PILOT STUDY/ TREATABILITY REPORT
2008.10.15: MONITORING REPORT - QUARTERLY

2009.01.12: INTERIM REMEDIAL ACTION PLAN
2009.01.15: MONITORING REPORT - QUARTERLY
2009.02.20: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
2009.04.15: MONITORING REPORT - QUARTERLY
2009.04.15: STAFF LETTER
2009.05.15: WELL INSTALLATION WORK PLAN
2009.06.08: STAFF LETTER
2009.11.05: SITE VISIT / INSPECTION / SAMPLING
2009.12.15: WELL INSTALLATION REPORT
2010.01.15: MONITORING REPORT - SEMI-ANNUALLY
2010.01.15: REMEDIAL PROGRESS REPORT
2010.05.06: CLEAN UP FUND - 5 YEAR REVIEW SUMMARY
2010.07.09: PUMP & TREAT (P&T) GROUNDWATER
2010.07.09: SOIL VAPOR EXTRACTION (SVE)
2010.07.15: MONITORING REPORT - SEMI-ANNUALLY
2011.01.03: REMEDIAL PROGRESS REPORT
2011.01.15: MONITORING REPORT - SEMI-ANNUALLY
2011.04.15: REMEDIAL PROGRESS REPORT
2011.04.26: WELL DESTRUCTION WORK PLAN
2011.05.23: STAFF LETTER
2011.06.02: CLEAN UP FUND - 5 YEAR REVIEW SUMMARY
2011.07.15: MONITORING REPORT - SEMI-ANNUALLY
2011.07.15: REMEDIAL PROGRESS REPORT
2011.08.30: WELL DESTRUCTION REPORT
2011.10.15: REMEDIAL PROGRESS REPORT
2012.01.15: MONITORING REPORT - SEMI-ANNUALLY
2012.01.15: REMEDIAL PROGRESS REPORT
2012.04.15: MONITORING REPORT - SEMI-ANNUALLY
2012.04.15: REMEDIAL PROGRESS REPORT
2012.05.22: CLEAN UP FUND - 5 YEAR REVIEW SUMMARY
2012.07.15: REMEDIAL PROGRESS REPORT
2012.10.15: MONITORING REPORT - SEMI-ANNUALLY
2012.10.15: REMEDIAL PROGRESS REPORT
2013.01.15: REMEDIAL PROGRESS REPORT
2013.04.15: REMEDIAL PROGRESS REPORT
2013.07.15: MONITORING REPORT - SEMI-ANNUALLY
2013.07.15: REMEDIAL PROGRESS REPORT
2013.10.15: REMEDIAL PROGRESS REPORT
2014.01.15: REMEDIAL PROGRESS REPORT
2014.01.15: REQUEST FOR CLOSURE - REGULATOR RESPONDED
2014.02.03: STAFF LETTER
2014.02.26: OTHER REPORT / DOCUMENT
2014.04.07: STAFF LETTER
2014.04.25: CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN - ADDENDUM - REGULATOR RESPONDED
2014.07.01: STAFF LETTER
2014.07.15: MONITORING REPORT - SEMI-ANNUALLY
2014.07.15: REMEDIAL PROGRESS REPORT
2015.01.15: MONITORING REPORT - SEMI-ANNUALLY
2015.01.15: REMEDIAL PROGRESS REPORT
2015.07.15: MONITORING REPORT - SEMI-ANNUALLY
2015.07.15: REMEDIAL PROGRESS REPORT
2016.01.15: MONITORING REPORT - SEMI-ANNUALLY
2016.01.22: MEETING

Monitoring well: MW1 inactive
lat/long: 34.05148,-118.4512865
depth to gw: 0 - 24.25

Monitoring well: MW10 inactive
lat/long: 34.0629932,-118.3080433
depth to gw: 0 - 20.16
sample data: BZME 57 UG/L 2006-12-19 (max 6 UG/L 2004-09-15)
FE2 334 MG/L 2009-09-24 (max 5.8 MG/L 2009-09-24) (max 6 UG/L 2004-09-15)
FE2 334 MG/L 2009-09-24 (max 5.8 MG/L 2009-09-24)
ORO 18 MG/L 2007-12-11 (max 5.8 MG/L 2007-12-11)
NO3 8 MG/L 2009-09-24)
ORO 18 MG/L 2007-12-11 (max 5.8 MG/L 2007-12-11)
NO3N 7.9 MG/L 2009-09-24
SO4 110 MG/L 2009-09-24
3N 7.9 MG/L 2009-09-24
SO4 110 MG/L 2009-09-24

Monitoring well: MW11 inactive
lat/long: 34.0634112,-118.3065387
depth to gw: 0 - 13.95

Monitoring well: MW11 inactive
lat/long: 34.0634112,-118.3065387
depth to gw: 0 - 13.95
sample data: BTBZ 1.2 UG/L 2009-09-24 (max 14 UG/L 2004-12-13)
BTBZS 2.7 UG/L 2009-09-24 (mw data BTBZN 1.7 UG/L 2013.03.19 (max 14 UG/L 2004-12-13))
BTBZS 3.1 UG/L 2013-03-19 (av 4.4 UG/L 2007-06-20)
BTBZT 63 UG/L 2009-09-24 (max 2.7 UG/L 2007-06-20) (max 4.8 UG/L 2011-03-09)
BTEZT 76 UG/L 2013-03-19 (max 3.1 UG/L 2007-06-20)
BZ 82 UG/L 2013-03-19 (max 2.7 UG/L 2004-07-22)
BZME 88 UG/L 2013-03-19 (max 2.8 UG/L 2004-09-14)
CH4 1800 UG/L 2009-09-24
CYMP 2.9 UG/L 2009-09-24 (max 6.7 UG/L 2004-09-14)
CH4 1800 UG/L 2009-09-24
CYMP 3.3 UG/L 2013-03-19 (max 8.7 UG/L 2007-06-20)
DRO 39 MG/L 2013-03-19 (max 3.3 MG/L 2013-03-19)
EBZ 9 UG/L 2007-06-20)
EBZ 1.5 UG/L 2009-09-24 (max 18 UG/L 2004-07-22)
ETHANOL 8 UG/L 2013-03-19 (max 18 UG/L 2004-07-22)
ETHANOL < 1 MG/L 2007-06-20 (max 1.8 MG/L 2< 1 MG/L 2007-06-20 (max 1.5 MG/L 2007-06-20)
FE2 1.2 MG/L 2009-09-24
GAS0007-06-20)
FE2 1.2 MG/L 2009-09-24
GASOLINE 110000 UG/KG 2004-04-17
LINE 10000 UG/KG 2004-04-17
GRO 2.8 MG/L 2009-09-24 (max 1200 MG/L 2005-08-30)
GRO 2.9 MG/L 2013-03-19 (max 1200 MG/L 2005-08-30)
GROC4C12 2100 UG/L 2005-06-16 (max 2900 UG/L 2004-09-14)
GROC6C12 3000 UG/L 2006-12-19
IPBZ 25 UG/L 2013-0-19
IPBZ 20 UG/L 2009-09-24 (max 180 UG/L 2004-04-17)
NAPH 1.8 UG/L 2009-03-19 (max 180 UG/L 2004-04-17)
NAPH 1.6 UG/L 2013-03-19 (max 25 UG/L 2004-04-22)
9-24 (max 20 UG/L 2004-04-22)
PBZN 24 UG/L 2009-09-24 (max 360 UG/L 2004-04-17)
PBZN 33 UG/L 2013-03-19 (max 360 UG/L 2004-04-17)
SO4 37 MG/L 2009-09-24 (max 33 MG/L 2009-09-24)
TBA 7.4 UG/L 2011-03-09 (max 18 UG/L 2010-03-31)
TCA1 TMB135 1.2 UG/L 2009-09-24 (max 18 UG/L 2006-12-19)
XYLENES1314 4.3 UG/L 2009-0912 93 UG/L 2012-03-05 (max 7.4 UG/L 2012-03-05)
TCE 1.1 UG/L 2004-07-22)
TM 24 (max 11 UG/L 2005-11-29)
XYLO 31 UG/L 2009-03-05 (max 4.3 UG/L 2009-03-05)
B124 5 UG/L 2011-03-09 (max 2.2 UG/L 2005-11-29)
TMB135 1.5 UG/L 2013-03-19 (max 18 UG/L 2006-12-19)
XYLENES1314 3.6 UG/L 2013-03-19 (max 11 UG/L 2005-11-29)
XYLO 28 UG/L 2011-03-09 (max 3.6 UG/L 2009-03-05)

Monitoring well: MW12 inactive
lat/long: 34.0633449,-118.3063312
depth to gw: 0 - 17.1

Monitoring well: MW12 active
lat/long: 34.0633449,-118.3063312
depth to gw: 0 - 15.63
sample data: BTBZS 6.5 UG/KG 2004-04-10
BZ 3.4 UG/L 2006-09-12 (max 13 UG/L 2004-04-10)
BZME 1.6 UG/L 2005-06-17
CH4 110 UG/L 2009-09-24
CYMP 6.7 UG/KG 2004
Monitoring well: MW12 inactive
lat/long: 34.0633449,-118.3063312
depth to gw: 0 - 17.1
sample 04-10
EBZ 1.3 UG/L 2006-12-20 (max 12 UG/L 2005-03-11)
ETHANOL < 1 MG/L 2< data BTBZS: 5 UG/L 2010-09-22 (max 6.5 UG/L 2004-04-10)

BTBZT 48 UG/L 2010-09-22 (m007-06-20 (max 1.3 MG/L 2007-06-20)
GRO 12 MG/L 2009-09-24 (max 20000 MG/L 2004-04-10)ax 6.5 UG/L
2010-09-22)
BZ 3.4 UG/L 2006-09-12 (max 13 UG/L 2004-04-10)
BZME 1.6 UG/L 2005-06-17
CH4 110 UG/L 2009-09-24
CYMP 6.7 UG/KG 2004-04-10
GROC4C12 76 UG/L 2005-06-17 (max 210 UG/L 2005-03-11)
GROC6C12 110 UG/L 2 DCBZ12 51 UG/L 2010-09-22 (max 6.7 UG/L
2010-09-22)
DRO 1 MG/L 2013-03-19 006-12-20 (max 150 UG/L 2006-09-12)
IPBZ 1.5 UG/L 2005-03-11 (max 14 UG/L 2004-04-10)
(max 6.7 MG/L 2013-03-19)
EBZ 1.3 UG/L 2006-12-20 (max 12 UG/L 2005-03-11)
ETHANOL < 1 MG/L 2007-06-20 (max 1.3 MG/L 2007-06-20)
GRO .07 MG/L 2012-03-06 (max 20095-03-11 (max 33 UG/L 2004-04-10)
PCE .57 UG/L 2007-09-05 (max 1.2 UG/L 2004-04-22)
SO4 82 MG/L 2009-09-24
TCE 1.3 UG/L 2004-12-14 (max 1.5 UG/L 2004-07-22)
000 MG/L 2004-04-10)
GROC4C12 76 UG/L 2005-06-17 (max 210 UG/L 2005-03-11)
GROC6C12 110 UG/L 2006-12-20 (max 150 UG/L 2006-09-12)
IPBZ 51 UG/L 2010-09-22 (max 1 TMB124 1.2 UG/L 2005-03-11
TMB135 2 UG/L 2005-03-11
XYLENES1314 1.1 UG/L 2005-06-17 (max 5.1 UG/L 2005-03-11)
4 UG/L 2004-04-10)
NAPH 20 UG/L 2006-09-12
NO3N 1.5 MG/L 2009-09-24
PBZN 2 UG/L 2005-03-11 (max 33 UG/L 2004-04-10)
PCE .57 UG/L 2007-09-05 (max 1.2 UG/L 2004-04-22)
SO4 82 MG/L 2009-09-24
TCE 1.3 UG/L 2004-12-14 (max 1.5 UG/L 2004-07-22)
TMB124 1.2 UG/L 2005-03-11
TMB135 2 UG/L 2005-03-11
XYLENES1314 1.1 UG/L 2005-06-17 (max 5.1 UG/L 2005-03-11)

Monitoring well MW13 inactive
lat/long 34.0634239/-118.3052958
depth to gw 0 - 15.81

Monitoring well MW13 active
lat/long 34.0634239/-118.3052958
depth to gw 9.05 - 15.81
sample data BTBZN 26 UG/L 2009-09-24 (max 1900 UG/L 2004-07-15)
BTBZS 15 UG/L 2009-09-24 (max 360 UG/L 2004-07-15)
BTBZT 23 UG/L 2009-03-05 (max 15 UG/L 2009-03-05)
BZ 153 UG/L 2009-09-24 (max 420 UG/L 2005-08-30)
BZME 7.9 UG/L 2009-09-24 (max 140 UG/L 2004-07-15)
CH4 1700 UG/L 2009-09-24
CYMP 3.2 UG/KG 2009-09-24 (max 230

Monitoring well MW13 inactive
lat/long 34.0634239/-118.3052958
depth to gw 0 - 15.81
samp UG/L 2004-07-15)
DCBZ14 58 UG/L 2009-09-24 (max 1.7 UG/L 2005-03-10)
DCEle data BTBZN 38 UG/L 2013-03-19 (max 1900 UG/L 2004-07-15)
BTBZS 22 UG/L 2013-03-19 (11.1 UG/L 2004-12-13 (max 1.3 UG/L 2004-07-22)
DCE12C 4.8 UG/L 2006-09-24 (max 200 UG/Lmax 360 UG/L 2004-07-15)
BTBZT 38 UG/L 2011-03-09 (max 22 UG/L 2009-03-05)
BZ 29 UG/L 2013-03-19 (max 420 UG/L 2005-08-30)
BZME 2.2 UG/L 2013-03-19 (max 140 UG/ UG/L 2009-09-24 (max 3100 UG/L
2004-07-15)
ETHANOL < 1 MG/L 2007-06-20 (max 120 MG/L 2L 2004-07-15)
CH4 1700 UG/L 2009-09-24
CYMP 2.3 UG/L 2013-03-19 (max 230 U/007-06-20)
FE2 2.9 MG/L 2009-09-24
GRO 6.5 MG/L 2009-09-24 (max 320000 MG/LG/L 2004-07-15)
DCBZ14 1.4 UG/L 2013-03-19 (max 1.7 UG/L 2005-03-10)
DCE11 1 UG/L 2004-12-13 (max 1.3 UG/L 2004-07-22)
DCE12C 2.7 UG/L 2012-03-05 (max 200 UG/L 2004-07-15)
GROC4C12 7300 UG/L 2005-06-16 (max 7500 UG/L 2005-03-10)
GROC2004-09-14)

DCE12T 21 UG/L 2009-03-05 (max 5.5 UG/L 2004-09-14)
DRO 1.9 M6C12 3900 UG/L 2006-12-19 (max 6000 UG/L 2006-03-02)
IPBZ 57 UG/L 2009-09-24 (max 630 UG/L 2013-03-19
EBZ 17 UG/L 2013-03-19 (max 3100 UG/L 2004-07-15)
ETACET 72 UG/L 2012-03-05
ETHANOL < 1 MG/L 2007-06-20 (max 72 MG/L 2007-06-20)
FE2 18 UG/L 2009-09-24 (max 2300 UG/L 2004-07-15)
PBZN 190 UG/L 2009-09-24 (max 2600 UG/L 2004-07-15)
PCE 2.8 UG/L 2006-03-02 (max 19 UG/L 2004-07-22)
SO4 3.6 MG/L 2009-09-24
GRO 6.1 MG/L 2013-03-19 (max 320000 MG/L 2004-07-15)
GRO09-09-24
TBA 10 UG/L 2009-03-05
TCE 26 UG/L 2009-03-05 (max 87 UG/L 2004OC4C12 7300 UG/L
2005-06-16 (max 7500 UG/L 2005-03-10)
GROC6C12 3900 UG/L 2006-12-19 (m-07-22)
TCLME 1.9 UG/L 2004-12-13
TMB124 1 UG/L 2009-03-05 (max 15000 UG/L ax 6000 UG/L 2006-03-02)
IPBZ 60 UG/L 2013-03-19 (max 630 UG/L 2004-07-15)
MTLNCL 51 UG/L 2009-09-03 (max 85 UG/L 2009-09-03)
NAPH 18 UG/L 2013-03-19 (max 2300 2004-07-15)
TMB135 2.6 UG/L 2009-09-24 (max 5200 UG/L 2004-07-15)
VC 58 UG/L 2004-07-15)
PBZN 250 UG/L 2013-03-19 (max 2600 UG/L 2004-07-15)
PCE 2004-07-15)
XYLO 2 UG/L 2009-09-24 (max 300 UG/L 2004-07-15)
2.8 UG/L 2006-03-02 (max 19 UG/L 2004-07-22)
SO4 3.6 MG/L 2009-09-24
TBA 5.2 UG/L 2011-03-09 (max 10 UG/L 2009-03-05)
TCE 26 UG/L 2009-03-05 (max 87 UG/L 2004-07-22)
TCLME 1.9 UG/L 2004-12-13
TMB124 96 UG/L 2011-03-09 (max 15000 UG/L 2004-07-15)
TMB135 1 UG/L 2013-03-19 (max 5200 UG/L 2004-07-15)
VC 58 UG/L 2006-12-11 (max 5.9 UG/L 2004-09-14)
XYLENES1314 4.8 UG/L 2013-03-19 (max 6600 UG/L 2004-07-15)
XYLO 84 UG/L 2013-03-19 (max 300 UG/L 2004-07-15)

Monitoring well MW14 inactive
lat/long 34.0636665/-118.3060395
depth to gw 0 - 15.21

Monitoring well MW14 active
lat/long 34.0636665/-118.3060395
depth to gw 0 - 15.21
sample data BTBZN 13 UG/KG 2004-07-16
BZME 1 UG/L 2005-03-11
CH4 94 UG/L 2009-09-24 (max 1 UG/L 2009-09-24)
DCA12 7 UG/L 2009-09-24 (max 1.5 UG/L 2008-05-14)
ETHANOL < 1 MG/L 2007-06-20 (max 1.1 MG/L 2007-06-20)
FE2 029 MG/L 2009-09-24 (max 1.1 MG/L 2009-09-24)
GRO 700 UG/KG 2004-07-16
GROC6C12 66 UG/L 2006-12-19
NO3N 5.1 MG/L 2009-09-24
PBZN 47 UG/L 2007-12-11 (max 5.1 UG/L 2007-12-

Monitoring well MW14 inactive
lat/long 34.0636665/-118.3060395
depth to gw 0 - 15.21
samp11)
SO4 150 MG/L 2009-09-24
TBA 3.9 UG/L 2008-12-11 (max 7.7 UG/L 2008-05-le data BTBZN 13 UG/KG
2004-07-16
BZME 1 UG/L 2005-03-11
CH4 94 UG/L 2009-09-24 (max 1 UG/L 2009-09-24)
DCA12 41 UG/L 2011-03-09 (max 1.5 UG/L 2008-05-14)
14)
DRO 06 MG/L 2013-03-19 (max 1.1 MG/L
2013-03-19)
ETHANOL < 1 MG/L 2007-06-20 (max 1.1 MG/L 2007-06-20)
FE2 029 MG/L 2009-09-24 (max 1.1 MG/L 2009-09-24)
GRO 16 MG/L 2011-03-09 (max 700 MG/L 2004-07-16)
GROC6C12 66 UG/L 2006-12-19
NO3N 5.1 MG/L 2009-09-24
PBZN 47 UG/L 2007-12-11 (max 5.1 UG/L 2007-12-11)

SO4 150 MG/L 2009-09-24
TBA 3.9 UG/L 2008-12-11 (max 7.7 UG/L 2008-05-14)

Monitoring well MW15 inactive
lat/long 34.0630113/-118.3052948
depth to gw 0 - 18.05

Monitoring well MW15 active
lat/long 34.0630113/-118.3052948
depth to gw 11.04 - 18.05
sample data BTBZS 87 UG/L 2007-12-11 (max 3.9 UG/L 2007-12-11)

Monitoring well MW15 inactive
lat/long 34.0630113/-118.3052948
depth to gw 0 - 18.05
sample data BTBZS 87 UG/L 2007-12-11 (max 3.9 UG/L 2007-12-11)

Monitoring well MW2 active
lat/long 34.0632881/-118.3057939
depth to gw 8.86 - 17.88

Monitoring well MW2 active
lat/long 34.0632881/-118.3057939
depth to gw 8.86 - 16.27
sample data ACE < 250 UG/L 2003-09-29
BDCME < 25 UG/L 2003-09-29
BPBZ < 25 UG/L 2003-09-29
BPCLME < 25 UG/L 2003-09-29
BPME < 250 UG/L 2003-09-29
BTBZN 58 UG/L 2009-09-24 (max 130 UG/L 2004-04-23)
BTBZS 22 UG/L 2009-09-24 (max 27 UG/L 2006-12-11)
BTBZT < 25 UG/L 2003-09-29
BZ 6900 UG/L 2009-09-24 (max 12000 UG/L 2006-09-12)
BZME 4800 UG/L 2009-09-24 (max 7100 UG/L 2006-12-20)
CDS
Monitoring well MW2 active
lat/long 34.0632881/-118.3057939
depth to gw 8.86 - 17.88
samp < 250 UG/L 2003-09-29
CH4 1300 UG/L 2009-09-24
lit data CLBZ < 25 UG/L 2003-09-29
ACE < 250 UG/L 2003-09-29
BDCME < 25 UG/L 2003-09-29
BPBZ < 25 UG/L 2003-09-20 CLBZME2< 25 UG/L 2003-09-29
CLBZME4 < 25 UG/L 2003-09-29
CLE4 < 25 03-09-29
BPCLME < 25 UG/L 2003-09-29
BPME < 250 UG/L 2003-09-29
BTBZN 44 UG/L 2014-12-16 (max 130 UG/L 2004-04-23)
BTBZS 13 UG/L 2014-12-16 (max 27 UG/UG/L 2003-09-29
CLME < 250 UG/L 2003-09-29
CTCL < 13 UG/L 2003-09-29
CYMP 41 UG/L 2009-09-24 (max 52 UG/L 2009-03-05)
DBCME < 25 UG/L 2003-09-29
L 2006-12-11)
BTBZT < 25 UG/L 2003-09-29
BZ 410 UG/L 2014-12-16 (max 12000 DBCP< 130 UG/L 2003-09-29
DBMA < 25 UG/L 2003-09-29
DCA11 < 25 UG/L 2003UG/L 2006-09-12)
BZME 12 UG/L 2013-10-16 (max 7100 UG/L 2006-12-20)
CDS < 09-29
DCA12 12 UG/L 2006-12-20 (max 19 UG/L 2003-12-17)
DCBZ12 < 25 UG/L 2250 UG/L 2003-09-29
CH4 1800 UG/L 2012-03-05
CLBZ < 25 UG/L 2003-09-29
CLBZME2 < 25 UG/L 2003-09-29
CLBZME4 < 25 UG/L 2003-09-29
CLE4 < 25 UG003-09-29
DCBZ13 < 25 UG/L 2003-09-29
DCBZ14 < 25 UG/L 2003-09-29
DCE11 < 25 UG/L 2003-09-29
DCE12C 30 UG/L 2009-09-24
DCE12T < 25 UG/L 2003-0L 2003-09-29

CLME < 250 UG/L 2003-09-29
CTCL < 13 UG/L 2003-09-29
CYMP 8.1 UG/L 2013-10-16 (max 52 UG/L 2009-03-05)
DBCME < 25 UG/L 2003-09-29
9-29
DCP11 < 25 UG/L 2003-09-29
DCP13C < 13 UG/L 2003-09-29
DCP1 DBCP< 130 UG/L 2003-09-29
DBMA < 25 UG/L 2003-09-29
DCA11 < 25 UG/L 2003-03T< 13 UG/L 2003-09-29
DCPA12 < 25 UG/L 2003-09-29
DCPA13 31 UG/L 2006-12-20
DCPA22 < 25 UG/L 2003-09-29
DESEL2 37000 UG/L 2003-09-29
DIPE 29
DCA12 12 UG/L 2006-12-20 (max 19 UG/L 2003-12-17)
DCBZ12 < 25 UG/L 2003B-29
DCA12 12 UG/L 2006-12-20 (max 19 UG/L 2003-12-17)
DCBZ12 < 25 UG/L 200 1.5 UG/L 2004-12-14 (max 50 UG/L 2003-09-29)
DO 7.1 MG/L 2006-12-20
DRO 4.09-29
DCBZ13 < 25 UG/L 2003-09-29
DCBZ14 < 25 UG/L 2003-09-29
D3-09-29
DCBZ13 < 25 UG/L 2003-09-29
DCBZ14 < 25 UG/L 2003-09-29
6 MG/L 2003-12-17 (max 8.7 MG/L 2003-07-16)
EBZ 4400 UG/L 2009-09-24 (max 5200 UG/L 2OCE11< 25 UG/L 2003-09-29
DCE12C 16 UG/L 2012-03-05 (max 31 UG/L 2010-09-22)
DCE11 < 25 UG/L 2003-09-29
DCE12C 16 UG/L 2012-03-05 (max 31 UG/L 2010-09-22)
DCE12T < 25 UG/L 2003-09-29
DCP11 < 25 UG/L 2003-09-29
DCP13C < 13 UG/L 2003D6 06-08)
EDB < 25 UG/L 2003-09-29
ETBE < 50 UG/L 2003-09-29
ETH-09-29
DCP13T < 13 UG/L 2003-09-29
DCPA12 < 25 UG/L 2003-09-29
D09-29
DCP13T < 13 UG/L 2003-09-29
DCPA12 < 25 UG/L 2003-09-29
DCANOL < 1 MG/L 2007-06-20 (max 2500 MG/L 2003-09-29)
FC11 < 250 UG/L 2003-09-29
FC12 < 25 UG/L 2003-09-29
FE2 .43 MG/L 2009-09-24 (max 25 MG/L 2006-09-12)
CPA13 31 UG/L 2006-12-20
DCPA22 < 25 UG/L 2003-09-29
DESEL2 27000 UG/L 2003.PA13 31 UG/L 2006-12-20
DCPA22 < 25 UG/L 2003-09-29
DESEL2 27000 UG/L 2003-0 GASOLINE 97000 UG/KG 2003-04-08 (max 25
UG/KG 2003-04-08)
DRO 80 MG/L 2008-09-24 (m09-29
DIPE 15 UG/L 2004-12-14 (max 50 UG/L 2003-09-29)
DO 7.1 MG/L 2006-19-29
DIPE 15 UG/L 2004-12-14 (max 50 UG/L 2003-09-29)
DO 7.1 MG/L 2006-12-20
DRO 6.5 MG/L 2013-03-19 (max 8.7 MG/L 2003-07-16)
EBZ 2100 UG/L 2013-02-20
DRO 7.1 MG/L 2013-10-16 (max 8.7 MG/L 2003-07-16)
EBZ 1100 UG/L 2014 ax 48000 MG/L 2005-09-02)
GROC4C12 52000 UG/L 2005-06-17 (max 72000 UG/L 2004-07-22)
GROC6C12 93000 UG/L 2006-12-20 (max 81000 UG/L 2006-06-12)
HXO3 < 250 UG/L 200312-16 (max 5200 UG/L 2006-06-08)
EDB < 25 UG/L 2003-09-29
ETBE < 50 UG/L 2003-19 (max 5200 UG/L 2006-06-08)
EDB < 25 UG/L 2003-09-29
ETBE < 50 UG/L 2003-09-29
ETHANOL < 1 MG/L 2007-06-20 (max 2500 MG/L 2003-09-29)
FC11 < 250 UG-3-09-29
ETHANOL < 1 MG/L 2007-06-20 (max 2500 MG/L 2003-09-29)
FC11 < 250 UG/L 2003-09-29
FC12 < 25 UG/L 2003-09-29

FE2 75 MG/L 2012-03-05 (max: 25 MG/L 03-09-29
MIBK < 250 UG/L 2003-09-29
MTBE < 25 UG/L 2003-09-29
MTG/L 2003-09-29
FC12 < 25 UG/L 2003-09-29
FE2 75 MG/L 2012-03-05 (max: 25 MG/ 2006-09-12)
GASOLINE 97000 UG/KG 2003-04-08 (max: 25 UG/KG 2003-04-08)
GROL 2006-09-12)
GASOLINE 97000 UG/KG 2003-04-08 (max: 25 UG/KG 2003-04-08)
GP 30 MG/L 2013-03-19 (max: 46000 MG/L 2005-09-02)
GROC4C12 52000 UG/L 2005-06-17 (max: 720/G/L 2003-04-08)
PBZN 380 UG/L 2009-09-24 (max: 570 UG/L 2003-04-08)
PCA < 20 25 MG/L 2013-10-16 (max: 48000 MG/L 2005-09-02)
GROC4C12 52000 UG/L 2005-06-17 (max: 72000 UG/L 2004-07-22)
GROC6C12 93000 UG/L 2006-12-20 (max: 81000 UG/L 2006-09-12)
5 UG/L 2003-09-29
PCE < 25 UG/L 2003-09-29
PH 6.3 PH UNITS 2006-12-20 (max: 8. HXO2< 250 UG/L 2003-09-29
IPBZ 55 UG/L 2014-12-16 (max: 160 UG/L 2003-12-17)
4 PH UNITS 2006-09-12)
PHCG 37000 UG/L 2003-09-29
REDOX 230 MILLIVOLTS 2006 MEK< 250 UG/L 2003-09-29
MIBK < 250 UG/L 2003-09-29
MTBE < 25 UG/L 2003-12-20 (max: 270 MILLIVOLTS 2006-09-12)
SO4 44 MG/L 2007-09-05 (max: 230 MG/L 2007-06-20)
STY 8.7 UG/L 2008-09-03 (max: 25 UG/L 2003-09-29)
TAME < 50 UG/L 2003-09-2 09-29
MTLNCL 9.6 UG/L 2008-09-03 (max: 250 UG/L 2003-09-29)
NAPH 823 UG/L 3 09-29
MTLNCL 9.6 UG/L 2008-09-03 (max: 250 UG/L 2003-09-29)
NAPH 380 UG/L 2014-12-16 (max: 1400 UG/L 2010-03-31)
NO3N 053 MG/L 2010-09-22 (max: 380 MG/L 2010-09 2013-03-19 (max: 1400
UG/L 2010-03-31)
NO3N 053 MG/L 2010-09-22 (max: 820 MG/L 2010-09-29
TBA 220 UG/L 2009-03-05 (max: 250 UG/L 2003-09-29)
TBME < 25 UG/L 2003-09-22)
PBZN 200 UG/L 2014-12-16 (max: 570 UG/L 2003-04-08)
PCA < 25 UG/L 2003-0 -29
PCE < 25 UG/L 2003-09-29
PH 6.3 PH UNITS 2006-12-20 (max: 6.4 PH UNITS 22< 25 UG/L 2003-09-29
TCB123 < 25 UG/L 2003-09-29
TCB124 < 25 UG/L 2003-09-29
9-29
PCE < 25 UG/L 2003-09-29
PH 6.3 PH UNITS 2006-12-20 (max: 6.4 PH UNITS TCE< 25 UG/L
2003-09-29
TCLME < 25 UG/L 2003-09-29
TCPP123 < 13006-09-12)
PHCG 37000 UG/L 2003-09-29
REDOX 230 MILLIVOLTS 2006-12-20 (max: 2006-09-12)
PHCG 14000 UG/L 2014-12-16 (max: 37000 UG/L 2003-09-29)
REDOX 2270 MILLIVOLTS 2006-09-12)
SO4 26 MG/L 2011-03-09 (max: 230 MG/L 2007-06-20)
30 MILLIVOLTS 2006-12-20 (max: 270 MILLIVOLTS 2006-09-12)
SO4 26 MG/L 2011-03-09 (max: 230 MG/L 2007-06-20)
STY 8.2 UG/L 2010-09-22 (max: 25 UG/L 2003-09-29)
TAME < 8135 800 UG/L 2009-09-24 (max: 1300 UG/L 2003-04-08)
VA < 250 UG/L 2003-09-29
TBA 200 UG/L 2011-03-09 (max: 290 UG/L 2010-09-22)
TBME < 25 UG/L 2003-09-29
50 UG/L 2003-09-29
TBA 200 UG/L 2011-03-09 (max: 290 UG/L 2010-09-22)
TBME < 25 UG/L 2003-09-29
TC1112 < 25 UG/L 2003-09-29
TCA111 < 25 UG/L 2003-09-29
TCA112 6.9 UG/L 2012-03-05 (max: 25 UG/L 2003-09-29)
TCB123 < 25 UG/L 2003-09-212-03-05 (max: 25 UG/L 2003-09-29)
TCB123 < 25 UG/L 2003-09-29
TCB124 < 25 UG2-03-05 (max: 25 UG/L 2003-09-29)
TCB123 < 25 UG/L 2003-09-29
TCB124 < 25 UG/L 2003-09-29
TCE < 25 UG/L 2003-09-29
TCLME < 25 UG/L 2003-09-29

9
TCB124 < 25 UG/L 2003-09-29
TCE < 25 UG/L 2003-09-29
TCLME < 2L 2003-09-29
TCE < 25 UG/L 2003-09-29
TCLME < 25 UG/L 2003-09-29
TCPP123 < 130 UG/L 2003-09-29
TMB124 3000 UG/L 2013-03-19 (max: 4100 UG/L 2006-06-08)
TCPP123 < 130 UG/L 2003-09-29
TMB124 2600 UG/L 2013-10-16 (max: 4100 UG/L 2006-06-08)
5 UG/L 2003-09-29
TCPP123 < 130 UG/L 2003-09-29
TMB124 970 UG/L 2014-12-16 (TMB135 470 UG/L 2013-10-16 (max: 1300
UG/L 2003-04-08)
VA < 250 UG/L 2003-09-29max: 4100 UG/L 2006-06-08)
TMB135 190 UG/L 2014-12-16 (max: 1300 UG/L 2003-04-08)
VA < 250 UG/L 2003-09-29
VC < 13 UG/L 2003-09-29
XYLENES 790 UG/L 2014-1
VC < 13 UG/L 2003-09-29
XYLENES1314 3500 UG/L 2013-10-16 (max: 16000 UG/L 2006-06-08)
XYLO 150 UG/L 2013-10-16 (max: 5300 UG/L 2006-12-20)
2-16
XYLENES1314 790 UG/L 2014-12-16 (max: 16000 UG/L 2006-06-08)
XYLO 150 UG/L 2013-10-16 (max: 5300 UG/L 2006-12-20)

Monitoring well MW3 inactive
lat/long 34.0639986/-118.3056656
depth to gw 0 - 15.77

Monitoring well MW3 active
lat/long 34.0639986/-118.3056656
depth to gw 8.41 - 15.77
sample data ACE < 250 UG/L 2003-09-29
BDCME < 25 UG/L 2003-09-29
BPBZ < 25 UG/L 2003-09-29
BPCLME < 25 UG/L 2003-09-29
BPME < 250 UG/L 2003-09-29
BTBZN 3.2 UG/L 2009-09-24 (max: 790 UG/L 2003-04-09)
BTBZS 7.4 UG/L 2009-09-24 (max: 280 UG/L 2003-04-09)
BTBZT < 25 UG/L 2003-09-29 (max: 2300 UG/L 2003-04-09)
BZ 1400 UG/L 2009-09-24 (max: 8500 UG/L 2003-04-12)
BZME 23 UG/L 2008-09-24 (max: 29000 UG/L 2002-04-09)
CDS < 250 UG/L 2003-09-29
CH4 1300 UG/L 2009-09-24 (max: 5690 UG

Monitoring well MW3 inactive
lat/long 34.0639986/-118.3056656
depth to gw 0 - 15.77
sampl, 2006-09-12)
CLBZ < 25 UG/L 2003-09-29
CLBZME2 14 UG/L 2003-12-18 (max: 25
Monitoring well MW3 inactive
lat/long 34.0639986/-118.3056656
depth to gw 0 - 16.48
sample data ACE < 250 UG/L 2003-09-29
BDCME < 25 UG/L 2003-09-29
BPBZ < 25 UG/L 2003 UG/L 2003-09-29)
CLBZME4 < 25 UG/L 2003-09-29
CLEA < 25 UG/L 2003-09-29
3-09-29
BPCLME < 25 UG/L 2003-09-29
BPME < 250 UG/L 2003-09-29
Be data ACE< 250 UG/L 2003-09-29
BDCME < 25 UG/L 2003-09-29
BPBZ < 25 UG/L 200 CLME< 250 UG/L 2003-09-29
CTCL < 13 UG/L 2003-09-29
CYMP 2 UG/L 2003-09-29
BPCLME < 25 UG/L 2003-09-29
BPME < 250 UG/L 2003-09-29
BTBZN 5 UG/L 2013-10-16 (max: 790 UG/L 2003-04-09)
BTBZS 4 UG/L 2013-10-16 (max: 280 UG/L 2003-04-09)
BTBZT < 25 UG/L 2003-09-29 (max: 2300 UG/L 2003-04-09)
BZ 960 U7-12-11 (max: 25 UG/L 2003-09-29)

DBCME < 25 UG/L 2003-09-29
DBCP < 130 UG/L G/L 2003-04-09)
BTBZT < 25 UG/L 2003-09-29 (max: 2300 UG/L 2003-04-09)
BZ 9TBZN 7.1 UG/L 2014-12-16 (max: 790 UG/L 2003-04-09)
BTBZS 4 UG/L 2013-10-16 (max: 280 UG/20 UG/L 2013-03-19 (max: 8500 UG/L
2003-04-12)
BZME 2 UG/L 2013-03-19 (max: 29000 UG/L 2003 2013-10-16 (max: 8500 UG/L
2003-04-12)
BZME 7.8 UG/L 2013-10-16 (max: 29000 UG/L 2003 2003-04-09)
BTBZT < 25 UG/L 2003-09-29 (max: 2300 UG/L 2003-04-09)
BZ 690 UG/L 2014-12-16 (max: 8500 UG/L 2003-04-12)
BZME 8.4 UG/L 2014-12-16 (max: 29000 UG/L 20-04-09)
CDS < 250 UG/L 2003-09-29
CH4 1900 UG/L 2012-03-05 (max: 5690 UG/L 202-04-09)
CDS < 250 UG/L 2003-09-29
CH4 1900 UG/L 2012-03-05 (max: 5690 UG/L DCA12< 13 UG/L 2003-09-29
(max: 320 UG/L 2003-04-09)
DCB212 < 25 UG/L 2003-09-29
2006-09-12)
CLBZ < 25 UG/L 2003-09-29
CLBZME2 14 UG/L 2003-12-18 (max: 25 UG/03-04-09)
CDS < 250 UG/L 2003-09-29
CH4 1900 UG/L 2012-03-05 (max: 5690 UG/L 2006-09-12)
CLBZ < 25 UG/L 2003-09-29
CLBZME2 14 UG/L 2003-12-18 (max: 25 UG/L 2003-09-29)
CLBZME4 < 25 UG/L 2003-09-29
CLEA < 25 UG/L 2003-09-29
03-09-29
DCE12C 3.6 UG/L 2009-03-05 (max: 180 UG/L 2005-11-29)
DCE12T < 25 U CLME< 250 UG/L 2003-09-29
CTCL < 13 UG/L 2003-09-29
CYMP 2 UG/L 2007-12-4, 2003-09-29)
CLBZME4 < 25 UG/L 2003-09-29
CLEA < 25 UG/L 2003-09-29
G/L 2003-09-29
DCP11 < 25 UG/L 2003-09-29
DCP13C < 13 UG/L 2003-09-29
CLME < 250 UG/L 2003-09-29
CTCL < 13 UG/L 2003-09-29
CYMP 2 UG/L 2007-111 (max: 25 UG/L 2003-09-29)
DBCME < 25 UG/L 2003-09-29
DBCP < 130 UG/L 2003-2-11 (max: 25 UG/L 2003-09-29)
DBCME < 25 UG/L 2003-09-29
DBCP < 130 UG/L 20009-29
DBMA < 25 UG/L 2003-09-29
DCA11 < 25 UG/L 2003-09-29
DCA122-11 (max: 25 UG/L 2003-09-29)
DBCME < 25 UG/L 2003-09-29
DBCP < 130 UG/L 2003-09-29
DBMA < 25 UG/L 2003-09-29
DCA11 < 25 UG/L 2003-09-29
DCA < 13 UG/L 2003-09-29 (max: 320 UG/L 2003-04-09)
DCB212 < 25 UG/L 2003-09-29
00 UG/L 2003-09-29
DIPE < 50 UG/L 2003-09-29
DO 7.26 MG/L 2006-12-20
12 < 13 UG/L 2003-09-29 (max: 320 UG/L 2003-04-09)
DCB212 < 25 UG/L 2003-09-29
3-09-29
DBMA < 25 UG/L 2003-09-29
DCA11 < 25 UG/L 2003-09-29
DCA DCB213< 25 UG/L 2003-09-29
DCB214 < 25 UG/L 2003-09-29
DCE11 < 25 UG/L 2003-12< 13 UG/L 2003-09-29 (max: 320 UG/L 2003-04-09)
DCB212 < 25 UG/L 2003-09-29
DCB213 < 25 UG/L 2003-09-29
DCB214 < 25 UG/L 2003-09-29
DCE11 < 25 UG/L 2003-09 DCB213< 25 UG/L 2003-09-29
DCB214 < 25 UG/L 2003-09-29
DCE11 < 25 UG/L 2003- 29
DCE12C 2.8 UG/L 2012-03-05 (max: 180 UG/L 2005-11-29)
DCE12T < 25 UG/L 2014-12-
DCE12C 2.8 UG/L 2012-03-05 (max: 180 UG/L 2005-11-29)

DCE12T < 25 UG/L 2003-09-29
DCP11 < 25 UG/L 2003-09-29
DCP13C < 13 UG/L 2003-09-29
09-29
DCE12C 7.8 UG/L 2012-03-05 (max: 180 UG/L 2005-11-29)
DCE12T < 25 UG/L DCP13T< 13 UG/L 2003-09-29
DCPA12 < 25 UG/L 2003-09-29
DCPA13 4.2 UG/L 2006- 2003-09-29
DCP11 < 25 UG/L 2003-09-29
DCP13C < 13 UG/L 2003-09-29
DCP13T < 13 UG/L 2003-09-29
DCPA12 < 25 UG/L 2003-09-29
DCPA13 4.2 UG/L 2007-2 20 (max: 25 UG/L 2003-09-29)
DCPA22 < 25 UG/L 2003-09-29
DIESEL2 15000 UG6 12 20 (max: 25 UG/L 2003-09-29)
DCPA22 < 25 UG/L 2003-09-29
DIESEL2 15000 /L 20G3-09-29
DIPE < 50 UG/L 2003-09-29
DO 7.26 MG/L 2006-12-20
005-09-02)
GROC4C12 16000 UG/L 2005-06-17 (max: 35000 UG/L 2005-03-11)
GROC6C12-20 (max: 25 UG/L 2003-09-29)
DCPA22 < 25 UG/L 2003-09-29
DIESEL2 15000 UG/L 2003-09-29
DIPE < 50 UG/L 2003-09-29
DO 7.26 MG/L 2006-12-20
DRO 43 MG/L 2013-10-16 (max: 140 MG/L 2003-04-09)
EBZ 3.8 UG/L 2013-10-16 (max: 8000 UG. DRO 27 MG/L 2013-03-19 (max:
140 MG/L 2003-04-09)
EBZ 3.3 UG/L 2013-03-19 (max: 8000 C12 12000 UG/L 2006-12-20
HXO2 < 250 UG/L 2003-09-29
IPBZ 12 UG/L 2009-09-24 UG/L 2003-09-29
DIPE < 50 UG/L 2003-09-29
DO 7.26 MG/L 2006-12-20
DRO 43 MG/L 2013-10-16 (max: 140 MG/L 2003-04-09)
EBZ 8.7 UG/L 2014-12-16 (max: 8000 /L 2003-04-09)
EDB < 25 UG/L 2003-09-29
ETBE < 50 UG/L 2003-09-29
UG/L 2003-04-09)
EDB < 25 UG/L 2003-09-29
ETBE < 50 UG/L 2003-09-29
ETHANOL < 1 MG/L 2007-06-20 (max: 25.00 MG/L 2003-09-29)
FC11 < 250 UG/L 2003-09-29
29
MTBE 3.2 UG/L 2009-09-24 (max: 25 UG/L 2003-09-29)
MTLNCL 8.1 UG/L 2008-UG/L 2003-04-09)
EDB < 25 UG/L 2003-09-29
ETBE < 50 UG/L 2003-09-29
ETHANOL < 1 MG/L 2007-06-20 (max: 25.00 MG/L 2003-09-29)
FC11 < 250 UG/L 2003-09-29
08-03 (max: 250 UG/L 2003-09-29)
NAPH 46 UG/L 2009-09-24 (max: 8400 UG/L 2003-04-09)
FC12 < 25 UG/L 2003-09-29
FE2 19 MG/L 2012-03-05 (max: 25 MG/L 2006-09-12)
GASOLINE 730000 UG/KG 2003-04-09
GRO 2.9 MG/L 2013-10-16 (max: 25000 MG/L 2005-09-02)
GROC4C12 16000 UG/L 2005-06-17 (max: 35000 UG/L 2005-03-11)
GROC6C129-02)
GROC4C12 16000 UG/L 2005-06-17 (max: 35000 UG/L 2005-03-11)
GROC6C12 12000 UG/L 2006-12-20
HXO2 < 250 UG/L 2003-09-29
IPBZ 16 UG/L 2013-03-19 ((max: 6.7 PH UNITS 2006-09-12)
PHCG 29000 UG/L 2003-09-29
REDOX 220 MILLIVOL 09-02)
GROC4C12 16000 UG/L 2005-06-17 (max: 35000 UG/L 2005-03-11)
GROC6C1212000 UG/L 2006-12-20
HXO2 < 250 UG/L 2003-09-29
IPBZ 18 UG/L 2013-10-16 (ma 12000 UG/L 2006-12-20
HXO2 < 250 UG/L 2003-09-29
IPBZ 19 UG/L 2014-12-16 (TS 2006-12-20
SO4 7.7 MG/L 2009-09-24 (max: 37 MG/L 2007-09-05)
STY < 25 UG/max: 120 UG/L 2003-04-09)
MEK < 250 UG/L 2003-09-29

MIBK < 250 UG/L 2003-09-29
x 720 UG/L 2003-04-09)
MEK < 250 UG/L 2003-09-29
MIBK < 250 UG/L 2003-09-29
MTBE 1.8 UG/L 2010-09-22 (max 25 UG/L 2003-09-29)
MTLNCL 8.1 UG/L 2008-09-03) 2003-09-29
TAME < 50 UG/L 2003-09-29
TBA 29 UG/L 2006-12-20 (max 250 UG/L max 720 UG/L 2003-04-09)
MEK < 250 UG/L 2003-09-29
MIBK < 250 UG/L 2003-09-29
MTBE 1.8 UG/L 2010-09-22 (max 25 UG/L 2003-09-29)
MTLNCL 8.1 UG/L 2008-09-03 (max 250 UG/L 2003-09-29)
NAPH 3.4 UG/L 2012-03-05 (max 8400 UG/L 2003-04-09)
NO3N 95 MG/L 2011-03-09 (max 5.8 MG/L 2011-03-09)
PBZN 66 UG/L 2013-10-16 (max 63 (max 250 UG/L 2003-09-29)
NAPH 5.8 UG/L 2013-10-16 (max 8400 UG/L 2003-04-09)
NO3N 95 MG/L 2011-03-09 (max 5.8 MG/L 2011-03-09)
PBZN 54 UG/L 2014-12-16 (ma2800 UG/L 2003-04-09)
PCA < 25 UG/L 2003-09-29
PCE 1.8 UG/L 2006-12-20 (max3 09-29
TCB124 < 25 UG/L 2003-09-29
TCE 7.6 UG/L 2006-12-20 (max 36 UG/L 20+ 2600 UG/L 2003-04-09)
PCA < 25 UG/L 2003-09-29
PCE 1.8 UG/L 2006-12-20 (m 25 UG/L 2003-09-29)
PH 6.5 PH UNITS 2006-12-20 (max 6.7 PH UNITS 2006-09-12)
06-06-09)
TCLME < 25 UG/L 2003-09-29
TCPR123 < 130 UG/L 2003-09-29
ax 25 UG/L 2003-09-29)
PH 6.5 PH UNITS 2006-12-20 (max 6.7 PH UNITS 2006-09-12)
x 2800 UG/L 2003-04-09)
PCA < 25 UG/L 2003-09-29
PCE 1.8 UG/L 2006-12-20 (m PHCG 23000 UG/L 2003-09-29
REDOX 220 MILLIVOLTS 2006-12-20
SO4 20 MG/L 2a+ 25 UG/L 2003-09-29)
PH 6.5 PH UNITS 2006-12-20 (max 6.7 PH UNITS 2006-09-12)
PHCG 3000 UG/L 2014-12-16 (max 23000 UG/L 2003-09-29)
REDOX 220 MILLIVOLTS 2006-12-012-03-05 (max 56 MG/L 2011-03-09)
STY < 25 UG/L 2003-09-29
TAME < 50 UG/L 2 2003-09-29
TBA 13 UG/L 2012-03-05 (max 250 UG/L 2003-09-29)
TBME < 25 UG/L003-09-29
TBA 13 UG/L 2012-03-05 (max 250 UG/L 2003-09-29)
TBME < 25 UG/L 229
SO4 20 MG/L 2012-03-05 (max 56 MG/L 2011-03-09)
STY < 25 UG/L 2003-09-29 2003-09-29
TC1112 < 25 UG/L 2003-09-29
TCA111 < 25 UG/L 2003-09-29
003-09-29
TC1112 < 25 UG/L 2003-09-29
TCA111 < 25 UG/L 2003-09-29
9-24 (max 12000 UG/L 2003-04-09)

TAME < 50 UG/L 2003-09-29
TBA 13 UG/L 2012-03-05 (max 250 UG/L 2003-09-29) TCA112< 25 UG/L
2003-09-29
TCB123 < 25 UG/L 2003-09-29
TCB124 < 25 UG/L 2003
TBME < 25 UG/L 2003-09-29
TC1112 < 25 UG/L 2003-09-29
TCA111 < 09-29
TCE 2.1 UG/L 2011-03-09 (max 36 UG/L 2006-06-08)
TCLME < 25 UG/L 20003-09-29
TCE 2.1 UG/L 2011-03-09 (max 36 UG/L 2006-06-08)
TCLME < 25 UG/L 225 UG/L 2003-09-29
TCA112 < 25 UG/L 2003-09-29
TCB123 < 25 UG/L 2003-09-29
TCB124 < 25 UG/L 2003-09-29
TCE 2.1 UG/L 2011-03-09 (max 36 UG/L 2006-06-08)
003-09-29
TCPR123 < 130 UG/L 2003-09-29
TMB124 14 UG/L 2009-09-24 (max 19000 3-09-29
TCPR123 < 130 UG/L 2003-09-29

TMB124 14 UG/L 2009-09-24 (max 19000 U TCLME < 25 UG/L 2003-09-29
TCPR123 < 130 UG/L 2003-09-29
TMB124 16/L 2003-04-09)
TMB135 10 UG/L 2009-09-24 (max 6900 UG/L 2003-04-09)
VA < 250 UG/L 2003-09-29
VC 2.6 UG/L 2011-03-09 (max 13 UG/L 2003-09-29)
XYLENES4 UG/L 2009-09-24 (max 19000 UG/L 2003-04-09)
TMB135 10 UG/L 2009-09-24 (max 6900 UG/L < 250 UG/L 2003-09-29
VC 2.6 UG/L 2011-03-09 (max 13 UG/L 2003-09-29)
XYLEN1314 2.8 UG/L 2012-03-05 (max 35000 UG/L 2003-04-09)
XYLO 5.8 UG/L 2011-03-09 (max 12002003-04-09)
VA < 250 UG/L 2003-09-29
VC 2.6 UG/L 2011-03-09 (max 13 UG/L 20E51314 2.8 UG/L 2012-03-05
(max 35000 UG/L 2003-04-09)
XYLO 5.8 UG/L 2011-03-09 (max 1203-09-29)
XYLENES 23 UG/L 2014-12-16
XYLENES1314 23 UG/L 2014-12-16 (max 35000 UG/L 2003-04-09)
XYLO 5.8 UG/L 2011-03-09 (max 12000 UG/L 2003-04-09)

Monitoring well MW4 inactive
lat/long 34.063676/-118.3055007
depth to gw 0 - 17.26

Monitoring well MW4 active
lat/long 34.063676/-118.3055007
depth to gw 8.85 - 16.37
sample data ACE < 500 UG/L 2003-09-29
BDCME < 50 UG/L 2003-09-29
BRBZ < 50 UG/L 2003-09-29
BRCLME < 50 UG/L 2003-09-29
BRME < 500 UG/L 2003-09-29
BTBZN 98 UG/L 2009-09-24 (max 1200 UG/L 2003-04-10)
BTBZ5 3 UG/L 2009-09-24 (max 110 UG/L 2003-04-10)
BTBZT < 50 UG/L 2003-09-29
BZ 270 UG/L 2009-09-24 (max 5000 UG/L 2003-09-29)
BZME 2.2 UG/L 2009-09-24 (max 1900 UG/L 2003-04-10)
CDS < 500 UG/L 2003-09-29
CH4 760 UG/L 2009-09-24
CLBZ < 50 UG/L 2003-09-29
CLBZME2 < 50 UG/L 2003-09-29
CLBZME4 < 50 UG/L 2003-09-29
CLEA < 50 UG/
Monitoring well MW4 inactive
lat/long 34.063676/-118.3055007
depth to gw 0 - 17.26
sampl, 2003-09-29
CLME < 500 UG/L 2003-09-29
CTCL < 25 UG/L 2003-09-29

Monitoring well MW4 inactive
lat/long 34.063676/-118.3055007
depth to gw 0 - 17.26
sample data ACE < 500 UG/L 2003-09-29
BDCME < 50 UG/L 2003-09-29
BRBZ < 50 UG/L 200 CYMP 51 UG/L 2009-09-24 (max 50 UG/L 2003-09-29)
DBCME < 50 UG/L 2003-09-29
3-09-29
BRCLME < 50 UG/L 2003-09-29
BRME < 500 UG/L 2003-09-29
Be data ACE < 500 UG/L 2003-09-29
BDCME < 50 UG/L 2003-09-29
BRBZ < 50 UG/L 200 DBCP< 250 UG/L 2003-09-29
DBMA < 50 UG/L 2003-09-29
DCA11 < 50 UG/L 2003-3-09-29
BRCLME < 50 UG/L 2003-09-29
BRME < 500 UG/L 2003-09-29
BTBZN 2.1 UG/L 2013-10-16 (max 1200 UG/L 2003-04-10)
BTBZ5 1.4 UG/L 2013-10-16 (max 110 09-29
DCA12 < 25 UG/L 2003-09-29
DCBZ12 < 50 UG/L 2003-09-29
DCBZ6 (2003-04-10)
BTBZT < 50 UG/L 2003-09-29

BZ 1200 UG/L 2013-03-19 (max 500TBZN 2 UG/L 2014-12-16 (max 1200
UG/L 2003-04-10)
BTBZ5 1.4 UG/L 2013-10-16 (max 110 UG/L003-04-10)
BTBZT < 50 UG/L 2003-09-29
BZ 150 UG/L 2013-10-16 (max 5000L 2003-04-10)
BTBZT < 50 UG/L 2003-09-29
BZ 20 UG/L 2014-12-16 (max 5000 UD UG/L 2003-09-29)
BZME 6.6 UG/L 2013-10-16 (max 1900 UG/L 2003-04-10)
CDS213 < 50 UG/L 2003-09-29
DCBZ14 < 50 UG/L 2003-09-29
DCE11 < 50 UG/L 2003-09-29< 500 UG/L 2003-09-29
CH4 2700 UG/L 2012-03-08
CLBZ < 50 UG/L 2003-09-29
< 500 UG/L 2003-09-29
CH4 2700 UG/L 2012-03-08
CLBZ < 50 UG/L 2003-09-29
GA, 2003-09-29)
BZME 6.6 UG/L 2013-10-16 (max 1900 UG/L 2003-04-10)
CDS <
DCE12C 3.4 UG/L 2009-09-24 (max 140 UG/L 2006-06-08)
DCE12T 1.7 UG/L 2006 CLBZME2< 50 UG/L 2003-09-29
CLBZME4 < 50 UG/L 2003-09-29
CLEA < 50 08-12 (max 50 UG/L 2003-09-29)
DCP11 < 50 UG/L 2003-09-29
DCP13C < 25 UG/L 500 UG/L 2003-09-29
CH4 2700 UG/L 2012-03-08
CLBZ < 50 UG/L 2003-09-29
CLBZME2 < 50 UG/L 2003-09-29
CLBZME4 < 50 UG/L 2003-09-29
CLEA < 50 UG/2003-09-29
DCP13T < 25 UG/L 2003-09-29
DCPA12 < 50 UG/L 2003-09-29
GA, 2003-09-29
CLME < 500 UG/L 2003-09-29
CTCL < 25 UG/L 2003-09-29
UG/L 2003-09-29
CLME < 500 UG/L 2003-09-29
CTCL < 25 UG/L 2003-09-29
CYMP 3.4 UG/L 2013-03-19 (max 50 UG/L 2003-09-29)
DBCME < 50 UG/L 2003-09-29
L 2003-09-29
CLME < 500 UG/L 2003-09-29
CTCL < 25 UG/L 2003-09-29
CYMP 3.4 UG/L 2013-03-19 (max 50 UG/L 2003-09-29)
DBCME < 50 UG/L 2003-09-29
2003-09-29
DIPE < 100 UG/L 2003-09-29
DRO 2.8 MG/L 2003-12-18 (max 3.2 MG/L DBCP< 250 UG/L 2003-09-29
DBMA < 50 UG/L 2003-09-29
DCA11 < 50 UG/L 2003-3-09-29
DCA12 < 25 UG/L 2003-09-29
DCBZ12 < 50 UG/L 2003-09-29
DC 3-09-29
DCA12 < 25 UG/L 2003-09-29
DCBZ12 < 50 UG/L 2003-09-29
D 2003-09-29
ETBE < 100 UG/L 2003-09-29
ETHANOL < 1 MG/L 2007-06-20 (max 50009-29
DCA12 < 25 UG/L 2003-09-29
DCBZ12 < 50 UG/L 2003-09-29
DCBZBZ13 < 50 UG/L 2003-09-29
DCBZ14 < 50 UG/L 2003-09-29
DCE11 < 50 UG/L 2003-09-29DBZ13< 50 UG/L 2003-09-29
DCBZ14 < 50 UG/L 2003-09-29
DCE11 < 50 UG/L 2003-09- MG/L 2003-09-29)
FC11 < 500 UG/L 2003-09-29
FC12 < 50 UG/L 2003-09-29
13 < 50 UG/L 2003-09-29
DCBZ14 < 50 UG/L 2003-09-29
DCE11 < 50 UG/L 2003-09-29
29
DCE12C 1.7 UG/L 2013-10-16 (max 140 UG/L 2006-06-08)
DCE12T 1.7 UG/L 209

DCE12C 5.1 UG/L 2011-03-09 (max 140 UG/L 2006-06-08)
DCE12T 1.7 UG/L 200 DCE13C 1.7 UG/L 2013-10-16 (max 140 UG/L
2006-06-08)
DCE12T 1.7 UG/L 2006-06-09-12 (max 50 UG/L 2003-09-29)
DCP11 < 50 UG/L 2003-09-29
DCP13C < 25 UG/L 09-12 (max 50 UG/L 2003-09-29)
DCP11 < 50 UG/L 2003-09-29
DCP13C < 25 UG/L 2003-09-29
DCP13T < 25 UG/L 2003-09-29
DCPA12 < 50 UG/L 2003-09-29
09-12 (max 50 UG/L 2003-09-29)
DCP11 < 50 UG/L 2003-09-29
DCP13C < 25 UG/L 2L 2003-09-29
DCP13T < 25 UG/L 2003-09-29
DCPA12 < 50 UG/L 2003-09-29
DCPA13 < 50 UG/L 2003-09-29
DCPA22 < 50 UG/L 2003-09-29
DIESEL2 27000 UG/L003-09-29
DCP13T < 25 UG/L 2003-09-29
DCPA12 < 50 UG/L 2003-09-29
5-06-17 (max 30000 UG/L 2004-09-15)
GROC6C12 12000 UG/L 2006-12-20
HXD2 < 5 DCPA13< 50 UG/L 2003-09-29
DCPA22 < 50 UG/L 2003-09-29
DIESEL2 27000 UG/L 200 UG/L 2003-09-29
IPBZ 3.7 UG/L 2009-09-24 (max 420 UG/L 2003-04-10)
MEK <L 2003-09-29
DIPE < 100 UG/L 2003-09-29
DRO 1.8 MG/L 2013-10-16 (max 3.2 MG/ 2003-04-12)
EBZ 150 UG/L 2013-03-19 (max 3800 UG/L 2003-04-10)
EDB < 50 UG/L003-09-29
DIPE < 100 UG/L 2003-09-29
DRO 1.8 MG/L 2013-10-16 (max 3.2 MG/L L 2003-04-12)
EBZ 130 UG/L 2013-10-16 (max 3800 UG/L 2003-04-10)
EDB < 50 MTLNCL< 500 UG/L 2003-09-29
NAPH 7.6 UG/L 2009-09-24 (max 630 UG/L 2005-03-11)
2003-04-12)
EBZ 9.1 UG/L 2014-12-16 (max 3800 UG/L 2003-04-10)
EDB < 50 UG/L003-09-29
ETBE < 100 UG/L 2003-09-29
ETHANOL < 1 MG/L 2007-06-20 (max 5UG/L 2003-09-29
ETBE < 100 UG/L 2003-09-29
ETHANOL < 1 MG/L 2007-06-20 (max PBZN 9.3 UG/L 2009-09-24 (max
420 UG/L 2003-04-10)
PCA < 50 UG/L 2003-09-29000 MG/L 2003-09-29)
FC11 < 500 UG/L 2003-09-29
FC12 < 50 UG/L 2003-09-29
5000 MG/L 2003-09-29)
FC11 < 500 UG/L 2003-09-29
FC12 < 50 UG/L 2003-09-29
L 2003-09-29
ETBE < 100 UG/L 2003-09-29
ETHANOL < 1 MG/L 2007-06-20 (max 500 FE2 1.9 MG/L 2012-03-08 (max 50
MG/L 2009-09-24)
GASOLINE 89000 UG/KG 2003-040 MG/L 2003-09-29)
FC11 < 500 UG/L 2003-09-29
FC12 < 50 UG/L 2003-09-29

PCE 26 UG/L 2009-12-11 (max 50 UG/L 2003-09-29)
PHCG 49000 UG/L 2003-09- FE2 1.9 MG/L 2012-03-08 (max 50 MG/L
2009-09-24)
GASOLINE 89000 UG/KG 2003-04-10 10
GRO 1.3 MG/L 2013-10-16 (max 22000 MG/L 2005-09-02)
GROC4C12 15000 UG/L0-16
GRO 8.5 MG/L 2013-03-19 (max 22000 MG/L 2005-09-02)
GROC4C12 15000 UG/L29
SO4 19 MG/L 2009-09-24
STY < 50 UG/L 2003-09-29
TAME < 100 U 2005-06-17 (max 30000 UG/L 2004-09-15)
GROC6C12 12000 UG/L 2006-12-20
HXD2 UG/L 2003-09-29
TBA 23 UG/L 2004-07-22 (max 500 UG/L 2003-09-29)
TBME < 50 UL 2005-06-17 (max 30000 UG/L 2004-09-15)

GROC6C12 12000 UG/L 2006-12-20
HXO
GRO 1.3 MG/L 2013-10-16 (max= 22000 MG/L 2005-09-02)
GROC4C12 15000 UG/L 2< 500 UG/L 2003-09-29
IPBZ 58 UG/L 2013-03-19 (max= 420 UG/L 2003-04-10)
MEI205-06-17 (max= 30000 UG/L 2004-09-15)
GROC6C12 12000 UG/L 2006-12-20
HXO2 <2< 500 UG/L 2003-09-29
IPBZ 7.3 UG/L 2013-10-16 (max= 420 UG/L 2003-04-10)
G/L 2003-09-29
TC1112 < 50 UG/L 2003-09-29
TCA111 < 50 UG/L 2003-09-29
500 UG/L 2003-09-29
IPBZ 6.2 UG/L 2014-12-16 (max= 420 UG/L 2003-04-10)
MEHY < 500 UG/L 2003-09-29
MIBK < 500 UG/L 2003-09-29
MTBE < 50 UG/L 2003-09-29
MEH < 500 UG/L 2003-09-29
MIBK < 500 UG/L 2003-09-29
MTBE < 50 UG/L 2003-09-29
< 500 UG/L 2003-09-29
MIBK < 500 UG/L 2003-09-29
MTBE < 50 UG/L 2003-09-29
MTLNCL 3 2003-09-29
NAPH 19 UG/L 2013-10-16 (max= 630 UG/L 2005-03- MTLNCL< 500
UG/L 2003-09-29
NAPH 19 UG/L 2013-10-16 (max= 630 UG/L 2005-03-11)11)
PBZN 23 UG/L 2013-10-16 (max= 420 UG/L 2003-04-10)
PCA < 50 UG/L 2003-09-29
TCPR123 < 250 UG/L 2003-09-29
TMB124 2.1 UG/L 2009-09-24 (max= 2.29
PCE 26 UG/L 2008-12-11 (max= 50 UG/L 2003-09-29)
PHCG 4800 UG/L 2003-900 UG/L 2003-04-10)
TMB135 46 UG/L 2009-09-24 (max= 570 UG/L 2003-09-29)
PBZN 18 UG/L 2014-12-16 (max= 420 UG/L 2003-04-10)
PCA < 50 UG/L 2003-09.2909-29
SO4 19 MG/L 2009-09-24
STY < 50 UG/L 2003-09-29
TAME < 10VA< 500 UG/L 2003-09-29
VC 56 UG/L 2009-03-05 (max= 25 UG/L 2003-09-29)
XY
PCE 26 UG/L 2008-12-11 (max= 50 UG/L 2003-09-29)
PHCG 680 UG/L 2014-12-16 (max= 4800 0 UG/L 2003-09-29)
SO4 19 MG/L 2009-09-24
STY < 50 UG/L 2003-09-29 UG/L 2003-09-29
TBA 6 UG/L 2010-09-27 (max= 500 UG/L 2003-09-29)
TBME < SOLENE51314 9.8 UG/L 2009-09-24 (max= 11000 UG/L 2003-09-29)
XYLO 56 UG/L 2009-09-24 (max= UG/L 2003-09-29
TC1112 < 50 UG/L 2003-09-29
TCA111 < 50 UG/L 2003-09-29
9
TAME < 100 UG/L 2003-09-29
TBA 17 UG/L 2014-12-16 (max= 500 UG/L 2003-09-2 TCA1124 UG/L
2012-03-05 (max= 50 UG/L 2003-09-29)
TCB123 < 50 UG/L 2003-09-29
9)
TBME < 50 UG/L 2003-09-29
TC1112 < 50 UG/L 2003-09-29
TCA111 TBZS 7.4 UG/L 2003-12-18 (max= 8.2 UG/L 2003-04-12)
BZ 1700 UG/L 2003-12-18 (max= 2600 UG TCB124< 50 UG/L
2003-09-29
TCE 57 UG/L 2013-10-16 (max= 50 UG/L 2003-09-29)
4, 2003-04-12)
BZME 360 UG/L 2003-12-18 (max= 1700 UG/L 2003-04-12)
CYMP 7< 50 UG/L 2003-09-29
TCA112 4 UG/L 2012-03-05 (max= 50 UG/L 2003-09-29)
TCB1 TCLME< 50 UG/L 2003-09-29
TCPR123 < 250 UG/L 2003-09-29
TMB124 6 UG/L 2003-12-18
DCA12 18 UG/L 2003-07-16
23 DCE12C 33 UG/L 2003-12-18
< 50 UG/L 2003-09-29

TCB124 < 50 UG/L 2003-09-29
TCE 57 UG/L 2013-10-16 DRO 2.2 MG/L 2003-12-18 (max= 2.8 MG/L
2003-04-12)
EBZ 780 UG/L 2003-12-18
(max= 50 UG/L 2003-09-29)
TCLME < 50 UG/L 2003-09-29
TCPR123 < 250 UG/L 2003-0910 UG/L 2013-10-16 (max= 2900 UG/L 2003-04-10)
TMB135 7.6 UG/L 2013-10-16 (max= 570 UG/L 8 UG/L 2012-03-06 (max= 2900
UG/L 2003-04-10)
TMB135 6 UG/L 2013-03-19 (max= 570 UG/L 200 GRO 18 MG/L 2003-12-18
(max= 23 MG/L 2003-04-12)
IPBZ 34 UG/L 2003-12-18
29
TMB124 1.1 UG/L 2014-12-16 (max= 2900 UG/L 2003-04-10)
TMB135 7.6 UG/L 2003-09-29)
VA < 500 UG/L 2003-09-29
VC 48 UG/L 2011-03-09 (max= 25 UG/L 203-09-29)
VA < 500 UG/L 2003-09-29
VC 48 UG/L 2011-03-09 (max= 25 UG/L 2003- NAPH 290 UG/L
2003-12-18 (max= 330 UG/L 2003-04-12)
PBZN 110 UG/L 2003-12-18
03-09-29)
XYLENES1314 54 UG/L 2013-10-16 (max= 11000 UG/L 2003-09-29)
XYLO 2013-10-16 (max= 570 UG/L 2003-09-29)
VA < 500 UG/L 2003-09-29
VC 48 UG/L 2 PCE 7.2 UG/L 2003-12-18 (max= 18 UG/L 2003-07-16)
TCE 29 UG/L 2003-12-18 (max= 41011-03-09 (max= 25 UG/L 2003-09-29)
XYLENES 1.7 UG/L 2014-12-16
XYLENES1314 2.1 UG/L 2013-10-16 (max= 5200 UG/L 2003-04-10)
BTBZN 12 UG/L 2003-07-16 (max= 36 UG/L 2004, 2012-03-06 (max= 5200 UG/L
2003-04-10)
BTBZN 12 UG/L 2003-07-16 (max= 36 UG/L 2003-04-1 7 UG/L 2014-12-16 (max=
11000 UG/L 2003-09-29)
XYLO 2.1 UG/L 2013-10-16 (max= 5200 UG/L 12)
BTBZS 7.4 UG/L 2003-12-18 (max= 8.2 UG/L 2003-04-12)
BZ 1700 UG/L 200303-04-12)
BTBZS 7.4 UG/L 2003-12-18 (max= 8.2 UG/L 2003-04-12)
BZ 1700 UG/L 2003-04-10)
BTBZN 12 UG/L 2003-07-16 (max= 36 UG/L 2003-04-12)
BTBZS 7.4 12-18 (max= 2600 UG/L 2003-04-12)
BZME 360 UG/L 2003-12-18 (max= 1700 UG/L 2003-04-12)
B135 220 UG/L 2003-12-18 (max= 260 UG/L 2003-04-12)
XYLENES1314 2600 UG/L 2003-12-18 (ma CYMP 7.6 UG/L 2003-12-18
DCA12 18 UG/L 2003-07-16
DCE12C 33 UG-12)
CYMP 7.6 UG/L 2003-12-18
DCA12 18 UG/L 2003-07-16
DCE12C UG/L 2003-12-18 (max= 8.2 UG/L 2003-04-12)
BZ 1700 UG/L 2003-12-18 (max= 2600 UG/L 2003-0< 4900 UG/L 2003-04-12)
XYLO 770 UG/L 20C3-12-18 (max= 1800 UG/L 2003-04-12)
4, 2003-12-18
DRO 2.2 MG/L 2003-12-18 (max= 2.8 MG/L 2003-04-12)
EBZ 780 UG33 UG/L 2003-12-18
DRO 2.2 MG/L 2003-12-18 (max= 2.8 MG/L 2003-04-12)
EBZ 74-12)
BZME 360 UG/L 2003-12-18 (max= 1700 UG/L 2003-04-12)
CYMP 7.6 UG/L 20/L 2003-12-18
GRO 18 MG/L 2003-12-18 (max= 23 MG/L 2003-04-12)
IPBZ 34 UG/L03 12-18
DCA12 18 UG/L 2003-07-16
DCE12C 33 UG/L 2003-12-18
DRBO UG/L 2003-12-18
GRO 18 MG/L 2003-12-18 (max= 23 MG/L 2003-04-12)
IPBZ 34 UG/L 2003-12-18
NAPH 290 UG/L 2003-12-18 (max= 330 UG/L 2003-04-12)
PBZN 10 2.2 MG/L 2003-12-18 (max= 2.8 MG/L 2003-04-12)
EBZ 780 UG/L 2003-12-18
GRL 2003-12-18
PCE 7.2 UG/L 2003-12-18 (max= 18 UG/L 2003-07-16)
TCE 29 UG/L10 UG/L 2003-12-18
PCE 7.2 UG/L 2003-12-18 (max= 18 UG/L 2003-07-16)
TCE 29O 18 MG/L 2003-12-18 (max= 23 MG/L 2003-04-12)
IPBZ 34 UG/L 2003-12-18

NAPH 290 UG/L 2003-12-18 (max= 330 UG/L 2003-04-12)
PBZN 110 UG/L 2003-12-18
PC UG/L 2003-12-18 (max= 41 UG/L 2003-07-16)
TMB124 820 UG/L 2003-12-18 (max= 1100 UG/L 2003-04-12)
TMB135 220 UG/L 2003-12-18 (max= 260 UG/L 2003-04-12)
XYLENES1314 E 7.2 UG/L 2003-12-18 (max= 18 UG/L 2003-07-16)
TCE 29 UG/L 2003-12-18 (max= 41 UG/L 2002800 UG/L 2003-12-18 (max= 4900
UG/L 2003-04-12)
XYLO 770 UG/L 2003-12-18 (max= 1800 UG/L 3-07-16)
TMB124 820 UG/L 2003-12-18 (max= 1100 UG/L 2003-04-12)
TMB135 220 UG/L 2003-12-18 (max= 4900 UG/L 2003-04-12)
XYLO 770 UG/L 2003-12-18 (max= 1800 UG/L 2003 2003-04-12)
.04-12)
UG/L 2003-12-18 (max= 260 UG/L 2003-04-12)
XYLENES1314 2800 UG/L 2003-12-18 (max= 4900 UG/L 2003-04-12)
XYLO 770 UG/L 2003-12-18 (max= 1800 UG/L 2003-04-12)

Monitoring well MW5 active
lat/long 34.0629728/-118.3055713
depth to gw 10.56 - 19.57

Monitoring well MW5 active
lat/long 34.0629728/-118.3055713
depth to gw 10.56 - 19.57
sample data ACE < 10 UG/L 2003-09-30
BDCME < 1 UG/L 2003-09-30
BRBZ < 1 UG/L 2003-09-30
BRCLME < 1 UG/L 2003-09-30
BRME < 10 UG/L 2003-09-30
BTBZN < 1 UG/L 2003-09-30
BTBZS < 1 UG/L 2003-09-30
BTBZT < 1 UG/L 2003-09-30
BZ 27 UG/L 2009-09-24 (max= 1 UG/L 2003-09-30)
BZME < 1 UG/L 2003-09-30
CLBZ < 1 UG/L 2003-09-30
CLBZME2 < 1 UG/L 2003-09-30
CLBZME4 < 1 UG/L 2003-09-30
CLEA < 1 UG/L 2003-09-30
CLME < 10 UG/L 2003-09-30
CTCL < 5 UG/L 2003-09-30 (max= 10 UG/L 2003-09-30)
CYMP < 1 UG/L 2003-09-30
DBCME

Monitoring well MW5 active
lat/long 34.0629728/-118.3055713
depth to gw 10.56 - 19.57
sam < 1 UG/L 2003-09-30
DBCP < 5 UG/L 2003-09-30
DBMA < 1 UG/L 2003-09-30

Monitoring well MW5 active
lat/long 34.0629728/-118.3055713
depth to gw 10.56 - 19.57
sample data ACE < 10 UG/L 2003-09-30
BDCME 26 UG/L 2011-03-09 (max= 1 UG/L 2003-09-30)
BRBZ < 1 UG/L 2003-09-30
BRCLME < 1 UG/L 2003-09-30
BRME < 10 UG/L 2ople data ACE < 10 UG/L 2003-09-30
BDCME 26 UG/L 2011-03-09 (max= 1 UG/L 2003-09-30)
BRBZ < 1 UG/L 2003-09-30
BRCLME < 1 UG/L 2003-09-30
BRME < 10 UG/L 2003-09-30
BTBZN < 1 UG/L 2003-09-30
BTBZS < 1 UG/L 2003-09-30
BTBZT 03-09-30
BTBZN < 1 UG/L 2003-09-30
BTBZS < 1 UG/L 2003-09-30
BTBZT < 1 UG/L 2003-09-30
BZ 27 UG/L 2009-09-24 (max= 1 UG/L 2003-09-30)
BZME 2003-09-30)
DCE12T < 1 UG/L 2003-09-30
DCP11 < 1 UG/L 2003-09-30
< 1 UG/L 2003-09-30
CDS < 10 UG/L 2003-09-30

CH4 47 UG/L 2010-03-31 (max= 242T< 1 UG/L 2003-09-30
BZ 27 UG/L 2009-09-24 (max= 1 UG/L 2003-09-30)
BZME DCP13C< 5 UG/L 2003-09-30 (max= 1 UG/L 2003-09-30)
DCP13T < 5 UG/L 2003-09-30 (max= 1 U UG/L 2007-12-11)
CLBZ < 1 UG/L 2003-09-30
CLBZME2 < 1 UG/L 2003-09-30
< 1 UG/L 2003-09-30
CDS < 10 UG/L 2003-09-30
CH4 47 UG/L 2010-03-31 (max= 24 UG/L 2007-12-11)
CLBZ < 1 UG/L 2003-09-30
CLBZME2 < 1 UG/L 2003-09-30
G/L 2003-09-30)
DCPA12 < 1 UG/L 2003-09-30
DCPA13 < 1 UG/L 2003-09-30
CLBZME4 < 1 UG/L 2003-09-30
CLEA < 1 UG/L 2003-09-30
CLME < 10 UG/L 2003-09-30
CTCL < 5 UG/L 2003-09-30 (max= 10 UG/L 2003-09-30)
CYMP < 1 UG/L 200 2003-09-30
DO 8.03 MG/L 2006-12-19
DRO 022 MG/L 2003-12-17 (max= 8.03 MG/L 3-09-30
CTCL < 5 UG/L 2003-09-30 (max= 10 UG/L 2003-09-30)
CYMP < 1 UG/L 200 2003-04-12)
EBZ 45 UG/L 2008-05-14 (max= 1 UG/L 2003-09-30)
EDB < 1 UG/L 23 09-30
DBCME < 1 UG/L 2003-09-30
DBCP < 5 UG/L 2003-09-30
DBMA < 1 UG/L 2003-09-30
DCA11 < 1 UG/L 2003-09-30
DCA12 2 UG/L 2010-03-31 (max= 003-09-30
ETBE < 2 UG/L 2003-09-30
ETHANOL < 1 MG/L 2007-06-20 (max= 100 MG/L1 UG/L 2003-09-30)
DCBZ12 < 1 UG/L 2003-09-30
DCBZ13 < 1 UG/L 2003-09-30
< 1 UG/L 2003-09-30
DCA11 < 1 UG/L 2003-09-30
DCA12 2 UG/L 2010-03-31 (max= DCBZ14< 1 UG/L 2003-09-30
DCE11 < 1 UG/L 2003-09-30
DCE12C 54 UG/L1 UG/L 2003-09-30)
DCBZ12 < 1 UG/L 2003-09-30
DCBZ13 < 1 UG/L 2003-09-30
FE2 027 MG/L 2007-12-11 (max= 1 MG/L 2007-06-20)
GRO 37 MG/L 2008-12-11 (max= 1 MG/L DCBZ14< 1 UG/L 2003-09-30
DCE11 < 1 UG/L 2003-09-30
DCE12C 54 UG/L 2008-03-21 (max= 1 UG/L 2003-09-30)
DCE12T < 1 UG/L 2003-09-30
DCP11 < 1 UG/2003-04-12)
GROC6C12 58 UG/L 2006-12-19
HXO2 < 10 UG/L 2003-09-30
L 2003-09-30
DCP13C < 5 UG/L 2003-09-30 (max= 1 UG/L 2003-09-30)
DCP13T < 5 UG/L 2003-09-30 (max= 1 UG/L 2003-09-30)
DCPA12 < 1 UG/L 2003-09-30
DCPA13 <L 2003-09-30
DCP13C < 5 UG/L 2003-09-30 (max= 1 UG/L 2003-09-30)
DCP13T < 5 UG/L 2003-09-30 (max= 1 UG/L 2003-09-30)
DCPA12 < 1 UG/L 2003-09-30
DCPA13 < 1 UG/L 2003-09-30
DCPA22 < 1 UG/L 2003-09-30
DIESEL2 < 1000 UG/L 2003-09-30
G/L 2006-09-12 (max= 10 UG/L 2003-09-30)
NO3 9.7 MG/L 2006-12-19 (max= 8.8 MG/L 2006-12-1 DIPE< 2 UG/L
2003-09-30
DO 8.03 MG/L 2006-12-19
DRO 11 MG/L 20003-12-17 (max= 8.03 MG/L 2003-04-12)
EBZ 45 UG/L 2008-05-14 (max= 1 UG/L 2003-09-30)
13.10-16 (max= 8.03 MG/L 2003-04-12)
EBZ 45 UG/L 2008-05-14 (max= 1 UG/L 2003-09-30)
9)
NO3N 7.3 MG/L 2009-09-24 (max= 7.7 MG/L 2006-12-11)
PBZN < 1 UG/L 2003-09 EDP< 1 UG/L 2003-09-30
ETBE < 2 UG/L 2003-09-30
ETHANOL < 1 MG/L 30

PCA < 1 UG/L 2003-09-30
PCE < 1 UG/L 2003-09-30
PH 6.9 PH UNITS 2006-12-19 (max 8.03 MG/L 2003-04-12)
EBZ 45 UG/L 2006-05-14 (max 1 UG/L 2003-09-30)
EDB < 1 UG/L 2003-09-30
ETBE < 2 UG/L 2003-09-30
ETHANOL < 1 MG/L 2007-06-20 (max 100 MG/L 2003-09-30)
FC11 < 10 UG/L 2003-09-30
FC12 < 1 UG/LNITS 2006-12-19 (max 7.1 PH UNITS 2006-09-12)
PHC G < 100 UG/L 2003-09-30
RED 2003-09-30
FE2 027 MG/L 2007-12-11 (max 1 MG/L 2007-06-20)
GRO 049 MG/L2007-06-20 (max 100 MG/L 2003-09-30)
FC11 < 10 UG/L 2003-09-30
FC12 < 1 UG/LL 2003-09-30
FE2 027 MG/L 2007-12-11 (max 1 MG/L 2007-06-20)
GRO 049 MG/OX 290 MILLIVOLTS 2006-12-19
SO4 120 MG/L 2008-09-24
STY < 1 UG/L 2003-09-30
2003-09-30
FE2 027 MG/L 2007-12-11 (max 1 MG/L 2007-06-20)
GRO 049 MG/LL 2011-10-20 (max 1 MG/L 2003-04-12)
GROC6C12 58 UG/L 2006-12-19
HXO2 < 10 2011-10-20 (max 1 MG/L 2003-04-12)
GROC6C12 58 UG/L 2006-12-19
HXO2 < 10 UG/L 2003-09-30
IPBZ < 1 UG/L 2003-09-30
MEK < 10 UG/L 2003-09-30
UG/L 2003-09-30
IPBZ < 1 UG/L 2003-09-30
MEK < 10 UG/L 2003-09-30
MIBK < 10 UG/L 2003-09-30
MTBE < 1 UG/L 2003-09-30
MTLNCL < 10 UG/L 2003-09-30 MIBK< 10 UG/L 2003-09-30
MTBE < 1 UG/L 2003-09-30
MTLNCL < 10 UG/L 2003-09-30, 2003-09-30
TCA112 < 1 UG/L 2003-09-30
TCB123 < 1 UG/L 2003-09-30
G/L 2003-09-30
IPBZ < 1 UG/L 2003-09-30
MEK < 10 UG/L 2003-09-30
MIBK < 10 UG/L 2003-09-30
MTBE < 1 UG/L 2003-09-30
MTLNCL < 10 UG/L 2003-09-30 TCB124< 1 UG/L 2003-09-30
TCE 61 UG/L 2008-03-21 (max 1 UG/L 2003-09-30)
0
NAPH 8.8 UG/L 2006-09-12 (max 10 UG/L 2003-09-30)
NO3 9.7 MG/L 2006-12-1
NAPH 8.8 UG/L 2006-09-12 (max 10 UG/L 2003-09-30)
NO3 9.7 MG/L 2006-12-19 (max 8.8 MG/L 2006-12-19)
NO3N 5.4 MG/L 2011-03-09 (max 7.7 MG/L 2008-12-11)
9 (max 8.8 MG/L 2006-12-19)
NO3N 5.4 MG/L 2011-03-09 (max 7.7 MG/L 2008-12-11)
NAPH 8.8 UG/L 2006-09-12 (max 10 UG/L 2003-09-30)
NO3 9.7 MG/L 2006-12-19 (max 8.8 MG/L 2006-12-19)
NO3N 5.4 MG/L 2011-03-09 (max 7.7 MG/L 2008-12-11)
PBZN < 1 UG/L 2003-09-30
PCA < 1 UG/L 2003-09-30
PCE < 1 UG/L 2003-09-30
09-30
VC < 5 UG/L 2003-09-30 (max 10 UG/L 2003-09-30)
XYLENES1314 1.5 UG/L
PH 6.9 PH UNITS 2006-12-19 (max 7.1 PH UNITS 2006-09-12)
PHC G < 100 UG/L 2 PH 6.9 PH UNITS 2006-12-19 (max 7.1 PH UNITS
2006-09-12)
PHC G < 100 UG/L 2003-09-30
REDOX 290 MILLIVOLTS 2006-12-19
SO4 100 MG/L 2011-03-09 (max 120 M03-09-30
REDOX 290 MILLIVOLTS 2006-12-19
SO4 100 MG/L 2011-03-09 (max 120 MG/L 2008-12-11)
STY < 1 UG/L 2003-09-30
TAME < 2 UG/L 2003-09-30

MG/L 2008-12-11)
STY < 1 UG/L 2003-09-30
TAME < 2 UG/L 2003-09-30
TBA 4.1 UG/L 2007-09-05 (max 10 UG/L 2003-09-30)
TBME < 1 UG/L 2003-09-30
G/L 2008-12-11)
STY < 1 UG/L 2003-09-30
TAME < 2 UG/L 2003-09-30
TC1112 < 1 UG/L 2003-09-30
TCA111 < 1 UG/L 2003-09-30
TCA112 < 1 UG/L 2003-09- TBA 20 UG/L 2014-12-16
TBME < 1 UG/L 2003-09-30
TC1112 < 1 UG/L 2003-09-30
TCA111 < 1 UG/L 2003-09-30
TCA112 < 1 UG/L 2003-09-30
TCB123 < 1 -30
TCB123 < 1 UG/L 2003-09-30
TCB124 < 1 UG/L 2003-09-30
TCE 30
TCB123 < 1 UG/L 2003-09-30
TCB124 < 1 UG/L 2003-09-30
TCE 61 UG/L 2008-03-21 (max 1 UG/L 2003-09-30)
TCLME 95 UG/L 2013-03-19 (max 1 UG/L 2003-0861 UG/L 2008-03-21 (max 1
UG/L 2003-09-30)
TCLME 95 UG/L 2013-03-19 (max 1 UG/L 2003-0UG/L 2003-09-30
TCB124 < 1 UG/L 2003-09-30
TCE 61 UG/L 2008-03-21 (max 1 UG/-30)
TCFR123 < 5 UG/L 2003-09-30
TMB124 < 1 UG/L 2003-09-30
TMB1M 2003-09-30)
TCLME 95 UG/L 2013-03-19 (max 1 UG/L 2003-09-30)
TCFR123 <9-30)
TCFR123 < 5 UG/L 2003-09-30
TMB124 < 1 UG/L 2003-09-30
TMB 5 UG/L 2003-09-30
TMB124 < 1 UG/L 2003-09-30
TMB135 < 1 UG/L 2003-09-30
135 < 1 UG/L 2003-09-30
VA < 10 UG/L 2003-09-30
VC < 5 UG/L 2003-09-30 (max 35< 1 UG/L 2003-09-30
VA < 10 UG/L 2003-09-30
VC < 5 UG/L 2003-09-30 (max 1 VA< 10 UG/L 2003-09-30
VC < 5 UG/L 2003-09-30 (max 10 UG/L 2003-09-30)
0 UG/L 2003-09-30)
XYLENES1314 1.5 UG/L 2008-05-14
XYLO < 1 UG/L 2003-09-30
10 UG/L 2003-09-30)
XYLENES1314 1.5 UG/L 2008-05-14
XYLO < 1 UG/L 2003-09-30
XYLENES1314 1.5 UG/L 2008-05-14
XYLO < 1 UG/L 2003-09-30

Monitoring well MW6 inactive
lat/long 34.063675/-118.3056826
depth to gw 0 - 15.15

Monitoring well MW6 inactive
lat/long 34.063675/-118.3056826
depth to gw 0 - 15.15
sample data ACE < 200 UG/L 2003-09-30 (max 1800 UG/L 2003-09-23)
BDCME < 20 UG/L 2003-09-30 (max 200 UG/L 2003-09-23)
BRBZ < 20 UG/L 2003-09-30
BRCLME < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
BRME < 200 UG/L 2003-09-30 (max 1800 UG/L 2003-09-23)
BTBZN 1.4 UG/L 2009-09-24 (max 200 UG/L 2003-09-23)
BTBZS 1.4 UG/L 2009-09-24 (max 24 UG/L 2003-09-23)
BTBZT < 20 UG/L 2003-09-30
BZ 11 UG/L 2009-09-24 (max 970 UG/L 2003-09-30)
BZME 21 UG/L 2009-09-24 (max 1200 UG/L 2003-09-30)
CDS < 200 UG/L 2003-09-30
CH4 2400 UG/L 2009-09-24
CLBZ < 20 UG/L 2003-09-30 (max 2400 UG/L 2003-09-23)
CLBZME2 < 20 UG/L 2003-09-30

CLBZME4 < 20 UG/L 200
Monitoring well MW6 inactive
lat/long 34.063675/-118.3056826
depth to gw 0 - 15.15
samp03 09-30
CLEA < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
CLME 3.5 UG/L 2
Monitoring well MW6 inactive
lat/long 34.063675/-118.3056826
depth to gw 0 - 15.15
sample data ACE < 200 UG/L 2003-09-30 (max 1800 UG/L 2003-09-23)
BDCME < 20 UG/L 2003-09-30 (008-05-14 (max 1800 UG/L 2003-09-23)
CTCL < 10 UG/L 2003-09-30
CYMP 43 UG/L data ACE < 200 UG/L 2003-09-30 (max 1800 UG/L 2003-09-23)
BDCME < 20 UG/L 2003-08-30 (max 200 UG/L 2003-09-30)
BRBZ < 20 UG/L 2003-09-30
BRCLME < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
BRME < 200 UG/L 2003-09-30 (max 1800 UG/L 2003-09-23)
L 2009-03-05 (max 20 UG/L 2003-09-30)
DBCME < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-2max 200 UG/L
2003-09-23)
BRBZ < 20 UG/L 2003-09-30
BRCLME < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
BRME < 200 UG/L 2003-09-30 (max 1800 UG/L 2003-09-23)
3)
DBCP < 100 UG/L 2003-09-30 (max 460 UG/L 2003-09-23)
DBMA < 20 UG/L 2003- BTBZN 1.8 UG/L 2011-03-09 (max 200 UG/L
2003-09-23)
BTBZS 1.5 UG/L 2011-03-09 (09-30 (max 100 UG/L 2003-09-23)
DCA11 < 20 UG/L 2003-09-30
DCA12 < 10 UG/L 2max 24 UG/L 2003-09-23)
BTBZT < 20 UG/L 2003-09-30
BZ 4.4 UG/L 2011-03-09 (003-09-30 (max 20 UG/L 2003-09-23)
DCBZ12 < 20 UG/L 2003-09-30
DCBZ13 < 20 Umax 24 UG/L 2003-09-23)
BTBZT < 20 UG/L 2003-09-30
BZ 4.4 UG/L 2011-03-09 (CDS< 200 UG/L 2003-09-30
CH4 2400 UG/L 2009-09-24
CLBZ < 20 UG/L 2003-09-30G/L 2003-09-30
DCBZ14 < 20 UG/L 2003-09-30
DCE11 2 UG/L 2004-12-13 (max 20 Umax 870 UG/L 2003-09-30)
BZME 3.9 UG/L 2011-03-09 (max 1200 UG/L 2003-09-30)
CDS < 200 UG/L 2003-09-30
CH4 2400 UG/L 2009-09-24
CLBZ < 20 UG/L 2003-09-30 (max 2400 UG/L 2003-09-23)
CLBZME2 < 20 UG/L 2003-09-30
CLBZME4 < 20 UG/L G/L 2003-09-23)
DCE12C 1.9 UG/L 2009-09-24 (max 430 UG/L 2004-09-14)
DCE12D (max 2400 UG/L 2003-09-23)
CLBZME2 < 20 UG/L 2003-09-30
CLBZME4 < 20 UG/L 2003-09-30
CLEA < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
CLME 3.5 UG/T 8.2 UG/L 2004-12-13 (max 20 UG/L 2003-09-30)
DCP11 < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
DCP13C < 10 UG/L 2003-09-30 (max 20 UG/L 2003-09-23)
DCP13T < 1200-09-30
CLEA < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
CLME 3.5 UG/L 2008-05-14 (max 1800 UG/L 2003-09-23)
CTCL < 10 UG/L 2003-09-30
CYMP 72.0 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
DCPA12 < 20 UG/L 2003-09-30
DCPAL 2008-05-14 (max 1800 UG/L 2003-09-23)
CTCL < 10 UG/L 2003-09-30
CYMP 72 UG/L 2011-03-09 (max 20 UG/L 2003-09-30)
DBCME < 20 UG/L 2003-09-30 (max 180 UG/L 2003-013< 20 UG/L 2003-09-30
DCPA22 < 20 UG/L 2003-09-30 (max 460 UG/L 2003-09-23)
9-23)
DBCP < 100 UG/L 2003-09-30 (max 460 UG/L 2003-09-23)
DBMA < 20 UG/L 20-UG/L 2011-03-09 (max 20 UG/L 2003-09-30)
DBCME < 20 UG/L 2003-09-30 (max 180 UG/L 2003-0 DIESEL2 20000 UG/L
2003-09-30
DIPE < 40 UG/L 2003-09-30 (max 20000 UG/L 2003-09-23)
03-09-30 (max 100 UG/L 2003-09-23)

DCA11 < 20 UG/L 2003-09-30
DCA12 < 10 UG/9-23)
DBCP < 100 UG/L 2003-09-30 (max 460 UG/L 2003-09-23)
DBMA < 20 UG/L 20 DRO-1.6 MG/L 2003-12-18
EBZ 45 UG/L 2009-09-24 (max 1700 UG/L 2003-09-30)
03-09-30 (max 100 UG/L 2003-09-23)
DCA11 < 20 UG/L 2003-09-30
DCA12 < 10 UG/L 2003-09-30 (max 20 UG/L 2003-09-23)
DCBZ12 < 20 UG/L 2003-09-30
DCBZ13 < 2 EDB< 20 UG/L 2003-09-30
ETBE < 40 UG/L 2003-09-30
ETHANOL < 1 MG/0 UG/L 2003-09-30
DCBZ14 < 20 UG/L 2003-09-30
DCE11 2 UG/L 2004-12-13 (max 2L 2007-06-20 (max 46000 MG/L 2003-09-23)
FC11 < 200 UG/L 2003-09-30
FC12 < 20 UG/L 2003-09-23)
DCE12C 7 UG/L 2010-03-31 (max 430 UG/L 2004-09-14)
DCE12T 9.2 UG/L 2004-12-13 (max 20 UG/L 2003-09-30)
DCP11 < 20 UG/L 2003-09-30 (max 180 UG/-08-30)
GROC4C12 2800 UG/L 2005-06-16 (max 18000 UG/L 2004-07-27)
GROC6C12 127 8.2 UG/L 2004-12-13 (max 20 UG/L 2003-09-30)
DCP11 < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
DCP13C < 10 UG/L 2003-09-30 (max 20 UG/L 2003-09-23)
DCP13T < 10 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
DCPA12 < 20 UG/L 2003-09-30
DCL 2003-09-23)
DCP13C < 10 UG/L 2003-09-30 (max 20 UG/L 2003-09-23)
DCP13T < 10 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
DCPA12 < 20 UG/L 2003-09-30
DCL 2003-09-23)
IPBZ 7 UG/L 2009-09-24 (max 200 UG/L 2003-09-23)
MEK < 200 UPA13< 20 UG/L 2003-09-30
DCPA22 < 20 UG/L 2003-09-30 (max 460 UG/L 2003-09-23)
DIESEL2 20000 UG/L 2003-09-30
DIPE < 40 UG/L 2003-09-30 (max 20000 UG/L 2003-09-23)
G/L 2003-09-30 (max 1800 UG/L 2003-09-23)
MIBK < 200 UG/L 2003-09-30 (max 1800 UG/L 2003PA13< 20 UG/L
2003-09-30
DCPA22 < 20 UG/L 2003-09-30 (max 460 UG/L 2003-09-23)
DIESEL2 20000 UG/L 2003-09-30
DIPE < 40 UG/L 2003-09-30 (max 20000 UG/L 2003-09-23)
09-23)
MTBE < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
MTLNCL 20 UG/L DRO 13 MG/L 2013-03-19 (max 1.6 MG/L 2003-12-18)
EBZ 37 UG/L 2011-03-09 (max 1700 UG/L 2003-09-30)
EDB < 20 UG/L 2003-09-30 (max 37 UG/L 2003-09-23)
ETBE < 40 UG/L 2003-09-30
ETHANOL < 1 MG/L 2007-06-20 (max 46000 MG/L 2003-09-23)
)
PBZN 10 UG/L 2009-09-24 (max 430 UG/L 2003-09-23)
PCA < 20 UG/L 2003-09-3max 1700 UG/L 2003-09-30)
EDB < 20 UG/L 2003-09-30 (max 37 UG/L 2003-09-23)
ETBE < 40 UG/L 2003-09-30
ETHANOL < 1 MG/L 2007-06-20 (max 46000 MG/L 2003-09-23)
FC11 < 200 UG/L 2003-09-30
FC12 < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
0 (max 180 UG/L 2003-09-23)
PCE 7.4 UG/L 2004-12-13 (max 20 UG/L 2003-09-23)
FC11 < 200 UG/L 2003-09-30
FC12 < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
GRO 1 MG/L 2013-03-19 (max 6400 MG/L 2005-06-30)
GROC4C12 2800 UG/L 2005-06-130
TAME < 40 UG/L 2003-09-30
TBA 5.5 UG/L 2009-03-05 (max 1800 UG/L 2003-096 (max 18000 UG/L
2004-07-27)
GROC6C12 1900 UG/L 2006-12-19 (max 8300 UG/L 2006-03-02)
HXO2 < 200 UG/L 2003-09-30 (max 1800 UG/L 2003-09-23)
IPBZ 5.4 UG/L 2011-03-23)
TBME < 20 UG/L 2003-09-30 (max 460 UG/L 2003-09-23)

TC1112 < 20 UG/L 206 (max 18000 UG/L 2004-07-27)
GROC6C12 1900 UG/L 2006-12-19 (max 8300 UG/L 2006-03-02)
HXO2 < 200 UG/L 2003-09-30 (max 1800 UG/L 2003-09-23)
IPBZ 5.4 UG/L 2011-03-09 (max 200 UG/L 2003-09-23)
MEK < 200 UG/L 2003-09-30 (max 1800 UG/L 2003-09-23)
03-09-30
TCA111 < 20 UG/L 2003-09-30
TCA112 < 20 UG/L 2003-09-30
TCB123 < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
TCB124 < 20 UG/L 2003-09-30 (max 1 MEK< 200 UG/L 2003-09-30 (max
1800 UG/L 2003-09-23)
MTBE < 20 UG/L 2003-09-30 -09 (max 200 UG/L 2003-09-23)
MEK < 200 UG/L 2003-09-30 (max 1800 UG/L 2003-09-23)
MEK < 200 UG/L 2003-09-30 (max 1800 UG/L 2003-09-23)
MTBE < 20 UG/L 2003-09-30 80 UG/L 2003-09-23)
TCE 86 UG/L 2004-12-13 (max 180 UG/L 2003-09-23)
TCLME 6.4 UG/L 2004-12-13 (max 86 UG/L 2003-09-23)
TCPR123 < 100 UG/L 2003-09-30 (max 180 UG/ (max 180 UG/L 2003-09-23)
MTLNCL 26 UG/L 2008-09-03 (max 200 UG/L 2003-09-30)
NAPH 17 UG/L 2011-03-09 (max 360 UG/L 2003-09-30)
PBZN 12 UG/L 2011-03-09 (max 430 UG/L 2003-09-23)
PCA < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
PCE L 2003-09-23)
TMB124 1.2 UG/L 2009-03-05 (max 3600 UG/L 2003-09-23)
TMB135 1.9 UG/L 2009-03-05 (max 1000 UG/L 2003-09-23)
VA < 200 UG/L 2003-09-30
VC 0 UG/L 2003-09-23)
PCA < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
PCE 7.4 UG/L 2004-12-13 (max 20 UG/L 2003-09-23)
PHCG 33000 UG/L 2003-09-30
SO4 15 MG/L 2009-09-24
STY < 20 UG/L 2003-09-30
TAME < 40 UG/L 2003-09-30
TBA 4.8 UG/L 2011-03-09 (max 1800 UG/L 2003-09-23)
TBME < 20 UG/L 2003-09-30 (ma TBA 4.8 UG/L 2011-03-09 (max 1800
UG/L 2003-09-23)
TBME < 20 UG/L 2003-09-30 (max 460 UG/L 2003-09-23)
TC1112 < 20 UG/L 2003-09-30
TCA111 < 20 UG/L 2003-09-30
TCA112 < 20 UG/L 2003-09-30
TCB123 < 20 UG/L 2003-09-30 (max 180 UG/L 2003-x 460 UG/L 2003-09-23)
TC1112 < 20 UG/L 2003-09-30
TCA111 < 20 UG/L 2003-09-30(09 23)
TCB124 < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
TCE 86 UG/L 20
TCA112 < 20 UG/L 2003-09-30
TCB123 < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
TCB124 < 20 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
TCE 86 UG/L 20 TCPR123< 100 UG/L 2003-09-30 (max 180 UG/L
2003-09-23)
TMB124 2.3 UG/L 2011-04-12-13 (max 180 UG/L 2003-09-23)
TCLME 6.4 UG/L 2004-12-13 (max 86 UG/L 2003-09-23)
TCPR123 < 100 UG/L 2003-09-30 (max 180 UG/L 2003-09-23)
TMB124 2.3 UG/L 2011-03-09 (max 3600 UG/L 2003-09-23)
TMB135 8 UG/L 2011-03-09 (max 1000 UG/L 2003-09-23)
VA < 200 UG/L 2003-09-30
VC 69 UG/L 2010-03-31 (max 200 UG/L 2003-09-23)
03-09 (max 3600 UG/L 2003-09-23)
TMB135 8 UG/L 2011-03-09 (max 1000 UG/L 2003-09-23)
VA < 200 UG/L 2003-09-30
VC 69 UG/L 2010-03-31 (max 200 UG/L 2003-09-23)
XYLENES1314 22 UG/L 2011-03-09 (max 6000 UG/L 2003-09-30)
XYLO 7 UG/L 2011-03-09 (max 2600 UG/L 2003-09-30)
3-09 (max 2600 UG/L 2003-09-30)

Monitoring well MW7 inactive
lat/long 34.0638823/-118.3060751
depth to gw 0 - 15.57

Monitoring well MW7 active
lat/long 34.0638823/-118.3060751
depth to gw 9.5 - 15.54
sample data ACE < 10 UG/L 2003-09-29 (max 50 UG/L 2003-09-24)
BDCME < 1 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
BFBZ < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
BRCLME < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
BRME < 10 UG/L 2003-09-29 (max 25 UG/L 2003-09-24)
BTBZN < 1 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
BTBZS < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
BTBZT < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
BZ 26 UG/L 2009-09-24 (max 5 UG/L 2003-09-24)
BZME < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
CDS < 10 UG/L 2003-09-29 (max 50 UG/L 2003-09-24)
CHM 250 UG/L 2009-09-24
CLBZ < 1 UG/L 2003-09-29 (max 250 UG/L 2003-09-24)
CLBZME2 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
CLBZME4 < 1 UG/L 2003-09-29 (max 5 UG/L 200
Monitoring well MW7 inactive
lat/long 34.0638823/-118.3060751
depth to gw 0 - 15.57
sample3.09.24)
CLEA < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
CLME < 10 UG/L 200
Monitoring well MW7 inactive
lat/long 34.0638823/-118.3060751
depth to gw 0 - 15.57
sample data ACE < 10 UG/L 2003-09-29 (max 50 UG/L 2003-09-24)
BDCME < 1 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
BFBZ < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
BRCLME3-09-29 (max 25 UG/L 2003-09-24)
CTCL < 5 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
e data ACE < 10 UG/L 2003-09-29 (max 50 UG/L 2003-09-24)
BDCME < 1 UG/L 2003-09-29 (max < 1 UG/L 2003-09-29 (max 5 UG/L
2003-09-24)
BRME < 10 UG/L 2003-09-29 (max 25 UG/L 2003 CYMP< 1 UG/L
2003-09-29 (max 5 UG/L 2003-09-24)
DBCME < 1 UG/L 2003-09-29 (ma10 UG/L 2003-09-24)
BFBZ < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
BRCLME < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
BRME < 10 UG/L 2003-09-29 (max 25 UG/L 2003-09-24)
BTBZN < 1 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
BTBZS < 1 UG/L 20- 5 UG/L 2003-09-24)
DBCP < 5 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
DBMA < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
DCA11 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
BTBZN < 1 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
BTBZS < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
BTBZT < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
BZ 26 UG/L 2009-09-24 (max 5 UG/L 2003-09-24)
BZME < 1 UG/L 2003-09-29 (max 503-09-29 (max 5 UG/L 2003-09-24)
BTBZT < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
BZ 26 UG/L 2009-09-24 (max 5 UG/L 2003-09-24)
BZME < 1 UG/L 2003-09-29 (max 503-09-29 (max 5 UG/L 2003-09-24)
DCB213 3 UG/L 2009-03-05 (max 5 UG/L 2003-09-24)
UG/L 2003-09-24)
CDS < 10 UG/L 2003-09-29 (max 50 UG/L 2003-09-24)
CHM 250 UG/L 2009-09-24
CLBZ < 1 UG/L 2003-09-29 (max 250 UG/L 2003-09-24)
CLBZME2 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
CLBZME4 < 1 UG/L 2003-09-29 (max 5 UG/L 200 (max 5 UG/L 2003-09-24)
DCE12C 21 UG/L 2009-09-24 (max 48 UG/L 2007-12-21)
0 UG/L 2009-09-24
CLBZ < 1 UG/L 2003-09-29 (max 250 UG/L 2003-09-24)
CLBZME2 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
CLBZME4 < 1 UG/L 2003-09-29 (max 5 UG/L 200 DCE12T 6 UG/L 2009-09-24
(max 21 UG/L 2003-09-24)
DCP11 < 1 UG/L 2003-09-29 (max 5 UG3-09-24)
CLEA < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
CLME < 10 UG/L 2003-09-24)
DCP13C < 5 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
DCP13T <3-09-24)

CLEA < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
CLME < 10 UG/L 200 CYMP< 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
DBCME < 1 UG/L 2003-09-29 (ma3-09-29 (max 25 UG/L 2003-09-24)
CTCL < 5 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
< 5 UG/L 2003-09-24)
DBCP < 5 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
DBMA < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
DCA11 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-03-09-29 (max 5 UG/L
2003-09-24)
DIESEL2 1300 UG/L 2003-09-29
DIPE 34 UG/L 5 UG/L 2003-09-24)
DBCP < 5 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
DBMA < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
DCA11 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
DCA12 < 5 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
DCBZ12 < 1 UG/L 20L 2009-09-24 (max 1300 UG/L 2003-09-24)
DRO 063 MG/L 2003-12-17 (max 2 MG/L 2003-12-17)
EBZ < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
EDB < 1 UG/L 2003-09-29 09-24)
DCA12 < 5 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
DCBZ12 < 1 UG/L 20 DCBZ14 24 UG/L 2009-03-05 (max 5 UG/L
2003-09-24)
DCE11 22 UG/L 2009-09-24 (max 5 UG/L 2003-09-24)
ETBE < 2 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
E03-09-29 (max 5 UG/L 2003-09-24)
DCBZ13 26 UG/L 2011-03-09 (max 5 UG/L 2003-09-24)
DCBZ14 24 UG/L 2008-03-05 (max 5 UG/L 2003-09-24)
DCE11 22 UG/L 2009-09-24 THANOL< 1 MG/L 2007-06-20 (max 450 MG/L
2003-09-24)
FC11 < 10 UG/L 2003-09-29 (max 50 U (max 5 UG/L 2003-09-24)
DCE12C 9.6 UG/L 2013-03-19 (max 48 UG/L 2007-12-21)
GAL 2003-09-24)
FC12 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
GRO 11 M DCE12T 22 UG/L 2011-03-09 (max 12 UG/L 2003-09-24)
DCP11 < 1 UG/L 2003-09-29 (max 5GA 2009-09-24 (max 1 MG/L 2003-12-17)
GROC6C12 370 UG/L 2006-12-19
HXO2 < 1UG/L 2003-09-24)
DCP13C < 5 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
DCP1310 UG/L 2003-09-29 (max 50 UG/L 2003-09-24)
IPBZ < 1 UG/L 2003-09-29 (max 10 UG/L 2003-07< 5 UG/L 2003-09-29 (max
5 UG/L 2003-09-24)
DCPA12 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
DCPA13 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
DCPA22 < 1 UG/L9-24)
MEK < 10 UG/L 2003-09-29 (max 50 UG/L 2003-09-24)
MEK < 10 UG/L 2003-T< 5 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
DCPA12 < 1 UG/L 2003-09-29 (max 5 UG/L 20 2003-09-29 (max 5 UG/L
2003-09-24)
DIESEL2 1300 UG/L 2003-09-29
DIPE 34 03-09-24)
DCPA13 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
DCPA22 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
DIESEL2 1300 UG/L 2003-09-29
DIPE 34 UG/L 2009-09-24 (max 1300 UG/L 2003-09-24)
DRO 07 MG/L 2013-03-19 (max 2 MG/L 2003-12-17)
EBZ < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
EDB < 1 UG/L 2003-09-29 UG/L 2009-09-24 (max 1300 UG/L 2003-09-24)
DRO 07 MG/L 2013-03-19 (max 2 MG/L 2003-12-x 50 UG/L 2003-09-24)
PBZN < 1 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
PCA < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
PCE 33 UG/L 2009-03-05 (max 5 UG/L 2003-0 (max 5 UG/L 2003-09-24)
ETBE < 2 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
17)
EBZ < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
EDB < 1 UG/L 2003-09-29 ETHANOL< 1 MG/L 2007-06-20 (max 450 MG/L
2003-09-24)
FC11 < 10 UG/L 2003-09-29 (max 50 (max 5 UG/L 2003-09-24)
ETBE < 2 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
9-24)
PHCG < 100 UG/L 2003-09-29
SO4 100 MG/L 2009-09-24
STY < ETHANOL< 1 MG/L 2007-06-20 (max 450 MG/L 2003-09-24)
FC11 < 10 UG/L 2003-09-29 (max 50 UG/L 2003-09-24)

FC12 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
GRO 061 UG/L 2003-09-29 (max 100 UG/L 2003-09-24)
TAME < 2 UG/L 2003-09-29 (max 10 UG/L 2003-0 UG/L 2003-09-24)
FC12 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
GRO 069-24)
TBA 4 UG/L 2009-03-05 (max 50 UG/L 2003-09-24)
TBME < 1 UG/L 2003-09- MG/L 2012-03-06 (max 1 MG/L 2003-12-17)
GROC6C12 370 UG/L 2006-12-19
HXO2 29 (max 5 UG/L 2003-09-24)
TC1112 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
< 10 UG/L 2003-09-29 (max 50 UG/L 2003-09-24)
IPBZ < 1 UG/L 2003-09-29 (max 10 UG/L 2003 TCA111< 1 UG/L 2003-09-29
(max 5 UG/L 2003-09-24)
TCA112 < 1 UG/L 2003-09-29 (max 5-09-24)
MEK < 10 UG/L 2003-09-29 (max 50 UG/L 2003-09-24)
MEK < 10 UG/L 200< 10 UG/L 2003-09-29 (max 50 UG/L 2003-09-24)
IPBZ < 1 UG/L 2003-09-29 (max 10 UG/L 2003 UG/L 2003-09-24)
TCB123 < 1 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
TCB12 09-24)
MEK < 10 UG/L 2003-09-29 (max 50 UG/L 2003-09-24)
MEK < 10 UG/L 2003-09-29 (max 50 UG/L 2003-09-24)
MTBE < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
MTLNCL 26 UG/L 2008-09-03 (max 50 UG/L 2003-09-24)
NAPH < 10 UG/L 2003-09-29 (3-09-29 (max 50 UG/L 2003-09-24)
MTBE < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
4 1.1 UG/L 2009-09-24 (max 5 UG/L 2003-09-24)
TCE 18 UG/L 2009-09-24 (max 29 UG/L 2008 MTLNCL 26 UG/L
2008-09-03 (max 50 UG/L 2003-09-24)
NAPH < 10 UG/L 2003-09-29 (.65-14)
TCLME 23 UG/L 2009-03-05 (max 18 UG/L 2003-09-24)
TCPR123 < 5 UG/L max 50 UG/L 2003-09-24)
PBZN < 1 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
P 2003-09-29
TMB124 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
TMB135 < 1 UGCA< 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
PCE 32 UG/L 2009-03-05 (max 5 UG/L 2003max 50 UG/L 2003-09-24)
PBZN < 1 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
P 09-24)
PHCG < 100 UG/L 2003-09-29
SO4 100 MG/L 2009-09-24
STY < 2003-09-29 (max 5 UG/L 2003-09-24)
VA < 10 UG/L 2003-09-29 (max 50 UG/L 2003-09-24)
CA < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
PCE 32 UG/L 2009-03-05 (max 5 UG/L 2003 VC 66 UG/L 2006-09-03
(max 10 UG/L 2003-09-24)
XYLENES1314 < 1 UG/L 2003-09-09-24)
PHCG < 100 UG/L 2003-09-29
SO4 100 MG/L 2009-09-24
STY < 1 UG/L 2003-09-29 (max 100 UG/L 2003-09-24)
TAME < 2 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
TBA 4 UG/L 2009-03-05 (max 50 UG/L 2003-09-24)
TBME < 1 UG/L 2003-0< 1 UG/L 2003-09-29 (max 100 UG/L 2003-09-24)
TAME < 2 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
TBA 4 UG/L 2009-03-05 (max 50 UG/L 2003-09-24)
TBME < 1 UG/L 2003-09-29 (max 100 UG/L 2003-09-24)
TC1112 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
TCA111 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
TCA112 < 1 UG/L 2003-09-29 (max9-29 (max 5 UG/L 2003-09-24)
TC1112 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
TCA111 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
TCA112 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
TCB123 < 1 UG/L 2003-09-29 (max 10 UG/L 2003-09-24)
TCB124 55 UG/L 2013-03-19 (max 5 UG/L 2003-09-24)
TCE 5.4 UG/L 2013-03-19 (max 29 UG/L 2008-05-14)
TCLME 23 UG/L 2009-03-05 (max 5.4 UG/L 2003-09-24)
TCPR123 < 5.24 55 UG/L 2013-03-19 (max 5 UG/L 2003-09-24)
TCE 5.4 UG/L 2013-03-19 (max 29 UG/L 2008-05-14)
TCLME 23 UG/L 2009-03-05 (max 5.4 UG/L 2003-09-24)
TCPR123 < 5 UG/L 2003-09-29
TMB124 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
TMB135 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
VA < 10 UG/L 2003-09-29 (max 50 UG/L 2003-09-29 (max 50 UG/L 2003-09-29
TMB124 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)

TMB135 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
VA < 10 UG/L 2003-09-29 (max 50 UG/L 2003-09-24)
VC 66 UG/L 2008-09-03 (max 10 UG/L 2003-09-24)
XYLENES1314 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
XYLO < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)

4)
VC 66 UG/L 2008-09-03 (max 10 UG/L 2003-09-24)
XYLENES1314 < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)
XYLO < 1 UG/L 2003-09-29 (max 5 UG/L 2003-09-24)

Monitoring well MW8 active
lat/long 34.0632961/-118.3052954
depth to gw 9.3 - 17.02

Monitoring well MW8 active
lat/long 34.0632961/-118.3052954
depth to gw 9.3 - 16.31
sample data ACE < 200 UG/L 2003-09-30 (max 2500 UG/L 2003-09-23)
BDCME < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
BREZ < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
BRCLME < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
BRME < 200 UG/L 2003-09-30 (max 1700 UG/L 2002-09-23)
BTBZN 3 UG/L 2009-09-24 (max 3100 UG/L 2003-09-23)
BTBZS 2.5 UG/L 2009-09-24 (max 500 UG/L 2003-09-23)
BTBZT < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
BZ 450 UG/L 2009-09-24 (max 1300 UG/L 2003-09-23)
BZME 8.6 UG/L 2009-09-24 (max 2600 UG/L 2003-09-23)
CDS < 200 UG/L 2003-09-30 (max 2500 UG/L 2003-09-23)
CH4 1100 UG/L 2009-09-24
CLBZ < 20 UG/L 2003-09-30 (max 1100 UG/L 2003-09-23)
CLBZME2 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
CLBZME4 <
Monitoring well MW8 active
lat/long 34.0632961/-118.3052954
depth to gw 9.3 - 17.02
sampl 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
CLEA < 20 UG/L 2003-09-30 (max 250 UG/L 20
Monitoring well MW8 inactive
lat/long 34.0632961/-118.3052954
depth to gw 0 - 17.02
sample data ACE < 200 UG/L 2003-09-30 (max 2500 UG/L 2003-09-23)
BDCME < 20 UG/L 2003-09-30 (03-09-23)
CLME 11 UG/L 2008-05-14 (max 1700 UG/L 2003-09-23)
CTCL < 10 UG/Le data ACE< 200 UG/L 2003-09-30 (max 2500 UG/L
2003-09-23)
BDCME < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
BREZ < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
BRCLME < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
BRME < 200 UG/L 2003-09-30 (max 1max 250 UG/L 2003-09-23)
BREZ < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
BRCLME < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
BRME < 200 UG/L 2003-09-30 (max 1)
DBCME < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
DBCP < 100 UG/L 2003-700 UG/L 2003-09-23)
BTBZN 74 UG/L 2013-10-16 (max 3100 UG/L 2003-09-23)
09-30 (max 500 UG/L 2003-09-23)
DBMA < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
700 UG/L 2003-09-23)
BTBZN 74 UG/L 2013-10-16 (max 3100 UG/L 2003-09-23)
BTBZS 1.1 UG/L 2013-10-16 (max 500 UG/L 2003-09-23)
BTBZT < 20 UG/L 2003-09-30 (max 250 DCA11< 20 UG/L 2003-09-30
(max 250 UG/L 2003-09-23)
DCA12 < 10 UG/L 2003-09-30 BTBZS 1.1 UG/L 2013-10-16 (max 500 UG/L
2003-09-23)
BTBZT < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
BZ 9.2 UG/L 2013-10-16 (max 1300 UG/L 2003-09-23)
BZME (max 250 UG/L 2003-09-23)
DCBZ12 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
55 UG/L 2012-03-05 (max 2600 UG/L 2003-09-23)
CDS < 200 UG/L 2003-09-30 (max 2500 UG/L 2UG/L 2003-09-23)
BZ 9.2 UG/L 2013-10-16 (max 1300 UG/L 2003-09-23)
BZME DCBZ13< 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
DCBZ14 < 20 UG/L 2003-09-30 003-09-23)

CH4 1100 UG/L 2009-09-24
CLBZ < 20 UG/L 2003-09-30 (max 1100 UG/L55 UG/L 2012-03-05 (max 2600
UG/L 2003-09-23)
CDS < 200 UG/L 2003-09-30 (max 2500 UG/L 2 2003-09-23)
CLBZME2 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
CLBZME4(max 250 UG/L 2003-09-23)
DCE11 1.9 UG/L 2004-12-13 (max 250 UG/L 2003-09-23)
003-09-23)
CH4 1100 UG/L 2009-09-24
CLBZ < 20 UG/L 2003-09-30 (max 1100 UG/L< 20 UG/L 2003-09-30 (max 250
UG/L 2003-09-23)
CLEA < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
CLBZME2 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
CLBZME4 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
CLEA < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
CLME 11 UG/L 2008-05-14 (max 1700 UG/L 2003-09-23)
CTCL < 10 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
CYMP 58 UG/L 2011-10-20 (max 270 UG/L 2003-09-23)
DBCME < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
DBCP < 100 UG/L 20050 UG/L 2003-09-23)
DCPA12 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
D23)
DBCME < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
DBCP < 100 UG/L 2003-09-30 (max 500 UG/L 2003-09-23)
DBMA < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
CPA13 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
DCPA22 < 20 UG/L 2003-09-30 (max 430 DCA11< 20 UG/L 2003-09-30
(max 250 UG/L 2003-09-23)
DCA12 < 10 UG/L 2003-09-33-09-30 (max 500 UG/L 2003-09-23)
DBMA < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
DCA11 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
DCA12 < 10 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
DCBZ12 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
ax 7600 UG/L 2003-09-23)
DRO 33 MG/L 2003-12-19 (max 40 MG/L 2003-12-18)
DCBZ13< 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
DCBZ14 < 20 UG/L 2003-09-30 0 (max 250 UG/L 2003-09-23)
DCBZ12 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
EBZ 3.6 UG/L 2009-09-24 (max 11000 UG/L 2003-09-23)
EDB < 20 UG/L 2003-09-30 (max 250 UG DCBZ13< 20 UG/L 2003-09-30
(max 250 UG/L 2003-09-23)
DCBZ14 < 20 UG/L 2003-09-30 /L 2003-09-23)
ETBE < 40 UG/L 2003-09-30 (max 500 UG/L 2003-09-23)
ETHANOL (max 250 UG/L 2003-09-23)
DCE11 1.9 UG/L 2004-12-13 (max 250 UG/L 2003-09-23)
< 1 MG/L 2007-06-20 (max 43000 MG/L 2003-09-23)
TC11 < 200 UG/L 2003-09-30 (max 2500 UG/ DCE12C 1.6 UG/L 2010-03-31
(max 300 UG/L 2003-12-18)
DCE12T 45 UG/L 2008-05-14 (L 2003-09-23)
FC12 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
FE2 2 MG/Lmax 250 UG/L 2003-09-23)
DCP11 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
DCP13C < 10 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
DCP13T < 10 UG/L 2003-09-30 (max/L 2009-09-24
GRO 3.5 MG/L 2009-09-24 (max 4800 MG/L 2005-08-30)
GROC4C12 (max 250 UG/L 2003-09-23)
DCP11 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
DCP13C < 10 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
DCP13T < 10 UG/L 2003-09-30 (max 8200 UG/L 2005-06-16 (max 8400 UG/L
2004-07-22)
GROC6C12 5200 UG/L 2006-12-19 (max 7600 DCPA13< 20 UG/L 2003-09-30 (max
250 UG/L 2003-09-23)
DCPA22 < 20 UG/L 2003-09-30 (max 4 250 UG/L 2003-09-23)
DCPA12 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
UG/L 2006-03-02)
HXO2 < 200 UG/L 2003-09-30 (max 2500 UG/L 2003-09-23)
IPBZ DCPA13< 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)

DCPA22 < 20 UG/L 2003-09-30 (max 430 UG/L 2003-09-23)
DIESEL2 7600 UG/L 2003-09-30
DIPE < 40 UG/L 2003-09-30 (max 7600 UG/L 2003-09-23)
DRO 23 MG/L 2013-10-16 (max 40 MG/L 2003-12-18)
2003-09-23)
MIBK < 200 UG/L 2003-09-30 (max 2500 UG/L 2003-09-23)
MTBE < 20.30 UG/L 2003-09-23)
DIESEL2 7600 UG/L 2003-09-30
DIPE < 40 UG/L 2003-09-30 EBZ 66 UG/L 2013-03-19 (max 11000 UG/L
2003-09-23)
EDB < 20 UG/L 2003-09-30 (max 250 (max 7600 UG/L 2003-09-23)
DRO 23 MG/L 2013-10-16 (max 40 MG/L 2003-12-18)
UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
MTLNCL 32 UG/L 2008-09-03 (max 2500 UG/L 200 EBZ 66 UG/L 2013-03-19
(max 11000 UG/L 2003-09-23)
EDB < 20 UG/L 2003-09-30 (max 250 3-09-23)
NAPH 61 UG/L 2009-09-24 (max 5100 UG/L 2003-09-23)
PBZN 36 UG/L 2UG/L 2003-09-23)
ETBE < 40 UG/L 2003-09-30 (max 500 UG/L 2003-09-23)
ETHANO009-09-24 (max 2800 UG/L 2003-09-23)
PCA < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
L < 1 MG/L 2007-06-20 (max 43000 MG/L 2003-09-23)
FC11 < 200 UG/L 2003-09-30 (max 2500 UUG/L 2003-09-23)
ETBE < 40 UG/L 2003-09-30 (max 500 UG/L 2003-09-23)
ETHANO PCE 2.7 UG/L 2005-11-28 (max 250 UG/L 2003-09-23)
PHCG 11000 UG/L 2003-09-G/L 2003-09-23)
FC12 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
FE2 2 L < 1 ML/L 2007-06-20 (max 43000 MG/L 2003-09-23)
FC11 < 200 UG/L 2003-09-30 (max 2500 UG
SO4 23 MG/L 2009-09-24 (max 11000 MG/L 2009-09-24)
STY < 20 UG/L 2003-0G/L 2003-09-23)
FC12 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
FE2 2 MG/L 2009-09-24
GRO 52 MG/L 2013-10-16 (max 4800 MG/L 2005-08-30)
GROC4C12 8200 UG/L 2005-06-16 (max 8400 UG/L 2004-07-22)
GROC6C12 5200 UG/L 2006-12-19 (max 7809-30 (max 11000 UG/L 2003-09-23)
TAME < 40 UG/L 2003-09-30 (max 500 UG/L 2003-09-23)
MG/L 2009-09-24
GRO 52 MG/L 2013-10-16 (max 4800 MG/L 2005-08-30)
GROC4C12 8200 UG/L 2005-06-16 (max 8400 UG/L 2004-07-22)
GROC6C12 5200 UG/L 2006-12-19 (max 760 TBA 11 UG/L 2009-03-05 (max
2500 UG/L 2003-09-23)
TBME < 20 UG/L 2003-09-30 0 UG/L 2006-03-02)
HXO2 < 200 UG/L 2003-09-30 (max 2500 UG/L 2003-09-23)
IPBZ(max 430 UG/L 2003-09-23)
TC1112 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
0 UG/L 2006-03-02)
HXO2 < 200 UG/L 2003-09-30 (max 2500 UG/L 2003-09-23)
IPBZ 3.6 UG/L 2013-10-16 (max 860 UG/L 2003-09-23)
MEK < 200 UG/L 2003-09-30 (max 2500 UG/ TCA111< 20 UG/L 2003-09-30
(max 250 UG/L 2003-09-23)
TCA112 < 20 UG/L 2003-09-30 (mBZ 3.6 UG/L 2013-10-16 (max 860 UG/L
2003-09-23)
MEK < 200 UG/L 2003-09-30 (max 2500 UG/L 2003-09-23)
MIBK < 200 UG/L 2003-09-30 (max 2500 UG/L 2003-09-23)
MTBE 25 UG/L 2011-03-09 (max 250 UG/L 2003-09-23)
MTLNCL 32 UG/L 2008-09-03 (max 2500 UG/L L 2003-09-23)
MIBK < 200 UG/L 2003-09-30 (max 2500 UG/L 2003-09-23)
MTBE ax 250 UG/L 2003-09-23)
TCB123 < 20 UG/L 2003-09-30 (max 500 UG/L 2003-09-23)
TCB124 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
TCE 49 UG/L 2009-03-05 (max 2525 UG/L 2011-03-09 (max 250 UG/L
2003-09-23)
MTLNCL 32 UG/L 2008-09-03 (max 2500 UG/L /L 2013-10-16 (max 3600 UG/L
2003-09-23)
PCA < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-0 UG/L 2003-09-23)
TCLME 2.1 UG/L 2004-12-13 (max 250 UG/L 2003-09-23)
TCP2003-09-23)
NAPH 82 UG/L 2011-10-20 (max 5100 UG/L 2003-09-23)
PBZN 8.7 UG/L 2012-03-05 (max 3600 UG/L 2003-09-23)
PCA < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23, 2013-10-16 (max
3600 UG/L 2003-09-23)
PCA < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)

PCE 2.7 UG/L 2005-11-28 (max 250 UG/L 2003-09-23)
PHCG 11000 UG/L 20033)
PCE 2.7 UG/L 2005-11-28 (max 250 UG/L 2003-09-23)
PHCG 11000 UG/L 2003-R123< 100 UG/L 2003-09-30 (max 250 UG/L
2003-09-23)
TMB124 26 UG/L 2009-03-05 (max 300-09-30
SO4 23 MG/L 2009-09-24 (max 11000 MG/L 2009-09-24)
STY < 20 UG/L 2009-30
SO4 23 MG/L 2009-09-24 (max 11000 MG/L 2009-09-24)
STY < 20 UG/L 2003-23)
PCE 2.7 UG/L 2005-11-28 (max 250 UG/L 2003-09-23)
PHCG 11000 UG/L 2003-09-30
SO4 23 MG/L 2009-09-24 (max 11000 MG/L 2009-09-24)
STY < 20 UG/L 2003-09-30 (max 11000 UG/L 2003-09-23)
TAME < 40 UG/L 2003-09-30 (max 500 UG/L 2003-09-23)03-09-30 (max 11000
UG/L 2003-09-23)
TAME < 40 UG/L 2003-09-30 (max 500 UG/L 2003-09-23)
VA < 200 UG/L 2003-09-30 (max 2500 UG/L 2003-09-23)
VC 4 UG/L 2008-12-11 (max 250 UG/L TBA 15 UG/L 2011-03-09
(max 2500 UG/L 2003-09-23)
TBME < 20 UG/L 2003-09-3003-09-30 (max 11000 UG/L 2003-09-23)
TAME < 40 UG/L 2003-09-30 (max 500 UG/L 2003-09-23)
TBA 15 UG/L 2011-03-09 (max 2500 UG/L 2003-09-23)
TBME < 20 UG/L 2003-09-3 (max 430 UG/L 2003-09-23)
TC1112 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
0 (max 430 UG/L 2003-09-23)
TC1112 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
LO 26 UG/L 2006-12-19 (max 16000 UG/L 2003-09-23)
TBA 15 UG/L 2011-03-09 (max 2500 UG/L 2003-09-23)
TBME < 20 UG/L 2003-09-3 TCA111< 20 UG/L 2003-09-30 (max 250 UG/L
2003-09-23)
TCA112 < 20 UG/L 2003-09-30 0 (max 430 UG/L 2003-09-23)
TC1112 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
TCA111 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
TCA112 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
TCB123 < 20 UG/L 2003-09-30 (max 500 UG/L 2003-09-23)
TCB124 < 20 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
TCE 49 UG/L 2009-03-05 (max 250 UG/L 2003-09-23)
TCLME 2.1 UG/L 2004-12-13 (max 250 UG/L 2003-09-23)
TCPR123 < 100 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
TMB124 24 UG/L 2011-03-09 (maxTCPR123< 100 UG/L 2003-09-30 (max 250
UG/L 2003-09-23)
TMB124 24 UG/L 2011-03-09 (max < 250 UG/L 2003-09-23)
TCLME 2.1 UG/L 2004-12-13 (max 250 UG/L 2003-09-23)
TCPR123 < 100 UG/L 2003-09-30 (max 250 UG/L 2003-09-23)
TMB124 24 UG/L 2011-03-09 (max 30000 UG/L 2003-09-23)
TMB135 44 UG/L 2011-10-20 (max 1000 UG/L 2003-09-23)
30000 UG/L 2003-09-23)
TMB135 44 UG/L 2011-10-20 (max 1000 UG/L 2003-09-23)
30000 UG/L 2003-09-23)
TMB135 44 UG/L 2011-10-20 (max 1500 UG/L 2003-09-23)
VA < 200 UG/L 2003-09-30 (max 2500 UG/L 2003-09-23)
VC 4 UG/L 2008-12-11 (max 250 UG/L 2003-09-23)
XYLENES1314 3.6 UG/L 2011-10-20 (max 48000 UG/L 2003-09-23)
G/L 2003-09-23)
XYLENES1314 3.6 UG/L 2011-10-20 (max 48000 UG/L 2003-09-23)
XYLO 28 UG/L 2011-10-20 (max 16000 UG/L 2003-09-23)
G/L 2003-09-23)
XYLO 28 UG/L 2011-10-20 (max 16000 UG/L 2003-09-23)
XYLENES1314 3.6 UG/L 2011-10-20 (max 48000 UG/L 2003-09-23)
XYLO 28 UG/L 2011-10-20 (max 16000 UG/L 2003-09-23)

Monitoring well MW8 active
lat/long 34.0630676/-118.3055007
depth to gw 8.9 - 17.01

Monitoring well MW8 active
lat/long 34.0630676/-118.3055007
depth to gw 8.9 - 17.01
sample data ACE < 10 UG/L 2003-09-30 (max 1700 UG/L 2003-09-24)

Monitoring well MW8 active

latitude/long: 34.0633676/-118.3055007
depth to gw: 8.9 - 17.01
sampl
Monitoring well: MW9 active
latitude/long: 34.0633676/-118.3055007
depth to gw: 8.9 - 17.17
sample data: ACE < 10 UG/L 2003-09-30 (max 1700 UG/L 2003-09-24)
e data: ACE< 10 UG/L 2003.09.30 (max 1700 UG/L 2003-09-24)

Site: TEXACO STATION (FORMER)
Address: 3855 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 112 - about .3 mile NW of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case .03700486

AQUIFER USED FOR DRINKING WATER SUPPLY

Site: JAMISON 3875 WILSHIRE, LLC.
Address: 3875 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 121 - about .4 mile NW of the subject
Status: CLSD - Case Closed

The case .03787429

UNDER INVESTIGATION

2005-08-15 EXCAVATION
2007-01-11 STAFF LETTER
2007-03-15 OTHER REPORT / DOCUMENT
2007-07-25 REQUEST FOR CLOSURE
2007-07-31 SITE VISIT / INSPECTION / SAMPLING
2007-08-08 CLOSURE/NO FURTHER ACTION LETTER

Site: MOBIL #18-LLR
Address: 989 S WESTERN AVE
City: LOS ANGELES
Map Loc: 123 - about .4 mile SW of the subject
Status: REM - Remedial Action

The aquifer is potentially impacted. The case .03700820 is managed by the Region 4 Water Quality Board

AQUIFER USED FOR DRINKING WATER SUPPLY

1999-10-13 FREE PRODUCT REMOVAL
1999-11-01 DUAL PHASE EXTRACTION
1999-11-01 DUAL PHASE EXTRACTION
2001-02-15 HISTORICAL ENFORCEMENT
2001-07-17 STAFF LETTER
2001-08-27 STAFF LETTER
2002-01-14 13267 REQUIREMENT
2002-04-15 INTERIM REMEDIAL ACTION PLAN
2002-04-15 MONITORING REPORT - QUARTERLY
2002-04-15 SOIL AND WATER INVESTIGATION REPORT
2002-07-15 MONITORING REPORT - QUARTERLY
2002-07-15 OTHER REPORT / DOCUMENT
2002-10-15 INTERIM REMEDIAL ACTION REPORT
2002-10-15 MONITORING REPORT - QUARTERLY
2002-10-28 STAFF LETTER
2003-01-15 MONITORING REPORT - QUARTERLY
2003-01-15 SOIL AND WATER INVESTIGATION REPORT
2003-04-15 MONITORING REPORT - QUARTERLY
2003-04-15 SOIL AND WATER INVESTIGATION REPORT
2003-07-07 SOIL VAPOR EXTRACTION (SVE)

2003-07-15 MONITORING REPORT - QUARTERLY
2003-07-15 OTHER REPORT / DOCUMENT
2003-07-15 SOIL AND WATER INVESTIGATION REPORT
2003-10-15 MONITORING REPORT - QUARTERLY
2003-10-16 SOIL AND WATER INVESTIGATION REPORT
2004-01-15 MONITORING REPORT - QUARTERLY
2004-01-15 SOIL AND WATER INVESTIGATION REPORT
2004-04-15 MONITORING REPORT - QUARTERLY
2004-04-15 SOIL AND WATER INVESTIGATION REPORT
2004-07-15 MONITORING REPORT - QUARTERLY
2004-07-15 SOIL AND WATER INVESTIGATION REPORT
2004-07-28 STAFF LETTER
2004-10-15 MONITORING REPORT - QUARTERLY
2004-10-15 SOIL AND WATER INVESTIGATION REPORT
2005-01-15 MONITORING REPORT - QUARTERLY
2005-01-15 SOIL AND WATER INVESTIGATION REPORT
2005-01-15 WELL INSTALLATION REPORT
2005-04-15 MONITORING REPORT - QUARTERLY
2005-04-15 SOIL AND WATER INVESTIGATION REPORT
2005-05-25 STAFF LETTER
2005-07-15 MONITORING REPORT - QUARTERLY
2005-07-15 SOIL AND WATER INVESTIGATION REPORT
2005-07-15 WELL INSTALLATION REPORT
2005-10-15 MONITORING REPORT - QUARTERLY
2005-10-15 SOIL AND WATER INVESTIGATION REPORT
2006-01-15 MONITORING REPORT - QUARTERLY
2006-01-15 SOIL AND WATER INVESTIGATION REPORT
2006-04-15 MONITORING REPORT - QUARTERLY
2006-04-15 SOIL AND WATER INVESTIGATION REPORT
2006-07-15 MONITORING REPORT - QUARTERLY
2006-07-15 SOIL AND WATER INVESTIGATION REPORT
2006-10-15 MONITORING REPORT - QUARTERLY
2006-10-15 SOIL AND WATER INVESTIGATION REPORT
2007-01-15 MONITORING REPORT - QUARTERLY
2007-01-15 SOIL AND WATER INVESTIGATION REPORT
2007-04-15 MONITORING REPORT - QUARTERLY
2007-04-15 SOIL AND WATER INVESTIGATION REPORT
2007-07-15 MONITORING REPORT - QUARTERLY
2007-07-15 SOIL AND WATER INVESTIGATION REPORT
2007-10-15 MONITORING REPORT - QUARTERLY
2007-10-15 SOIL AND WATER INVESTIGATION REPORT
2008-01-15 MONITORING REPORT - QUARTERLY
2008-01-15 SOIL AND WATER INVESTIGATION REPORT
2008-04-15 MONITORING REPORT - QUARTERLY
2008-04-15 SOIL AND WATER INVESTIGATION REPORT
2008-07-15 CONCEPTUAL SITE MODEL
2008-07-15 MONITORING REPORT - QUARTERLY
2008-10-15 CONCEPTUAL SITE MODEL
2008-10-15 MONITORING REPORT - QUARTERLY
2009-01-15 CONCEPTUAL SITE MODEL
2009-01-15 MONITORING REPORT - QUARTERLY
2009-04-15 CONCEPTUAL SITE MODEL
2009-04-15 MONITORING REPORT - SEMI-ANNUALLY
2009-06-15 STAFF LETTER
2009-07-15 MONITORING REPORT - SEMI-ANNUALLY
2009-10-15 CONCEPTUAL SITE MODEL
2009-10-15 MONITORING REPORT - SEMI-ANNUALLY
2010-01-15 MONITORING REPORT - QUARTERLY
2010-01-15 REMEDIAL PROGRESS REPORT
2010-04-15 CONCEPTUAL SITE MODEL
2010-04-15 MONITORING REPORT - QUARTERLY
2010-10-15 CONCEPTUAL SITE MODEL
2010-10-15 MONITORING REPORT - QUARTERLY
2011-01-15 CONCEPTUAL SITE MODEL
2011-01-15 MONITORING REPORT - QUARTERLY
2011-05-17 WELL INSTALLATION WORKPLAN
2012-07-15 CONCEPTUAL SITE MODEL
2012-10-04 WELL INSTALLATION REPORT
2012-10-15 MONITORING REPORT - SEMI-ANNUALLY
2013-04-15 CONCEPTUAL SITE MODEL
2013-10-15 CONCEPTUAL SITE MODEL
2014-03-19 CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN - ADDENDUM
2014-04-15 CONCEPTUAL SITE MODEL

2015-04-15 CONCEPTUAL SITE MODEL
2015-04-20 STAFF LETTER
2015-05-31 WELL INSTALLATION WORKPLAN - REGULATOR RESPONDED
2015-06-16 STAFF LETTER
2015-07-15 MONITORING REPORT - SEMI-ANNUALLY
2015-09-15 WELL INSTALLATION REPORT
2015-11-25 STAFF LETTER
2016-03-16 STAFF LETTER
2016-04-15 INTERIM REMEDIAL ACTION REPORT
2016-04-15 WELL INSTALLATION REPORT
2016-07-15 INTERIM REMEDIAL ACTION REPORT
2016-07-15 WELL INSTALLATION REPORT

Monitoring well: AS1 active
latitude/long: 34.0444273/-118.329225
depth to gw: 57.34 - 62.07
sample data: BZ 93.1 UG/L 2003-02-27 (max 78 UG/L 2003-02-27)
BZME 101 UG/L 2003-02-27
ple data: BZ 93.1 UG/L 2003-02-27 (max 2.3 UG/L 2003-02-27)
BZME 101 UG/L 2003-02-27
EBZ 6.7 UG/L 2003-02-27
GRO 1380 UG/L 2003-02-27
XYLENES 43.6 UG/L 2003-02-27
L 2003-02-27

Monitoring well: E01 active
latitude/long: 34.053101/-118.3092247
depth to gw: 0 - 65
BZ 3.7 UG/L 2013-03-08 (max 4770 UG/L 2004-02-10)
BZME 69 UG/L 2011-10-19 (max 560 UG/L 2002-03-07)
DIPE < 2 UG/L 2008-11-06 (max 50 UG/L 2001-09-19)
EBZ 1.1 UG/L 2013-03-08 (max 424 UG/L 2004-02-10)
ETBE < 2 UG/L 2006-11-06 (max 50 UG/L 2001-09-

Monitoring well: E01 active
latitude/long: 34.053101/-118.3092247
depth to gw: 0 - 65
sample data(19):
ETHANOL < 100 UG/L 2006-11-06 (max 2500 UG/L 2002-03-07)
GRO 5980 UG/L BZ 1.1 UG/L 2015-08-11 (max 4770 UG/L 2004-02-10)
BZME 69 UG/L 2011-10-19 (max 560 U2003-02-27
GROC4C12 102 UG/L 2008-10-13 (max 2170 UG/L 2005-11-14)
MTBE 1 G/L 2002-03-07)
DIPE < 2 UG/L 2006-11-06 (max 50 UG/L 2001-09-19)
EBZ 14.05 UG/L 2012-01-16 (max 25 UG/L 2001-09-19)
PHCG 55 UG/L 2013-03-08 (max 17000 UG/L 2094GL 2015-08-11 (max 424
UG/L 2004-02-10)
ETBE < 2 UG/L 2006-11-06 (max 50 UG/L 2001-09-1UG/L 2013-03-08 (max 424
UG/L 2004-02-10)
ETBE < 2 UG/L 2006-11-06 (max 50 UG/L 2001-09-.02-10)
TAME < 2 UG/L 2006-11-06 (max 50 UG/L 2001-09-19)
TBA 6.2 UG/L 200919)
ETHANOL < 100 UG/L 2006-11-06 (max 2500 UG/L 2002-03-07)
GRO 5980 UG/L 9)
ETHANOL < 100 UG/L 2006-11-06 (max 2500 UG/L 2002-03-07)
GRO 5980 UG/L 2-07-29 (max 13800 UG/L 2007-09-19)
XYLENES 1.8 UG/L 2013-03-08 (max 1320 UG/L 2004-02-10003-02-27
GROC4C12 102 UG/L 2008-10-13 (max 2170 UG/L 2005-11-14)
MTBE 1 52003-02-27
GROC4C12 102 UG/L 2008-10-13 (max 2170 UG/L 2005-11-14)
MTBE 1 UG/L 2012-01-16 (max 25 UG/L 2001-09-19)
PHCG 69 UG/L 2015-08-11 (max 17000 UG/L 2004-)
XYLENES1314 65 UG/L 2002-11-13 (max 610 UG/L 2002-03-07)
XYLO 3.7 UG/L 22 UG/L 2008-10-13 (max 25 UG/L 2001-09-19)
PHCG < 100 UG/L 2006-11-06 (max 17000 UG/L 205 UG/L 2012-01-16 (max 25
UG/L 2001-09-19)
PHCG 55 UG/L 2013-03-08 (max 17000 UG/L 2004-02-10)
TAME < 2 UG/L 2006-11-06 (max 50 UG/L 2001-09-19)
TBA 6.2 UG/L 200902-10)
TAME < 2 UG/L 2006-11-06 (max 50 UG/L 2001-09-19)
TBA 19 UG/L 2015-0-07-29 (max 1300 UG/L 2001-09-19)
XYLENES 1.8 UG/L 2013-03-08 (max 1320 UG/L 2004-02-1009-07-29 (max 1300
UG/L 2001-09-19)

XYLENES 1.1 UG/L 2009-07-29 (max 1320 UG/L 2004-02-1-29 (max 1300 UG/L
2001-09-19)
XYLENES 1.8 UG/L 2013-03-08 (max 1320 UG/L 2004-02-10)
XYLENES1314 65 UG/L 2002-11-13 (max 610 UG/L 2002-03-07)
XYLO 3.7 UG/L 200)
XYLENES1314 65 UG/L 2002-11-13 (max 610 UG/L 2002-03-07)
XYLO 3.7 UG/L 210)
XYLENES1314 65 UG/L 2002-11-13 (max 610 UG/L 2002-03-07)
XYLO 3.7 UG/L 2002-11-13 (max 220 UG/L 2002-03-07)
002-11-13 (max 220 UG/L 2002-03-07)
2-11-13 (max 220 UG/L 2002-03-07)

Monitoring well: E02 active
latitude/long: 34.0529226/-118.3092128
depth to gw: 0 - 62.59

Monitoring well: E02 active
latitude/long: 34.0529226/-118.3092128
depth to gw: 0 - 62.59
sample data: BZ 5.1 UG/L 2013-03-08 (max 26000 UG/L 2004-02-10)
BZME 4.7 UG/L 2012-01-16 (max 32000 UG/L 2002-08-29)
DIPE < 20 UG/L 2006-11-06 (max 500 UG/L 2002-11-13)
EBZ 2.9 UG/L 2013-03-08 (max 3400 UG/L 2002-08-29)
ETBE < 20 UG/L 2006-11-06 (max 500 UG

Monitoring well: E02 active
latitude/long: 34.0529226/-118.3092128
depth to gw: 0 - 62.59
sample /L 2002-11-13)
ETHANOL < 1000 UG/L 2006-11-06 (max 25000 UG/L 2002-11-13)
G data BZ 92 UG/L 2015-01-29 (max 26000 UG/L 2004-02-10)
BZME 4.7 UG/L 2012-01-16 (max 32000 UG/L 2002-08-29)
DIPE < 20 UG/L 2006-11-06 (max 500 UG/L 2002-11-13)
ROC4C12 1740 UG/L 2008-10-13 (max 38000 UG/L 2006-02-06)
MTBE 2.2 UG/L 2012-01-16 (max 849 UG/L 2004-02-10)
PHCG 370 UG/L 2013-03-08 (max 154000 UG/L 2004-02-10)
EBZ 1.1 UG/L 2015-08-11 (max 3400 UG/L 2002-08-29)
ETBE < 20 UG/L 2006-11-06 (max 500 UGTAME 2.51 UG/L 2007-02-05 (max
500 UG/L 2002-11-13)
TBA 8.5 UG/L 2012-07-16 (max 14000 UG/L 2002-11-13)
ETHANOL < 1000 UG/L 2006-11-06 (max 25000 UG/L 2002-11-13)
OL 2002-11-13)
ETHANOL < 1000 UG/L 2006-11-06 (max 25000 UG/L 2002-11-13)
GRO UG/L 2009-01-21)
TMB124 3.7 UG/L 2013-03-08
TMB135 1.3 UG/L 2013-03-08
OC4C12 1740 UG/L 2008-10-13 (max 38000 UG/L 2006-02-06)
MTBE 41 UG/L 2010-01-25 (max 84ROC4C12 1740 UG/L 2008-10-13 (max
38000 UG/L 2006-02-06)
MTBE 2.2 UG/L 2012-01-16 (max XYLENES 9.3 UG/L 2013-03-08 (max
16900 UG/L 2004-02-10)
XYLENES1314 9300 UG/L 849 UG/L 2094-02-10)
PHCG 140 UG/L 2015-01-29 (max 154000 UG/L 2004-02-10)
9 UG/L 2004-02-10)
PHCG 1300 UG/L 2010-01-25 (max 154000 UG/L 2004-02-10)
TAME 2.51 UG/L 2007-02-05 (max 500 UG/L 2002-11-13)
TBA 11 UG/L 2015-01-29 (max 14000 2002-11-13 (max 16000 UG/L
2002-08-29)
XYLO 4500 UG/L 2002-11-13 (max 8500 UG/L 2002-08TAME 2.51 UG/L
2007-02-05 (max 500 UG/L 2002-11-13)
TBA 8.5 UG/L 2012-07-16 (max 14000 UG/L 2009-01-21)
XYLENES 150 UG/L 2010-01-25 (max 16900 UG/L 2094-02-10)
-29)
UG/L 2009-01-21)
TMB124 3.7 UG/L 2013-03-08
TMB135 1.3 UG/L 2013-03-08
XYLENES 9.3 UG/L 2013-03-08 (max 16900 UG/L 2004-02-10)
XYLENES1314 9300 UG/L 2+XYLENES1314 9300 UG/L 2002-11-13 (max 16900 UG/L
2002-08-29)
XYLO 4500 UG/L 2002-11-13 (max 8500 UG/L 2002-08-29)
002-11-13 (max 16000 UG/L 2002-08-29)
XYLO 4500 UG/L 2002-11-13 (max 8500 UG/L 2002-08-29)

Monitoring well: E03 active

lat/long: 34.0529792/-118.3095468
depth to gw: 0 - 72.45

Monitoring well: E03 active
lat/long: 34.0529792/-118.3095468
depth to gw: 0 - 62.13
sample data: BZ 54 UGL 2012-07-16 (max 15500 UGL 2003-02-27)

Monitoring well: E03 active
lat/long: 34.0529792/-118.3095468
depth to gw: 0 - 62.13
sample
Monitoring well: E03 active
lat/long: 34.0529792/-118.3095468
depth to gw: 0 - 72.45
sample data: BZ 2.9 UGL 2010-01-25 (max 15500 UGL 2003-02-27)
data BZ 68 UGL 2015-08-11 (max 15500 UGL 2003-02-27)

Monitoring well: MW05 no access
lat/long: 34.053118/-118.3091174
depth to gw: 0 - 63.21

Monitoring well: MW05 no access
lat/long: 34.053118/-118.3091174
depth to gw: 0 - 63.21
sample data: BZ 38 UGL 2012-01-17 (max 580 UGL 2002-08-28)
BZME 25 UGL 2008-10-13 (max 1300 UGL 2001-11-07)
DIPE < 2 UGL 2006-11-07
EBZ 73 UGL 2008-10-13 (ma

Monitoring well: MW05 no access
lat/long: 34.053118/-118.3091174
depth to gw: 0 - 63.21
samp
Monitoring well: MW05 no access
lat/long: 34.053118/-118.3091174
depth to gw: 0 - 63.58
sample data: BZ 36 UGL 2010-01-27 (max 580 UGL 2002-08-28)
BZME 25 UGL 2008-10-13 (max 140 UGL 2001-11-07)
ETBE < 2 UGL 2006-11-07
ETHANOL < 100 UGL 2006-11-07
GRO 167 UGL 2003-02-28 (max 3000 UGL 2001-11-07)
GROC4C12 258 UGL 2008-le data BZ 36 UGL 2012-01-17 (max 580 UGL 2002-08-28)
BZME 2.3 UGL 2015-08-12 (max 1300 UGL 2001-11-07)
DIPE < 2 UGL 2006-11-07
EBZ 8.3 UGL 2015-08-12 (ma05-06
MTBE < 1 UGL 2006-11-07 (max 5.06 UGL 2005-11-15)
PHCG 128 UGL 20x 140 UGL 2001-11-07)
ETBE < 2 UGL 2006-11-07
ETHANOL < 100 UGL 2006-11-07
GRO 167 UGL 2003-02-28 (max 3000 UGL 2001-11-07)
GROC4C12 258 UGL 2008-06-11-07 (max 1300 UGL 2002-08-28)
TAME 55 UGL 2007-02-06 (max 2.0 UGL 2002-03-06)
< 140 UGL 2001-11-07)
ETBE < 2 UGL 2006-11-07
ETHANOL < 100 UGL 2006-11-07
GRO 167 UGL 2003-02-28 (max 3000 UGL 2001-11-07)
GROC4C12 258 UGL 2008-05-06
MTBE < 1 UGL 2006-11-07 (max 5.06 UGL 2005-11-15)
PHCG < 100 UGL 20 (max 660 UGL 2001-11-07)
XYLENES1314 54 UGL 2002-08-28
XYLO 32 UGL 2002-05-06
MTBE < 1 UGL 2006-11-07 (max 5.06 UGL 2005-11-15)
PHCG 128 UGL 201 TBA 8.9 UGL 2010-01-27 (max 210 UGL 2002-08-28)
XYLENES 1.82 UGL 2008-10-06 11-07 (max 1200 UGL 2002-08-28)
TAME 55 UGL 2007-02-06 (max 2 UGL 2002-03-06)
2-08-28 (max 54 UGL 2002-03-06)
5-08-12 (max 1200 UGL 2002-08-28)
TAME 55 UGL 2007-02-06 (max 2 UGL 2002-03-06)
TBA 53 UGL 2015-01-28 (max 210 UGL 2002-08-28)
XYLENES 2.3 UGL 2015-08-12 13 (max 660 UGL 2001-11-07)
XYLENES1314 54 UGL 2002-08-28

XYLO 32 UGL 2 (max 660 UGL 2001-11-07)
XYLENES1314 2.3 UGL 2015-08-12 (max 54 UGL 2002-08-28)
002-08-28 (max 54 UGL 2002-03-06)
XYLO 32 UGL 2002-08-28
2-08-28 (max 54 UGL 2002-03-06)

Monitoring well: MW06 no access
lat/long: 34.0528862/-118.30912
depth to gw: 0 - 62.91

Monitoring well: MW06 no access
lat/long: 34.0528862/-118.30912
depth to gw: 0 - 62.91
sample data: BZ 1.2 UGL 2013-03-08 (max 8100 UGL 2002-08-28)
BZME 34 UGL 2012-01-17 (max 260 UGL 2002-06-13)
DIPE < 2 UGL 2006-11-07 (max 100 UGL 2002-08-28)
EB
Monitoring well: MW06 no access
lat/long: 34.0528862/-118.30912
depth to gw: 0 - 62.91
sampZ 85 UGL 2012-03-28 (max 520 UGL 2002-08-28)
ETBE < 2 UGL 2006-11-07 (max 100 UGL
Monitoring well: MW06 no access
lat/long: 34.0528862/-118.30912
depth to gw: 0 - 62.91
sample data: BZ 2.7 UGL 2010-01-27 (max 8100 UGL 2002-08-28)
BZME 81 UGL 2008-03-07 (max 260 UGL 2002-06-13)
DIPE < 2 UGL 2006-11-07 (max 100 UGL 2002-08-28)
EB2002-08-28)
ETHANOL < 100 UGL 2006-11-07 (max 5000 UGL 2002-08-28)
GRO 11e data BZ 86 UGL 2015-08-12 (max 8100 UGL 2002-08-28)
BZME 5.9 UGL 2015-08-12 (max 260 UGL 2002-06-13)
DIPE < 2 UGL 2006-11-07 (max 100 UGL 2002-08-28)
EB600 UGL 2003-02-28
GROC4C12 128 UGL 2008-10-13 (max 453 UGL 2007-02-06)
Z 88 UGL 2010-01-27 (max 520 UGL 2002-08-28)
ETBE < 2 UGL 2006-11-07 (max 100 UGL 2002-08-28)
ETHANOL < 100 UGL 2006-11-07 (max 5000 UGL 2002-08-28)
GRO 11MTBE 48 UGL 2007-02-06 (max 50 UGL 2002-08-28)
PHCG 53 UGL 2011-04-21 (max 11100 UG2 1.3 UGL 2015-08-12 (max 520 UGL 2002-08-28)
ETBE < 2 UGL 2006-11-07 (max 100 UGL 8, 2004-02-11)
TAME 3.03 UGL 2007-02-06 (max 100 UGL 2002-08-28)
TBA 152002-08-28)
ETHANOL < 100 UGL 2006-11-07 (max 5000 UGL 2002-08-28)
GRO 11600 UGL 2003-02-28
GROC4C12 129 UGL 2008-10-13 (max 453 UGL 2007-02-06)
UGL 2011-04-21 (max 500 UGL 2002-08-28)
XYLENES 8.6 UGL 2012-01-17 (max 255 UGL 20500 UGL 2003-02-28
GROC4C12 129 UGL 2008-10-13 (max 453 UGL 2007-02-06)
MTBE 48 UGL 2007-02-06 (max 50 UGL 2002-08-28)
PHCG 52 UGL 2009-07-27 (max 11100 UGL 2004-02-11)
TAME 3.03 UGL 2007-02-06 (max 100 UGL 2002-08-28)
TBA 4 05-02-08)
XYLENES1314 440 UGL 2002-08-28
XYLO 440 UGL 2002-08-28
MTBE 48 UGL 2007-02-06 (max 50 UGL 2002-08-28)
PHCG 53 UGL 2011-04-21 (max 11100 UGL 2004-02-11)
TAME 3.03 UGL 2007-02-06 (max 100 UGL 2002-08-28)
TBA 127 UGL 2013-01-27 (max 500 UGL 2002-08-28)
XYLENES 1.5 UGL 2010-01-27 (max 255 UGL 2 UGL 2015-08-12 (max 500 UGL 2002-08-28)
XYLENES 7.8 UGL 2015-08-12 (max 255 UGL 20005-02-06)
XYLENES1314 440 UGL 2002-08-28
XYLO 440 UGL 2002-08-28
05-02-06)
XYLENES1314 5.7 UGL 2015-08-12 (max 440 UGL 2002-08-28)
XYLO 2.1 UGL 2015-08-12 (max 440 UGL 2002-08-28)

Monitoring well: MW07 no access
lat/long: 34.0527275/-118.3093518
depth to gw: 0 - 60.92

Monitoring well: MW07 no access
lat/long: 34.0527275/-118.3093518
depth to gw: 0 - 60.92
sample data: BZ 1.4 UGL 2013-03-08 (max 50000 UGL 2002-08-29)
BZME 7.5 UGL 2013-03-08 (
Monitoring well: MW07 no access
lat/long: 34.0527275/-118.3093518
depth to gw: 0 - 60.92
sanmax 55000 UGL 2002-08-29)
DCA12 64 UGL 2013-03-08 (max 7.5 UGL 2013-03-08)
DIPE < 100 UGL 2006-11-07
EBZ 2.6 UGL 2013-03-08 (max 3400 UGL 2002-08-29)

Monitoring well: MW07 no access
lat/long: 34.0527275/-118.3093518
depth to gw: 0 - 60.92
sample data: BZ 3.3 UGL 2009-07-27 (max 50000 UGL 2002-08-29)
BZME 57.9 UGL 2008-10-13 ETBE< 100 UGL 2006-11-07
ETHANOL < 5000 UGL 2006-11-07
GROC4C12 212max 55000 UGL 2002-08-29)
DIPE < 100 UGL 2006-11-07
EBZ 11 UGL 2010-01-27
Monitoring well: MW07 no access
lat/long: 34.0527275/-118.3093518
depth to gw: 0 - 60.92
sample data: BZ 1 UGL 2014-08-28 (max 50000 UGL 2002-08-29)
BZME 9.9 UGL 2014-08-28 (ma (max 3400 UGL 2002-08-29)
ETBE < 100 UGL 2006-11-07
ETHANOL < 5000 UGL 2010UGL 2008-10-13 (max 28200 UGL 2006-02-07)
MTBE 3 UGL 2012-07-17 (max 42000 UGL 20ple data BZ 1.6 UGL 2015-01-29 (max 50000 UGL 2002-08-29)
BZME 2.2 UGL 2015-01-29 (= 55000 UGL 2002-08-29)
DCA12 64 UGL 2013-03-08 (max 120 UGL 2013-03-08)
DIPE < 100 UGL 2006-11-07
EBZ 110 UGL 2014-08-28 (max 3400 UGL 2002-08-29)
02-08-29)
PHCG 230 UGL 2013-03-08 (max 285000 UGL 2004-02-11)
TAME 5.57 max 55000 UGL 2002-08-29)
DCA12 64 UGL 2013-03-08 (max 2.2 UGL 2013-03-08)
DIPE < 100 UGL 2006-11-07
EBZ 5.9 UGL 2015-01-29 (max 3400 UGL 2002-08-29)
3 UGL 2010-01-27 (max 42000 UGL 2002-08-29)
PHCG 660 UGL 2010-01-27 (max 285000 UGL UGL 2008-07-11 (max 100 UGL 2006-05-08)
TBA 430 UGL 2013-03-08 (max 130000 UGL 2002 ETBE< 100 UGL 2006-11-07
ETHANOL < 5000 UGL 2006-11-07
GROC4C12 212-08-29)
TMB124 1 UGL 2013-03-08
TMB135 1.7 UGL 2013-03-08
XYLUGL 2008-10-13 (max 28200 UGL 2006-02-07)
MTBE 3 UGL 2012-07-17 (max 42000 UGL 2002-08-29)
PHCG 28000 UGL 2014-08-28 (max 285000 UGL 2004-02-11)
TAME 5.57 0 UGL 2008-10-13 (max 28200 UGL 2006-02-07)
MTBE 3 UGL 2012-07-17 (max 42000 UGL 20LENES-25 UGL 2013-03-08 (max 28400 UGL 2004-05-11)
XYLENES1314 17000 UGL 2002-08-29
UGL 2010-01-27 (max 130000 UGL 2002-08-29)
XYLENES 14 UGL 2009-01-19 (max 28400 UGL XYLO 7700 UGL 2002-08-29
02-08-29)
PHCG 440 UGL 2015-08-12 (max 285000 UGL 2004-02-11)
TAME 5.57 UGL 2008-07-11 (max 100 UGL 2006-05-08)
TBA 78 UGL 2014-08-28 (max 130000 UGL 2002-08-29)
TMB124 1 UGL 2013-03-08
TMB135 1.7 UGL 2013-03-08
XYLUGL 2008-07-11 (max 100 UGL 2006-05-08)
TBA 87 UGL 2015-08-12 (max 130000 UGL 2002-08-29)
TMB124 1 UGL 2013-03-08
TMB135 1.7 UGL 2013-03-08
XYLENES 2400 UGL 2014-08-28 (max 28400 UGL 2004-05-11)
XYLENES1314 1200 UGL 2014-08-28 (max 17000 UGL 2002-08-29)
XYLO 1100 UGL 2014-08-28 (max 7700 UGL 2002-08-29)

ENES 19 UGL 2015-01-29 (max 28400 UGL 2004-05-11)
XYLENES1314 11 UGL 2015-01-29 (max 17000 UGL 2002-08-29)
XYLO 8.2 UGL 2015-01-29 (max 7700 UGL 2002-08-29)

Monitoring well: MW08 no access
lat/long: 34.0529217/-118.3089761
depth to gw: 0 - 61.83

Monitoring well: MW08 no access
lat/long: 34.0529217/-118.3089761
depth to gw: 0 - 61.83
sample data: BZ 5.6 UGL 2013-03-08 (max 2700 UGL 2006-08-08)

Monitoring well: MW08 no access
lat/long: 34.0529217/-118.3089761
depth to gw: 0 - 61.83
sam
Monitoring well: MW08 no access
lat/long: 34.0529217/-118.3089761
depth to gw: 0 - 62.3
sample data: BZ 5.6 UGL 2013-03-08 (max 2700 UGL 2006-08-08)
le data: BZ 1.4 UGL 2015-08-12 (max 2700 UGL 2006-08-08)

Monitoring well: MW08R active
lat/long: 34.0530309/-118.3095772
depth to gw: 0 - 66.45

Monitoring well: MW08R active
lat/long: 34.0530309/-118.3095772
depth to gw: 0 - 66.45

Monitoring well: MW08R active
lat/long: 34.0530309/-118.3095772
depth to gw: 0 - 66.45

Monitoring well: MW08R active
lat/long: 34.0530309/-118.3095772
depth to gw: 0 - 66.45

Monitoring well: MW10 no access
lat/long: 34.0525443/-118.3093532
depth to gw: 0 - 61.72

Monitoring well: MW10 no access
lat/long: 34.0525443/-118.3093532
depth to gw: 0 - 61.72
sample data: BZ 150 UGL 2013-03-08 (max 11000 UGL 2003-08-20)
BZME 2 UGL 2013-03-08 (max 117 UGL 2003-08-20)
DIPE < 10 UGL 2006-11-07
EBZ 26 UGL 2010-01-26 (max 117 UGL 2003-08-20)
DIPE < 10 UGL 2006-11-07
EBZ 3.9 UGL 2013-03-08 (max 588 UGL 2003-08-20)
ETBE < 10 UGL 2006-11-07
ETHANOL < 500 UGL 2006-11
Monitoring well: MW10 no access
lat/long: 34.0525443/-118.3093532
depth to gw: 0 - 61.72
samax 588 UGL 2003-08-20)
ETBE < 10 UGL 2006-11-07
ETHANOL < 500 UGL 2006-11-07
GRO 19500 UGL 2003-02-28
GROC4C12 508 UGL 2008-10-14 (max 4730 UGL 7
GRO 19500 UGL 2003-02-28
GROC4C12 508 UGL 2008-10-14 (max 4730 UGL 20
Monitoring well: MW10 no access
lat/long: 34.0525443/-118.3093532
depth to gw: 0 - 61.72
sample data: BZ 17 UGL 2014-08-28 (max 11000 UGL 2003-08-20)
BZME 2.8 UGL 2014-02-20 (m07-08-01)
MTBE 21 UGL 2013-03-08 (max 2560 UGL 2003-08-20)
PHCG 520 UGL 2007-08-01)
MTBE 44 UGL 2010-01-26 (max 2560 UGL 2003-08-20)
PHCG 70 UGL (max 117 UGL 2003-08-20)

DIPE < 10 UG/L 2006-11-07
EBZ 7.2 UG/L 2014-02-20 (pie data BZ 160 UG/L 2015-01-29 (max- 11000 UG/L 2003-08-20)
BZME 1.1 UG/L 2015-01-29 (2013-03-08 (max 16700 UG/L 2003-05-16)
TAME 5.52 UG/L 2008-07-11 (max 20 UG/L 2005-07-L 2010-01-26 (max 16700 UG/L 2003-05-16)
TAME 5.52 UG/L 2008-07-11 (max 20 UG/L 2005-07max 117 UG/L 2003-08-20)
DIPE < 10 UG/L 2006-11-07
EBZ 2.9 UG/L 2015-01-29 (max 588 UG/L 2003-08-20)
ETBE < 10 UG/L 2006-11-07
ETHANOL < 500 UG/L 2006-11-28)
TBA 340 UG/L 2010-01-26 (max 43200 UG/L 2004-08-09)
XYLENES 53 UG/L 07
GRO 19500 UG/L 2003-02-28
GROC4C12 508 UG/L 2008-10-14 (max 4730 UG/L 226)
TBA 2400 UG/L 2013-03-08 (max 43200 UG/L 2004-08-09)
XYLENES 5.7 UG/L 07
GRO 19500 UG/L 2003-02-28
GROC4C12 508 UG/L 2008-10-14 (max 4730 UG/L 007-08-01)
MTBE 5.5 UG/L 2014-08-28 (max 2560 UG/L 2003-08-20)
PHCG 84 UG/2013-03-08 (max 1710 UG/L 2003-08-20)
XYLENES1314 100 G/L 2002-08-28
XYLO 22 UG/L 2002-08-28
2007-08-01)
MTBE 9.2 UG/L 2015-08-12 (max 2560 UG/L 2003-08-20)
PHCG 200 UL 2014-08-28 (max 16700 UG/L 2003-05-16)
TAME 5.52 UG/L 2008-07-11 (max 20 UG/L 2005-07-28)
TBA 760 UG/L 2014-08-28 (max 43200 UG/L 2004-08-09)
XYLENES 48 UG/L 2GL 2015-08-12 (max 16700 UG/L 2003-05-16)
TAME 5.52 UG/L 2008-07-11 (max 20 UG/L 2005-07-28)
TBA 1900 UG/L 2015-08-12 (max 43200 UG/L 2004-08-09)
XYLENES 2.1 UG/L 2015-01-29 (max 1710 UG/L 2003-08-20)
XYLENES1314 2.1 UG/L 2015-01-29 (max 100 UG/L 08-28)
XYLO 18 UG/L 2014-02-20 (max 22 UG/L 2002-08-28)
2002-08-28)
XYLO 18 UG/L 2014-02-20 (max 22 UG/L 2002-08-28)

Monitoring well MW1 no access
lat/long 34.0525437/-118.3086081
depth to gw 0 - 59.58

Monitoring well MW1 no access
lat/long 34.0525437/-118.3086081
depth to gw 0 - 59.58
sample data BTBZN 25 UG/L 2013-03-08
BTBZS 11 UG/L 2013-03-08
BZ 79 UG/L 2013-03-08 (max 66000 UG/L 2006-03-26)
BZME 45 UG/L 2013-03-08 (max 150000 UG/L 2006-03-25)
max 150000 UG/L 2006-03-25)
DIPE < 2 UG/L 2006-11-07 (max 20 UG/L 2002-08-28)
CYMP 4.7 UG/L 2013-03-08
DIPE < 2 UG/L 2006-11-07 (max 20 UG/L 2002-08-28)

Monitoring well MW1 no access
lat/long 34.0525437/-118.3086081
depth to gw 0 - 59.58
sam EBZ 42 UG/L 2013-03-08 (max 53000 UG/L 2006-03-25)
ETBE < 2 UG/L 2006-11-07GL 2002-08-28)
ETHANOL < 100 UG/L 2006-11-07 (max 1000 UG/L 2002-08-28)
GR

Monitoring well MW1 no access
lat/long 34.0525437/-118.3086081
depth to gw 0 - 60.35
sample data BTBZN 25 UG/L 2013-03-08
BTBZS 11 UG/L 2013-03-08
BZ 79 UG/L 2013- (max 20 UG/L 2002-08-28)
ETHANOL < 100 UG/L 2006-11-07 (max 1000 UG/L 2002-08-28)
03-08 (max 56000 UG/L 2006-03-26)
BZME 45 UG/L 2013-03-08 (max 150000 UG/L 2006-03-25)
OC4C12 11400 UG/L 2008-10-14 (max 54500 UG/L 2007-08-01)
GROC6C12 2800 PPMV 2006-03-26 pie data BTBZN 25 UG/L 2013-03-08
BTBZS 11 UG/L 2013-03-08
BZ 79 UG/L 2013- CYMP 4.7 UG/L 2013-03-08

DIPE < 2 UG/L 2006-11-07 (max 20 UG/L 2002-08-28)
(max 4200 PPMV 2006-03-25)
MTBE 7.3 UG/L 2010-01-26 (max 3000 UG/L 2006-03-25)
03-08 (max 56000 UG/L 2006-03-26)
BZME 45 UG/L 2013-03-08 (max 150000 UG/L 2006-03-25)
CYMP 4.7 UG/L 2013-03-08
DIPE < 2 UG/L 2006-11-07 (max 20 UG/L 2002-08-28)
006-03-26 (max 4200 PPMV 2006-03-25)
IPBZ 8.2 UG/L 2013-03-08
MTBE 7.9 UG/ EBZ 42 UG/L 2013-03-08 (max 53000 UG/L 2006-03-25)
ETBE < 2 UG/L 2006-11-07L 2013-03-08 (max 3000 UG/L 2006-03-25)
NAPH 44 UG/L 2013-03-08
PBZN 30 UG/ax 20 UG/L 2002-08-28)
TBA 61 UG/L 2010-01-26 (max 3000 UG/L 2006-03-25)
< (max 20 UG/L 2002-08-28)
ETHANOL < 100 UG/L 2006-11-07 (max 1000 UG/L 2002-08-28)
8, 2013-03-08
PHCG 6100 UG/L 2013-03-08 (max 150000 UG/L 2010-07-29)
TAME >LENES 56 UG/L 2010-01-26 (max 10800 UG/L 2004-02-10)
XYLENES1314 110000 PPBV 2006-03-26 GROC4C12 11400 UG/L 2006-10-14
(max 54500 UG/L 2007-08-01)
GROC6C12 3600 PPMV 2006-03-26 (max 4200 PPMV 2006-03-25)
IPBZ 8.2 UG/L 2013-03-08
MTBE 7.9 UG/L 91 UG/L 2007-02-06 (max 20 UG/L 2002-08-28)
TBA 41 UG/L 2013-03-08 (max 3000 UG/L 200006-03-26 (max 4200 PPMV
2006-03-25)
IPBZ 8.2 UG/L 2013-03-08
MTBE 7.9 UG/L 03-25)
TMB124 340 UG/L 2013-03-08
TMB135 11 UG/L 2013-03-08
L 2013-03-08 (max 3000 UG/L 2006-03-25)
NAPH 44 UG/L 2013-03-08
PBZN 30 UG/L 2013-03-08
PHCG 6100 UG/L 2013-03-08 (max 150000 UG/L 2010-07-29)
TAME L 2013-03-08 (max 3000 UG/L 2006-03-25)
NAPH 44 UG/L 2013-03-08
PBZN 30 UGXYLENES 440 UG/L 2013-03-08 (max 76000 UG/L 2010-07-29)
XYLENES1314 110000 PPBV 2006-03-24, 2013-03-08
PHCG 6100 UG/L 2013-03-08 (max 150000 UG/L 2010-07-29)
TAME 6.91 UG/L 2007-02-06 (max 20 UG/L 2002-08-28)
TBA 41 UG/L 2013-03-08 (max 3000 UG/L 2006 91 UG/L 2007-02-06 (max 20
UG/L 2002-08-28)
TBA 41 UG/L 2013-03-08 (max 3000 UG/L 2006-03-25)
TMB124 340 UG/L 2013-03-08
TMB135 11 UG/L 2013-03-08
XYLENES 440 UG/L 2013-03-08 (max 76000 UG/L 2010-07-29)
XYLENES1314 110000 PPBV 2006-03-26 (max 150000 PPBV 2006-03-25)
XYLO 36000 PPBV 2006-03-26 (max 55000 PPBV 2006-03-25)
XYLENES 440 UG/L 2013-03-08 (max 76000 UG/L 2010-07-29)
XYLENES1314 110000 PPBV 2006-03-26 (max 150000 PPBV 2006-03-25)
XYLO 36000 PPBV 2006-03-26 (max 55000 PPBV 2006-03-25)

Monitoring well MW2 no access
lat/long 34.0522558/-118.3091363
depth to gw 0 - 64.55

Monitoring well MW2 no access
lat/long 34.0522558/-118.3091363
depth to gw 0 - 64.55
sample data BZ 8890 UG/L 2008-05-06
BZME 737 UG/L 2008-05-06
DIPE < 2 UG/L 2006-11-07
EBZ 317 UG/L 2008-05-06
ETBE 7 UG/L 2008-05-06 (max 2 UG/L 2002-03-07)
ETHANOL < 100 UG/L 2006-11-07
GRO 112 UG/L 2002-06-13
GROC
Monitoring well MW2 no access
lat/long 34.0522558/-118.3091363
depth to gw 0 - 64.55
sam EBZ 8400 UG/L 2008-05-06
OC4C12 MTBE 4260 UG/L 2008-05-06

PHCG 130 UG/L 2006-11-6ple data BZ 2 6 UG/L 2012-01-17 (max- 8890 UG/L
2008-05-06)
BZME 29 UG/L 2012-01-17 (m7
TAME 92 UG/L 2007-02-06 (max 4 73 UG/L 2005-11-15)
TBA 29400 UG/L 2008-ax 737 UG/L 2008-05-06)
DIPE < 2 UG/L 2006-11-07
EBZ 1.6 UG/L 2012-01-17 (m05-06
XYLENES 215 UG/L 2008-05-06
XYLENES1314 < 1 UG/L 2002-08-28 (max 1.3 U
Monitoring well MW2 no access
lat/long 34.0522558/-118.3091363
depth to gw 0 - 64.55
samax 317 UG/L 2008-05-06)
ETBE 7 UG/L 2008-05-06 (max 2 UG/L 2002-03-07)
ETGL 2002-03-07)
XYLO < 1 UG/L 2002-08-28
HANOL < 100 UG/L 2006-11-07
GRO 112 UG/L 2002-06-13
GROC4C12 29400 UG/L 2008-
Monitoring well MW2 no access
lat/long 34.0522558/-118.3091363
depth to gw 0 - 64.55
sample data BZ 2 6 UG/L 2012-01-17 (max- 8890 UG/L 2008-05-06)
BZME 29 UG/L 2012-01-17 (m05-06
MTBE 11 UG/L 2012-07-18 (max 4260 UG/L 2008-05-06)
PHCG 54 UG/L 2012ax 737 UG/L 2008-05-06)
DIPE < 2 UG/L 2006-11-07
EBZ 1.6 UG/L 2012-01-17 (mple data BZ 2 6 UG/L 2012-01-17 (max- 8890
UG/L 2008-05-06)
BZME 29 UG/L 2012-01-17 (m-01-17 (max 130 UG/L 2005-02-08)
TAME 92 UG/L 2007-02-06 (max 4 73 UG/L 2005-11-15)
ax 737 UG/L 2008-05-06)
DIPE < 2 UG/L 2006-11-07
EBZ 1.6 UG/L 2012-01-17 (m TBA 130 UG/L 2012-07-18 (max- 29400
UG/L 2008-05-06)
XYLENES 7 UG/L 2012-01-1HANOL< 100 UG/L 2006-11-07
GRO 112 UG/L 2002-06-13
GROC4C12 29400 UG/L 2008-ax 317 UG/L 2008-05-06)
ETBE 7 UG/L 2008-05-06 (max 2 UG/L 2002-03-07)
ETO5-06
MTBE 11 UG/L 2012-07-18 (max 4260 UG/L 2008-05-06)
PHCG 54 UG/L 20127 (max 215 UG/L 2008-05-06)
XYLENES1314 < 1 UG/L 2002-08-28 (max 1.3 UG/L 2002-03-07)
HANOL < 100 UG/L 2006-11-07
GRO 112 UG/L 2002-06-13
GROC4C12 29400 UG/L 2008- XYLO< 1 UG/L 2002-08-28
-01-17 (max 130 UG/L 2005-02-08)
TAME 92 UG/L 2007-02-06 (max 4 73 UG/L 2005-11-15)
05-06
MTBE 11 UG/L 2012-07-18 (max 4260 UG/L 2008-05-06)
PHCG 54 UG/L 2012 TBA 130 UG/L 2012-07-18 (max- 29400 UG/L
2008-05-06)
XYLENES 7 UG/L 2012-01-1-01-17 (max 130 UG/L 2005-02-08)
TAME 92 UG/L 2007-02-06 (max 4 73 UG/L 2005-11-15)
TBA 130 UG/L 2012-07-18 (max 29400 UG/L 2008-05-06)
XYLENES 7 UG/L 2012-01-17 (max 215 UG/L 2008-05-06)
XYLENES1314 < 1 UG/L 2002-08-28 (max 1.3 UG/L 2002-03-07)
XYLO < 1 UG/L 2002-08-28
-7 (max 215 UG/L 2008-05-06)
XYLENES1314 < 1 UG/L 2002-08-28 (max 1.3 UG/L 2002-03-07)
XYLO < 1 UG/L 2002-08-28

Monitoring well MW13 no access
lat/long 34.0517619/-118.3079173
depth to gw 0 - 59.22

Monitoring well MW13 no access
lat/long 34.0517619/-118.3079173
depth to gw 0 - 55
sample data BZ 4.1 UG/L 2009-10-27 (max 6.8 UG/L 2009-01-20)
BZME 12 UG/L 2009-10-27 (max 23 UG/L 2009-01-20)
DIPE < 2 UG/L 2006-11-07
EBZ 1.9 UG/L 2009-10-27 (max 4.7 UG/L 2004-02-12)

ETBE < 2 UG/L 2006-11-07
ETHANOL < 100 UG/L 2006-11-07
GROC4C12 50.7 UG/L 2008-05-05 (max 63.8 UG/L 2005-11-14)
MTBE < 1 UG/L 2006-11-07 (max 50.7 UG/L 2001-09-19)
PHCG 61 UG/L 2009-10-27 (max 798 UG/L 2004-02-12)

Monitoring well MW13 no access
lat/long 34.0517619/-118.3079173
depth to gw 0 - 59.22
sam TAME 63 UG/L 2008-05-05 (max 2 UG/L 2002-03-06)
TBA 4.6 UG/L 2009-04-29 (max 50ple data BZ 3 1 UG/L 2013-03-08 (max 6.8
UG/L 2009-01-20)
BZME 12 UG/L 2009-10-27 (max 23 UG/L 2009-01-20)
DIPE < 2 UG/L 2006-11-07
EBZ 1.6 UG/L 2013-03-08 (max 4.7 UG/L 2004-02-12)
ETBE < 2 UG/L 2006-11-07
ETHANOL < 100 UG/L 2006-11-07
NES1314 34 UG/L 2002-08-28 (max 1 UG/L 2002-03-06)
XYLO < 1 UG/L 2002-08-28

Monitoring well MW13 no access
lat/long 34.0517619/-118.3079173
depth to gw 0 - 59.22
sample data BZ 3 1 UG/L 2013-03-08 (max 6.8 UG/L 2009-01-20)
BZME 12 UG/L 2009-10-27 (max-ple data BZ 3 1 UG/L 2013-03-08 (max- 6.8
UG/L 2009-01-20)
BZME 12 UG/L 2009-10-27 (max 23 UG/L 2009-01-20)
DIPE < 2 UG/L 2006-11-07
EBZ 1.6 UG/L 2013-03-08 (max 4.7 UG/L 2004-02-12)
ETBE < 2 UG/L 2006-11-07
ETHANOL < 100 UG/L 2006-11-07
GROC4C12 50.7 UG/L 2008-05-05 (max 63.8 UG/L 2005-11-14)
MTBE 48 UG/L 2012-4.7 UG/L 2004-02-12)
ETBE < 2 UG/L 2006-11-07
ETHANOL < 100 UG/L 2006-11-07
< 50 UG/L 2002-03-06)
XYLENES 1.8 UG/L 2013-03-08 (max 85 UG/L 2001-09-19)
XYLENES1314 34 UG/L 2002-08-28 (max 1 UG/L 2002-03-06)
XYLO < 1 UG/L 2002-08-28
GROC4C12 50.7 UG/L 2008-05-05 (max 63.8 UG/L 2005-11-14)
MTBE 48 UG/L 2012-01-17 (max 50.7 UG/L 2001-09-19)
PHCG 54 UG/L 2013-03-08 (max 798 UG/L 2004-02-12)
TAME 63 UG/L 2008-05-05 (max 2 UG/L 2002-03-06)
TBA 8.1 UG/L 2012-07-17 (max01-17 (max 50.7 UG/L 2001-09-19)
PHCG 54 UG/L 2013-03-08 (max 798 UG/L 2004-02-12)
TAME 63 UG/L 2008-05-05 (max 2 UG/L 2002-03-06)
TBA 8.1 UG/L 2012-07-17 (max 50 UG/L 2002-03-06)
XYLENES 1.8 UG/L 2013-03-08 (max 85 UG/L 2001-09-19)
XYLENES1314 34 UG/L 2002-08-28 (max 1 UG/L 2002-03-06)
XYLO < 1 UG/L 2002-08-28
< 50 UG/L 2002-03-06)
XYLENES 1.8 UG/L 2013-03-08 (max 85 UG/L 2001-09-19)
XYLENES1314 34 UG/L 2002-08-28 (max 1 UG/L 2002-03-06)
XYLO < 1 UG/L 2002-08-28

Monitoring well MW14 no access
lat/long 34.0516920/-118.3088177
depth to gw 0 - 55.53

Monitoring well MW14 no access
lat/long 34.0516920/-118.3088177
depth to gw 0 - 55.53
sample data BZ 17 UG/L 2009-10-27 (max 28.6 UG/L 2004-02-12)
BZME 49 UG/L 2009-10-27 (max 110G/L 2006-05-08)
DIPE < 2 UG/L 2006-11-07 (max 100 UG/L 2006-05-08)
EBZ 4.1 UG/L 2009-10-27 (max 620 UG/L 2006-05-08)
ETBE < 2 UG/L 2006-11-07 (max 100 UG/L 2006-05-08)
ETHANOL < 100 UG/L 2006-11-07 (max 5000 UG/L 2006-05-08)

GROC4C12 435 UG/L 2008-10-14 (max 46100 UG/L 2007-02-06)
MTBE < 1 UG/L 2006-11-07 (max 50 UG/L

Monitoring well MW14 no access
lat/long 34.051692/-118.3088177
depth to gw 0 - 55.53
samp 2006-05-08)

PHCG 170 UG/L 2009-10-27 (max 18000 UG/L 2006-05-08)
TAME 63le data BZ 76 UG/L 2013-03-08 (max 28.6 UG/L 2004-02-12)
BZME 49 UG/L 2009-10-27 (max 1100 UG/L 2006-05-08)
DIPE < 2 UG/L 2006-11-07 (max 100 UG/L 2006-05-08)
E5-08)
XYLENES 35 UG/L 2009-10-27 (max 8920 UG/L 2007-02-06)
XYLENES1314 < 1BZ 4 1 UG/L 2009-10-27 (max 620 UG/L 2006-05-08)
ETBE < 2 UG/L 2006-11-07 (max 100 UG/L

Monitoring well MW14 no access
lat/long 34.051692/-118.3088177
depth to gw 0 - 55.53
samp 2006-05-08)

ETHANOL < 100 UG/L 2006-11-07 (max 5000 UG/L 2006-05-08)
GROC4C

Monitoring well MW14 no access
lat/long 34.051692/-118.3088177
depth to gw 0 - 57.43
sample data BZ 76 UG/L 2013-03-08 (max 28.6 UG/L 2004-02-12)

BZME 49 UG/L 2009-10-27 (max 1100 UG/L 2006-05-08)
DIPE < 2 UG/L 2006-11-07 (max 100 UG/L 2006-05-08)
E12 435 UG/L 2008-10-14 (max 46100 UG/L 2007-02-06)
MTBE 1 1 UG/L 2013-03-08 (max 50 UG/le data BZ 76 UG/L 2013-03-08 (max
28.6 UG/L 2004-02-12)
BZME 49 UG/L 2009-10-27 (max 1100 UG/L 2006-05-08)
DIPE < 2 UG/L 2006-11-07 (max 100 UG/L 2006-05-08)
EBZ 4 1 UG/L 2009-10-27 (max 620 UG/L 2006-05-08)
ETBE < 2 UG/L 2006-11-07 (max 100 UG/L L 2006-05-08)
PHCG 98 UG/L 2013-03-08 (max 18000 UG/L 2006-05-08)
TAME 6 2006-05-08)
ETHANOL < 100 UG/L 2006-11-07 (max 5000 UG/L 2006-05-08)
GROC4C3 UG/L 2008-05-05 (max 100 UG/L 2006-05-08)
TBA 21 UG/L 2013-03-08 (max 500 UG/L 2006-05-08) 4 1 UG/L 2009-10-27
(max 620 UG/L 2006-05-08)
ETBE < 2 UG/L 2006-11-07 (max 100 UG/L 2006-05-08)
ETHANOL < 100 UG/L 2006-11-07 (max 5000 UG/L 2006-05-08)
GROC4C12 435 UG/L 2008-10-14 (max 46100 UG/L 2007-02-06)
MTBE 1 1 UG/L 2013-03-08 (max 50 UG/5-08)
XYLENES 35 UG/L 2009-10-27 (max 8920 UG/L 2007-02-06)
XYLENES1314 < 1 UG/L 2002-08-29
XYLO < 1 UG/L 2002-08-29
12 435 UG/L 2008-10-14 (max 46100 UG/L 2007-02-06)
MTBE 7 3 UG/L 2015-08-11 (max 50 UG/L 2006-05-08)
PHCG 98 UG/L 2013-03-08 (max 18000 UG/L 2006-05-08)
TAME 63 UG/L 2008-05-05 (max 100 UG/L 2006-05-08)
TBA 21 UG/L 2013-03-08 (max 500 UG/L 2006-0L 2006-05-08)
PHCG 98 UG/L 2013-03-08 (max 18000 UG/L 2006-05-08)
TAME 63 UG/L 2008-05-05 (max 100 UG/L 2006-05-08)
TBA 180 UG/L 2015-08-11 (max 500 UG/L 2006-5-08)
XYLENES 35 UG/L 2009-10-27 (max 8920 UG/L 2007-02-06)
XYLENES1314 < 1 UG/L 2002-08-29
XYLO < 1 UG/L 2002-08-29
05-08)
XYLENES 35 UG/L 2009-10-27 (max 8920 UG/L 2007-02-06)
XYLENES1314 < 1 UG/L 2002-08-29
XYLO < 1 UG/L 2002-08-29

Monitoring well MW15 no access
lat/long 34.052557/-118.3082918
depth to gw 0 - 62.15

Monitoring well MW15 no access
lat/long 34.052557/-118.3082918
depth to gw 0 - 58.97
sample data BZ 73 UG/L 2010-01-26 (max 320 UG/L 2002-06-13)
BZME 1 UG/L 2009-01-20 (max 368 UG/L 2006-02-07)
DIPE < 10 UG/L 2006-11-07 (max 20 UG/L 2002-03-06)
EBZ 3 UG/L 2010-01-26 (max 610 UG/L 2002-03-06)

ETBE < 10 UG/L 2006-11-07 (max 20 UG/L 2002-03-06)
ETHANOL < 500 UG/L 2006-11-07 (max 1000 UG/L 2002-03-06)
GRO 6160 UG/L 2003-02-28 (max 7090 UG/L 2002-06-13)
GROC4C12 403 UG/L 2008-10-14 (max 7980 UG/L

Monitoring well MW15 no access
lat/long 34.052557/-118.3082918
depth to gw 0 - 62.15
sam 2006-02-07)

MTBE 2 1 UG/L 2010-01-26 (max 33 UG/L 2001-09-20)
PHCG 110 UGple data BZ 39 UG/L 2011-04-22 (max 320 UG/L 2002-06-13)
BZME 33 UG/L 2011-04-22 (max 2010-01-26 (max 1000 UG/L 2002-03-06)
TAME < 10 UG/L 2006-11-07 (max 20 UG/L 2002-03- 368 UG/L 2006-02-07)
DCA12 73 UG/L 2013-03-08 (max 1 UG/L 2013-03-08)
D-06)
TBA 63 UG/L 2010-01-26 (max 500 UG/L 2002-03-06)
XYLENES 1 2 UG/L 2009PE < 10 UG/L 2006-11-07 (max 20 UG/L 2002-03-06)
EBZ 3 UG/L 2010-01-26 (max 610 UG/L

Monitoring well MW15 no access
lat/long 34.052557/-118.3082918
depth to gw 0 - 62.15
sam 2002-03-06)

ETBE < 10 UG/L 2006-11-07 (max 20 UG/L 2002-03-06)
ETHANOL < 5009-10-27 (max 2290 UG/L 2006-02-07)
XYLENES1314 760 UG/L 2002-08-28 (max 1200 UG/L 2002

Monitoring well MW15 no access
lat/long 34.052557/-118.3082918
depth to gw 0 - 62.15
sample data BZ 39 UG/L 2011-04-22 (max 320 UG/L 2002-06-13)

BZME 33 UG/L 2011-04-22 (max UG/L 2006-11-07 (max 1000 UG/L 2002-03-06)
GRO 6160 UG/L 2003-02-28 (max 7090 UG/L 2002-06-)
XYLO 330 UG/L 2002-08-28 (max 530 UG/L 2002-03-06)
ple data BZ 39 UG/L 2011-04-22 (max 320 UG/L 2002-06-13)
BZME 33 UG/L 2011-04-22 (max 368 UG/L 2006-02-07)
DCA12 73 UG/L 2013-03-08 (max 1 UG/L 2013-03-08)
D2-06-13)
GROC4C12 403 UG/L 2009-10-14 (max 7980 UG/L 2006-02-07)
MTBE 1 6 IPE < 10 UG/L 2006-11-07 (max 20 UG/L 2002-03-06)
EBZ 3 UG/L 2010-01-26 (max 610 UG/L < 368 UG/L 2006-02-07)
DCA12 73 UG/L 2013-03-08 (max 1 UG/L 2013-03-08)
D2002-03-06)
ETBE < 10 UG/L 2006-11-07 (max 20 UG/L 2002-03-06)
ETHANOL < 500PE < 10 UG/L 2006-11-07 (max 20 UG/L 2002-03-06)
EBZ 3 UG/L 2010-01-26 (max 610 UG/L 2013-03-08 (max 33 UG/L
2001-09-20)
PHCG 75 UG/L 2010-07-29 (max 10000 UG/L 2002-0 UG/L 2006-11-07 (max
1000 UG/L 2002-03-06)
GRO 6160 UG/L 2003-02-28 (max 7090 UG/L 200 2002-03-06)
ETBE < 10 UG/L 2006-11-07 (max 20 UG/L 2002-03-06)
ETHANOL < 5003-06)
TAME < 10 UG/L 2006-11-07 (max 20 UG/L 2002-03-06)
TBA 17 UG/L 2013-0 UG/L 2006-11-07 (max 1000 UG/L 2002-03-06)
GRO 6160 UG/L 2003-02-28 (max 7090 UG/L 2002-06-13)
GROC4C12 403 UG/L 2008-10-14 (max 7980 UG/L 2006-02-07)
MTBE 1 6 3-08 (max 560 UG/L 2002-03-06)
XYLENES 1 2 UG/L 2009-10-27 (max 2290 UG/L 2006-02-07)
XYLENES1314 760 UG/L 2002-08-28 (max 1200 UG/L 2002-03-06)
XYLO 330 UG/L 2002-06-13)
GROC4C12 403 UG/L 2008-10-14 (max 7980 UG/L 2006-02-07)
MTBE 1 6 UG/L 2013-03-06 (max 33 UG/L 2001-09-20)
PHCG 75 UG/L 2010-07-29 (max 10000 UG/L 2002 002-08-28 (max 530 UG/L
2002-03-06)
3-06)
TAME < 10 UG/L 2006-11-07 (max 20 UG/L 2002-03-06)
TBA 17 UG/L 2013-0UG/L 2013-03-06 (max 33 UG/L 2001-09-20)
PHCG 75 UG/L 2010-07-29 (max 10000 UG/L 2002-03-06)
TAME < 10 UG/L 2006-11-07 (max 20 UG/L 2002-03-06)
TBA 17 UG/L 2013-0 XYLENES1314 760 UG/L 2002-08-28 (max 1200
UG/L 2002-03-06)
XYLO 330 UG/L 2013-06 (max 560 UG/L 2002-03-06)
XYLENES 1 2 UG/L 2009-10-27 (max 2290 UG/L 2006-02-07)
XYLENES1314 760 UG/L 2002-08-28 (max 1200 UG/L 2002-03-06)
XYLO 330 UG/L 2002-08-28 (max 530 UG/L 2002-03-06)
02-08-28 (max 530 UG/L 2002-03-06)

Monitoring well MW16 active
lat/long 34.0530941/-118.3098328
depth to gw 0 - 61.52

Monitoring well MW16 active
lat/long 34.0530941/-118.3098328
depth to gw 0 - 61.52
sample data BZ 73 UG/L 2009-10-28 (max 1030 UG/L 2003-02-27)
BZME 1 7 UG/L 2009-10-28 (max 130 UG/L 2002-11-13)
DIPE < 2 UG/L 2006-11-06 (max 10 UG/L 2002-11-13)
EBZ 32 UG/L 2009-10-28 (max 45.8 UG/L 2003-02-27)
ETBE < 2 UG/L 2006-11-06 (max 10 UG/L 2002-11-13)
ETHANOL < 100 UG/L 2006-11-06 (max 500 UG/L 2002-11-13)
GRO 2380 UG/L 2003-02-27
GROC4C12 33 1 UG/L 2008-05-07 (max 163 UG/L 2007-07-31)
MTBE 1 7 UG/L 2010-01-25 (max 5 UG/L 2002-11-13)
PHCG 79 UG/L 2006-11-06 (max 1220 UG/L 2

Monitoring well MW16 active
lat/long 34.0530941/-118.3098328
depth to gw 0 - 61.52
sample data BZ 2 8 UG/L 2011-10-20 (max 1030 UG/L 2003-02-27)
BZME 1 2 UG/L 2011-10-20 (max 003-05-15)
TAME 64 UG/L 2007-02-06 (max 10 UG/L 2002-11-13)
TBA 8 17 UG/L 2008-05-07 (max 78 2 UG/L 2005-11-15)
XYLENES 2 3 UG/L 2009-10-28 (max 113 UG/L 2003-0130 UG/L 2002-11-13)
DIPE < 2 UG/L 2006-11-06 (max 10 UG/L 2002-11-13)
EBZ 46 UG/L 2011-10-20 (max 45 8 UG/L 2003-02-27)
ETBE < 2 UG/L 2006-11-06 (max 10 UG/L 202-27)
XYLENES1314 76 UG/L 2002-11-13
XYLO 15 UG/L 2002-11-13 (max 76 UG/L

Monitoring well MW16 active
lat/long 34.0530941/-118.3098328
depth to gw 0 - 61.52
sample data BZ 2 8 UG/L 2011-10-20 (max 1030 UG/L 2003-02-27)
BZME 1 2 UG/L 2011-10-20 (max 02-11-13)
ETHANOL < 100 UG/L 2006-11-06 (max 500 UG/L 2002-11-13)
GRO 2380 2001-09-19)

Monitoring well MW16 active
lat/long 34.0530941/-118.3098328
depth to gw 0 - 62.69
sample data BZ 63 UG/L 2015-08-11 (max 1030 UG/L 2003-02-27)
BZME 1 7 UG/L 2015-08-11 (max 130 UG/L 2002-11-13)
DIPE < 2 UG/L 2006-11-06 (max 10 UG/L 2002-11-13)
EBZ 32 UG/L 2003-02-27
GROC4C12 33 1 UG/L 2008-05-07 (max 163 UG/L 2007-07-31)
MTB 46 UG/L 2011-10-20 (max 45 8 UG/L 2003-02-27)
ETBE < 2 UG/L 2006-11-06 (max 10 UG/L 20130 UG/L 2002-11-13)
DIPE < 2 UG/L 2006-11-06 (max 10 UG/L 2002-11-13)
EBZ 8 35 UG/L 2012-07-16 (max 5 UG/L 2002-11-13)
PHCG 79 UG/L 2006-11-06 (max 1220 UG/L 2 46 UG/L 2011-10-20 (max 45 8
UG/L 2003-02-27)
ETBE < 2 UG/L 2006-11-06 (max 10 UG/L 2002-11-13)
ETHANOL < 100 UG/L 2006-11-06 (max 500 UG/L 2002-11-13)
GRO 2380 02-11-13)
ETHANOL < 100 UG/L 2006-11-06 (max 500 UG/L 2002-11-13)
GRO 2380 2011-10-20 (max 78 2 UG/L 2005-11-15)
XYLENES 1 6 UG/L 2011-10-20 (max 113 UG/L 2003-02UG/L 2003-02-27
GROC4C12 33 1 UG/L 2008-05-07 (max 163 UG/L 2007-07-31)
MTB 27)
XYLENES1314 76 UG/L 2002-11-13
XYLO 15 UG/L 2002-11-13 (max 76 UG/L 26 35 UG/L 2012-07-16 (max 5
UG/L 2002-11-13)
PHCG 79 UG/L 2006-11-06 (max 1220 UG/L 2UG/L 2003-02-27
GROC4C12 33 1 UG/L 2008-05-07 (max 163 UG/L 2007-07-31)
MTB003-05-15)
TAME 64 UG/L 2007-02-06 (max 10 UG/L 2002-11-13)
TBA 5 8 UG/L E 35 UG/L 2012-07-16 (max 5 UG/L 2002-11-13)
PHCG 79 UG/L 2006-11-06 (max 1220 UG/L 2003-05-15)
TAME 64 UG/L 2007-02-06 (max 10 UG/L 2002-11-13)
TBA 5 8 UG/L 2011-10-20 (max 78 2 UG/L 2005-11-15)
XYLENES 1 6 UG/L 2011-10-20 (max 113 UG/L 2003-02-27)

XYLENES1314 76 UG/L 2002-11-13
XYLO 15 UG/L 2002-11-13 (max 76 UG/L 22011-10-20 (max 78 2 UG/L
2005-11-15)
XYLENES 2 UG/L 2015-08-11 (max 113 UG/L 2003-02 2001-09-19)
7)
XYLENES1314 2 UG/L 2015-08-11 (max 76 UG/L 2002-11-13)
XYLO 15 UG/L 2002-11-13

Monitoring well MW17 no access
lat/long 34.052554/-118.3088226
depth to gw 0 - 67.92

Monitoring well MW17 no access
lat/long 34.052554/-118.3088226
depth to gw 0 - 67.92
sample data BZ 7900 UG/L 2009-10-27 (max 200000 UG/L 2006-03-25)
BZME 3800 UG/L 2009-10-27 (max 1100000 UG/L 2006-03-25)
EBZ 1400 UG/L 2009-10-27 (max 150000 UG/L 2006-03-25)
GROC6C12 3100 PPMV 2006-03-27 (max 8700 PPMV 2006-03-25)
MTBE 57 UG/L 2009-10-27 (max 3100 UG/L 2006-03-25)
PHCG 42000 UG/L 2009-10-27 (max 302000 UG/L 2004-02-12)
TBA 180 UG/L 2009-10-27 (max 42000 UG/L 2006-03-25)
XYLENES 8100 UG/L 2009-10-27 (max 23100 UG/L 2004-02-12)
XYLENES1314 51000 PPBV 2006-03-27 (max 570000 PPBV 20

Monitoring well MW17 no access
lat/long 34.052554/-118.3088226
depth to gw 0 - 67.92
samp06-03-25)
XYLO 15000 PPBV 2006-03-27 (max 170000 PPBV 2006-03-25)
le data BZ 7900 UG/L 2009-10-27 (max 200000 UG/L 2006-03-25)
BZME 3800 UG/L 2009-10-27 (max 1100000 UG/L 2006-03-25)
EBZ 1400 UG/L 2009-10-27 (max 150000 UG/L 2006-03-25)
GROC6C12 3100 PPMV 2006-03-27 (max 8700 PPMV 2006-03-25)
MTBE 57 UG/L 2009-10

Monitoring well MW17 no access
lat/long 34.052554/-118.3088226
depth to gw 0 - 67.92
samp27 (max 3100 UG/L 2006-03-25)
PHCG 42000 UG/L 2009-10-27 (max 302000 UG/L 2004-02-12)

Monitoring well MW17 no access
lat/long 34.052554/-118.3088226
depth to gw 0 - 67.92
sample data BZ 7900 UG/L 2009-10-27 (max 200000 UG/L 2006-03-25)
BZME 3800 UG/L 2009-10-27 (max 1100000 UG/L 2006-03-25)
EBZ 1400 UG/L 2009-10-27 (max 150000 UG/L 2006-03-25)
le data BZ 7900 UG/L 2009-10-27 (max 200000 UG/L 2006-03-25)
BZME 3800 UG/L 2009-10-27 (max 1100000 UG/L 2006-03-25)
EBZ 1400 UG/L 2009-10-27 (max 150000 UG/L 2006-03-25)
10-27 (max 23100 UG/L 2004-02-12)
XYLENES1314 51000 PPBV 2006-03-27 (max 570000 PPBV 20 GROC6C12 3100
PPMV 2006-03-27 (max 8700 PPMV 2006-03-25)
MTBE 57 UG/L 2009-10-06 03-25)
XYLO 15000 PPBV 2006-03-27 (max 170000 PPBV 2006-03-25)
27 (max 3100 UG/L 2006-03-25)
PHCG 42000 UG/L 2009-10-27 (max 302000 UG/L 2004-02-12)
TBA 180 UG/L 2009-10-27 (max 42000 UG/L 2006-03-25)
XYLENES 8100 UG/L 2009-10-27 (max 3100 UG/L 2006-03-25)
PHCG 42000 UG/L 2009-10-27 (max 302000 UG/L 2004-02-12)
TBA 180 UG/L 2009-10-27 (max 42000 UG/L 2006-03-25)
XYLENES 8100 UG/L 2009-10-27 (max 23100 UG/L 2004-02-12)
XYLENES1314 51000 PPBV 2006-03-27 (max 570000 PPBV 2006-03-25)
XYLO 15000 PPBV 2006-03-27 (max 170000 PPBV 2006-03-25)
10-27 (max 23100 UG/L 2004-02-12)
XYLENES1314 51000 PPBV 2006-03-27 (max 570000 PPBV 2006-03-25)
XYLO 15000 PPBV 2006-03-27 (max 170000 PPBV 2006-03-25)

Monitoring well MW18 no access
lat/long 34.0531758/-118.3095664
depth to gw 0 - 65.51

Monitoring well MW18 no access
lat/long 34.0531758/-118.3095664

depth to gw 0 - 65.51
sample data BZ 43 UG/L 2009-10-28 (max 2400 UG/L 2002-01-12)
BZME 69 UG/L 2009-10-28 (max 140 UG/L 2002-01-12)
DIPE < 10 UG/L 2002-11-13 (max 20 UG/L 2002-06-12)
EBZ 99 UG/L 2006-10-14 (max 260 UG/L 2002-01-12)
ETBE < 10 UG/L 2002-11-13 (max 20 UG/L 2002-06-12)
ETHANOL < 500 UG/L 2002-11-13 (max 1000 UG/L 2002-06-12)
GRO 2450 UG/L 2003-02-27 (max 3630 UG/L 2002-06-12)
GROC4C12 33.3 UG/L 2008-07-11 (max 66.2 UG/L 2005-11-15)
MTBE < 5 UG/L 2002-11-13 (max 10 UG/L 2002-06-12)
PHCG 13

Monitoring well MW18 no access
lat/long 34 0531758/-118 3095664
depth to gw 0 - 65.51
sam6 UG/L 2003-11-12 (max 3100 UG/L 2002-04-04)
TAME 2.5 UG/L 2004-02-12 (max 136 UG/L 20ple data BZ 38 UG/L
2012-01-17 (max 2400 UG/L 2002-01-12)
BZME 69 UG/L 2009-10-28 (m2-01-12)
TBA 4.7 UG/L 2009-10-28 (max 59 UG/L 2002-06-26)
XYLENES 1.2 UG/L(ax 140 UG/L 2002-01-12)
DIPE < 10 UG/L 2002-11-13 (max 20 UG/L 2002-06-12)
2009-10-28 (max 60.2 UG/L 2003-02-27)
XYLENES1314 2.9 UG/L 2002-11-13 (max 850 UG/L 20EBZ 99 UG/L 2006-10-14 (max
260 UG/L 2002-01-12)
ETBE < 10 UG/L 2002-11-13 (max 20 UG/L

Monitoring well MW18 no access
lat/long 34 0531758/-118 3095664
depth to gw 0 - 65.51
sam 2002-06-12)
ETHANOL < 500 UG/L 2002-11-13 (max 1000 UG/L 2002-06-12)
GRO 02-01-12)
XYLO 4 UG/L 2002-11-13 (max 24 UG/L 2002-06-12)

Monitoring well MW18 no access
lat/long 34 0531758/-118 3095664
depth to gw 0 - 65.51
sample data BZ 38 UG/L 2012-01-17 (max 2400 UG/L 2002-01-12)
BZME 69 UG/L 2009-10-28 (m2450 UG/L 2003-02-27 (max 3630 UG/L
2002-06-12)
GROC4C12 33.3 UG/L 2008-07-11 (max 66.2 ax 140 UG/L 2002-01-12)
DIPE < 10 UG/L 2002-11-13 (max 20 UG/L 2002-06-12)
ple data BZ 38 UG/L 2012-01-17 (max 2400 UG/L 2002-01-12)
BZME 69 UG/L 2009-10-28 (mEBZ 99 UG/L 2006-10-14 (max 260 UG/L
2002-01-12)
ETBE < 10 UG/L 2002-11-13 (max 20 UG/L 2005-11-15)
MTBE 37 UG/L 2012-07-17 (max 10 UG/L 2002-06-12)
PHCG fax 140 UG/L 2003-01-12)
DIPE < 10 UG/L 2002-11-13 (max 20 UG/L 2002-06-12)
2002-06-12)
ETHANOL < 500 UG/L 2002-11-13 (max 1000 UG/L 2002-06-12)
GRO 36 UG/L 2003-11-12 (max 3100 UG/L 2002-04-04)
TAME 2.5 UG/L 2004-02-12 (max 136 UG/L 20EBZ 99 UG/L 2006-10-14 (max
260 UG/L 2002-01-12)
ETBE < 10 UG/L 2002-11-13 (max 20 UG/L 2002-06-12)
ETHANOL < 500 UG/L 2002-11-13 (max 1000 UG/L 2002-06-12)
GRO 02-01-12)
TBA 20 UG/L 2011-10-19 (max 59 UG/L 2002-06-26)
XYLENES 34 UG/L2450 UG/L 2003-02-27 (max 3630 UG/L 2002-06-12)
GROC4C12 33.3 UG/L 2008-07-11 (max 66.2 2012-01-17 (max 60.2 UG/L
2003-02-27)
XYLENES1314 2.9 UG/L 2002-11-13 (max 850 UG/L 20)450 UG/L 2003-02-27 (max
3630 UG/L 2002-06-12)
GROC4C12 33.3 UG/L 2008-07-11 (max 66.2 UG/L 2005-11-15)
MTBE 37 UG/L 2012-07-17 (max 10 UG/L 2002-06-12)
PHCG 102-01-12)
XYLO 4 UG/L 2002-11-13 (max 24 UG/L 2002-06-12)
36 UG/L 2003-11-12 (max 3100 UG/L 2002-04-04)
TAME 2.5 UG/L 2004-02-12 (max 136 UG/L 20UG/L 2005-11-15)
MTBE 37 UG/L 2012-07-17 (max 10 UG/L 2002-06-12)
PHCG 102-01-12)
TBA 20 UG/L 2011-10-19 (max 59 UG/L 2002-06-26)
XYLENES 34 UG/L36 UG/L 2003-11-12 (max 3100 UG/L 2002-04-04)

TAME 2.5 UG/L 2004-02-12 (max 136 UG/L 20 2012-01-17 (max 60.2 UG/L
2003-02-27)
XYLENES1314 2.9 UG/L 2002-11-13 (max 850 UG/L 2002-01-12)
TBA 20 UG/L 2011-10-19 (max 59 UG/L 2002-06-26)
XYLENES 34 UG/L 2012-01-17 (max 60.2 UG/L 2003-02-27)
XYLENES1314 2.9 UG/L 2002-11-13 (max 850 UG/L 2002-01-12)
XYLO 4 UG/L 2002-11-13 (max 24 UG/L 2002-06-12)
02-01-12)
XYLO 4 UG/L 2002-11-13 (max 24 UG/L 2002-06-12)

Monitoring well MW19 active
lat/long 34 0527823/-118 3093649
depth to gw 0 - 61.54

Monitoring well MW19 active
lat/long 34 0527823/-118 3093649
depth to gw 0 - 61.54
sample data BZ 2.2 UG/L 2010-01-25 (max 15500 UG/L 2004-02-12)
BZME 64 UG/L 2010-01-25 (max 63000 UG/L 2001-10-29)
DIPE < 20 UG/L 2006-11-06 (max 500 UG/L 2001-10-29)
EBZ 3.5 UG/L 2010-01-25 (max 52000 UG/L 2001-10-29)
ETBE < 20 UG/L 2006-11-06 (max 500 UG/L 2001-10-29)
ETHANOL < 1000 UG/L 2006-11-06 (max 20000 UG/L 2006-08-07)
GROC4C12 5360 UG/L 2008-10-14 (max 41100 UG/L 2005-11-14)
MTBE 93 UG/L 2010-01-25 (ma

Monitoring well MW19 active
lat/long 34 0527823/-118 3093649
depth to gw 0 - 61.54
sample< 21000 UG/L 2001-10-29)
PHCG 230 UG/L 2010-01-25 (max 166000 UG/L 2004-02-12)
data BZ 6.6 UG/L 2013-03-08 (max 15500 UG/L 2004-02-12)
BZME 5.8 UG/L 2011-10-19 (max 63000 UG/L 2001-10-29)
DIPE < 20 UG/L 2006-11-06 (max 500 UG/L 2001-10-29)
2000 UG/L 2006-08-07)
XYLENES 11 UG/L 2010-01-25 (max 12700 UG/L 2004-08-10)
EBZ 3.5 UG/L 2013-03-08 (max 52000 UG/L 2001-10-29)
ETBE < 20 UG/L 2006-11-06 (max 500 XYLENES1314 3300 UG/L 2002-11-13
(max 260000 UG/L 2001-10-29)
XYLO 1400 UG/L 2002-11-1
Monitoring well MW19 active
lat/long 34 0527823/-118 3093649
depth to gw 0 - 61.54
sample data BZ 6.6 UG/L 2013-03-08 (max 15500 UG/L 2004-02-12)
BZME 5.8 UG/L 2011-10-19 (max3 (max 110000 UG/L 2001-10-29)
UG/L 2001-10-29)
ETHANOL < 1000 UG/L 2006-11-06 (max 20000 UG/L 2006-08-07)

Monitoring well MW19 active
lat/long 34 0527823/-118 3093649
depth to gw 0 - 61.54
sample GROC4C12 5360 UG/L 2008-10-14 (max 41100 UG/L 2005-11-14)
MTBE 2.2 UG/L 2012-01-16 (ma data BZ 4.1 UG/L 2015-08-11 (max 15500
UG/L 2004-02-12)
BZME 5.8 UG/L 2011-10-19 (maxEBZ 3.5 UG/L 2013-03-08 (max 52000 UG/L
2001-10-29)
ETBE < 20 UG/L 2006-11-06 (max 500 63000 UG/L 2001-10-29)
DIPE < 20 UG/L 2006-11-06 (max 500 UG/L 2001-10-29)
< 21000 UG/L 2001-10-29)
PHCG 166 UG/L 2013-03-08 (max 166000 UG/L 2004-02-12)
EBZ 1.2 UG/L 2015-08-11 (max 52000 UG/L 2001-10-29)
ETBE < 20 UG/L 2006-11-06 (max 500 TAME 1.86 UG/L 2007-02-05 (max
500 UG/L 2001-10-29)
TBA 23 UG/L 2013-03-08 (max 82UG/L 2001-10-29)
ETHANOL < 1000 UG/L 2006-11-06 (max 20000 UG/L 2006-08-07)
GROC4C12 5360 UG/L 2008-10-14 (max 41100 UG/L 2005-11-14)
MTBE 2.2 UG/L 2012-01-16 (ma000 UG/L 2006-08-07)
XYLENES 4.5 UG/L 2013-03-08 (max 12700 UG/L 2004-08-10)
UG/L 2001-10-29)
ETHANOL < 1000 UG/L 2006-11-06 (max 20000 UG/L 2006-08-07)
GROC4C12 5360 UG/L 2008-10-14 (max 41100 UG/L 2005-11-14)
MTBE 2.2 UG/L 2012-01-16 (ma XYLENES1314 3300 UG/L 2002-11-13 (max
260000 UG/L 2001-10-29)
XYLO 1400 UG/L 2002-11-1x 21000 UG/L 2001-10-29)

PHCG 180 UG/L 2013-03-08 (max 166000 UG/L 2004-02-12)
TAME 1.86 UG/L 2007-02-05 (max 500 UG/L 2001-10-29)
TBA 23 UG/L 2013-03-08 (max 82 (max 110000 UG/L 2001-10-29)
< 21000 UG/L 2001-10-29)
PHCG 200 UG/L 2015-08-11 (max 166000 UG/L 2004-02-12)
TAME 1.86 UG/L 2007-02-05 (max 500 UG/L 2001-10-29)
TBA 49 UG/L 2015-08-11 (max 82000 UG/L 2006-08-07)
XYLENES 4.5 UG/L 2013-03-08 (max 12700 UG/L 2004-08-10)
XYLENES1314 3300 UG/L 2002-11-13 (max 260000 UG/L 2001-10-29)
XYLO 1400 UG/L 2002-11-1000 UG/L 2006-08-07)
XYLENES 2.9 UG/L 2015-08-11 (max 12700 UG/L 2004-08-10)
XYLENES1314 1.7 UG/L 2015-08-11 (max 26,0000 UG/L 2001-10-29)
XYLO 1.2 UG/L 2015-08-11 3 (max 110000 UG/L 2001-10-29)
(max 110000 UG/L 2001-10-29)

Monitoring well MW20 no access
lat/long 34 0524266/-118 3089521
depth to gw 0 - 59.76

Monitoring well MW20 no access
34 0524266/-118 3089521
depth to gw 0 - 59.68
sample data BZ 22100 UG/L 2008-10-13 (max 140000 UG/L 2006-03-26)
BZME 2830 UG/L 2008-10-13 (max 240000 UG/L 2006-03-26)
DIPE < 40 UG/L 2006-11-07 (max 100 UG/L 2006-05-08)
EBZ 1950 UG/L 2008-10-13 (max 29000 UG/L 2006-03-27)
ETBE < 40 UG/L 2006-11-07 (max 100 UG/L 2006-05-08)
ETHANOL < 2000 UG/L 2006-11-07 (max 5000 UG/L 2006-05-08)
GROC4C12 55500 UG/L 2008-10-13 (max 110000 UG/L 2006-05-08)
GROC6C12 4300 PPMV 2006-03-27 (max 5100 PPMV 2006-03-26)
MTBE 153 UG/L 2008-10-13 (max 3000 UG/L 2006-03-26

Monitoring well MW20 no access
lat/long 34 0524266/-118 3089521
depth to gw 0 - 59.76
sam)
PHCG 29000 UG/L 2008-11-07 (max 35600 UG/L 2005-07-26)
TAME 31.1 UG/L 20ple data BZ 22100 UG/L 2008-10-13 (max 140000 UG/L
2006-03-26)
BZME 2830 UG/L 2008-10-13 (max 240000 UG/L 2006-03-26)
DIPE < 40 UG/L 2006-11-07 (max 100 UG/L 2006-05-08)
07-02-06 (max 100 UG/L 2006-05-08)
TBA 507 UG/L 2008-10-13 (max 3000 UG/L 2006-03-26)
EBZ 1950 UG/L 2008-10-13 (max 29000 UG/L 2006-03-27)
ETBE < 40 UG/L 2006-11-07

Monitoring well MW20 no access
lat/long 34 0524266/-118 3089521
depth to gw 0 - 59.76
sampmax 100 UG/L 2006-05-08)
ETHANOL < 2000 UG/L 2006-11-07 (max 5000 UG/L 2006-05-08)
PPBV 2006-03-27
XYLO 38000 PPBV 2006-03-27

Monitoring well MW20 no access
lat/long 34 0524266/-118 3089521
depth to gw 0 - 60.91
sample data BZ 22100 UG/L 2008-10-13 (max 140000 UG/L 2006-03-26)
BZME 2830 UG/L 2008-10-13 (max 240000 UG/L 2006-03-26)
DIPE < 40 UG/L 2006-11-07 (max 100 UG/L 2006-05-08)
ple data BZ 22100 UG/L 2008-10-13 (max 140000 UG/L 2006-03-26)
BZME 2830 UG/L 2008-10-13 (max 240000 UG/L 2006-03-26)
DIPE < 40 UG/L 2006-11-07 (max 100 UG/L 2006-05-08)
006-03-27 (max 5100 PPMV 2006-03-26)
MTBE 153 UG/L 2008-10-13 (max 3000 UG/L 2006-03-26 EBZ 1950 UG/L
2008-10-13 (max 29000 UG/L 2006-03-27)
ETBE < 40 UG/L 2006-11-07 (max 100 UG/L 2006-05-08)
ETHANOL < 2000 UG/L 2006-11-07 (max 5000 UG/L 2006-05-08)
)
PHCG 29000 UG/L 2008-11-07 (max 35600 UG/L 2005-07-26)
TAME 31.1 UG/L 20 GROC4C12 55500 UG/L 2008-10-13 (max 110000
UG/L 2008-05-08)
GROC6C12 4300 PPMV 2(max 100 UG/L 2006-05-08)
ETHANOL < 2000 UG/L 2006-11-07 (max 5000 UG/L 2006-05-08)
07-02-06 (max 100 UG/L 2006-05-08)

TBA 507 UG/L 2008-10-13 (max 3000 UG/L 2006-03-26)
GROC4C12 55500 UG/L 2008-10-13 (max 110000 UG/L 2006-05-08)
GROC6C12 4300 PPMV 2006-03-27 (max 5100 PPMV 2006-03-26)
MTBE 153 UG/L 2008-10-13 (max 3000 UG/L 2006-03-26)
PHCG 29000 UG/L 2008-11-07 (max 35600 UG/L 2005-07-26)
TAME 31.1 UG/L 2006-03-27 (max 5100 PPMV 2006-03-26)
MTBE 153 UG/L 2008-10-13 (max 3000 UG/L 2006-03-26PPBV 2006-03-27
XYLO 38000 PPBV 2006-03-27
)
PHCG 29000 UG/L 2008-11-07 (max 35600 UG/L 2005-07-26)
TAME 31.1 UG/L 2007-02-06 (max 100 UG/L 2006-05-08)
TBA 507 UG/L 2008-10-13 (max 3000 UG/L 2006-03-26)
XYLENES 3240 UG/L 2008-10-13 (max 4450 UG/L 2005-07-26)
XYLENES1314 110000 07-02-06 (max 100 UG/L 2006-05-08)
TBA 507 UG/L 2008-10-13 (max 3000 UG/L 2006-03-26)
XYLENES 3240 UG/L 2008-10-13 (max 4450 UG/L 2005-07-26)
XYLENES1314 110000 PPBV 2006-03-27
XYLO 38000 PPBV 2006-03-27
PPBV 2006-03-27
XYLO 38000 PPBV 2006-03-27

Monitoring well MW21 active
lat/long 34 0523286/-118 3089506
depth to gw 56.6 - 56.6

Monitoring well MW21 active
lat/long 34 0523286/-118 3089506
depth to gw 56.6 - 56.6
sample data BZ 1.7 MG/KG 2012-02-15 (max 38000 MG/KG 2012-02-15)
BZME 38 MG/KG 2012-02-15 (max 1.7 MG/KG 2012-02-15)
EBZ 095 MG/KG 2012-02-15 (max 1.7 MG/KG 2012-02-15)
MTBE 031 MG/KG 2012-02-15 (max 1.7 MG/KG 2012-02-15)
PHCG 4.7 MG/KG 2012-02-15

Monitoring well MW21 active
lat/long 34 0523286/-118 3089506
depth to gw 56.6 - 56.6
sampl TBA 26 MG/KG 2012-02-15 (max 4.7 MG/KG 2012-02-15)
XYLENES 55 MG/KG 2012-02
Monitoring well MW21 active
lat/long 34 0523286/-118 3089506
depth to gw 56.6 - 63.59
free data BZ 1.7 MG/KG 2012-02-15 (max 38000 MG/KG 2012-02-15)
BZME 38 MG/KG 2012-02-15 product 5.149998 (2015-08-11)
sample data BZ 1.7 MG/KG 2012-02-15 (max 38000 MG/KG 2012-02-15)
(max 1.7 MG/KG 2012-02-15)
EBZ 095 MG/KG 2012-02-15 (max 1.7 MG/KG 2012-02-15)
15 (max 4.7 MG/KG 2012-02-15)
BZME 38 MG/KG 2012-02-15 (max 1.7 MG/KG 2012-02-15)
EBZ 095 MG/KG 2012-02-1 TBA 26 MG/KG 2012-02-15 (max 4.7
MG/KG 2012-02-15)
XYLENES 55 MG/KG 2012-025 (max 1.7 MG/KG 2012-02-15)
MTBE 031 MG/KG 2012-02-15 (max 1.7 MG/KG 2012-02-15)
PHCG 4.7 MG/KG 2012-02-15
TBA 26 MG/KG 2012-02-15 (max 4.7 MG/KG 2012-02-15)
15 (max 4.7 MG/KG 2012-02-15)
XYLENES 55 MG/KG 2012-02-15 (max 4.7 MG/KG
2012-02-15)

Site: 76 PRODUCTS STATION #3900
Address: 4000 W 6TH ST
City: LOS ANGELES
Map Loc: 124 - about .4 mile NW of the subject
Status: CLSD: Case Closed

The aquifer is potentially impacted. The case (0370064) is managed by the Regional Water Quality Board.

AQUIFER USED FOR DRINKING WATER SUPPLY

1994-05-01: FREE PRODUCT REMOVAL
1998-10-01: EXCAVATION

1999-07-06 STAFF LETTER
2002-04-15 MONITORING REPORT - QUARTERLY
2002-04-16 STAFF LETTER
2002-06-10 STAFF LETTER
2002-07-15 MONITORING REPORT - QUARTERLY
2002-07-31 SOIL AND WATER INVESTIGATION REPORT
2002-09-02 WELL INSTALLATION REPORT
2002-10-15 MONITORING REPORT - QUARTERLY
2003-01-15 MONITORING REPORT - QUARTERLY
2003-01-24 STAFF LETTER
2003-02-28 INTERIM REMEDIAL ACTION PLAN
2003-04-15 MONITORING REPORT - QUARTERLY
2003-06-11 STAFF LETTER
2003-07-15 MONITORING REPORT - QUARTERLY
2003-10-10 CAP/RAP - FEASIBILITY STUDY REPORT
2003-10-10 SOIL AND WATER INVESTIGATION REPORT
2003-10-15 MONITORING REPORT - QUARTERLY
2003-12-01 STAFF LETTER
2003-12-31 WELL INSTALLATION REPORT
2004-03-01 STAFF LETTER
2004-03-31 WELL INSTALLATION REPORT
2004-04-15 MONITORING REPORT - QUARTERLY
2004-07-15 MONITORING REPORT - QUARTERLY
2004-10-15 MONITORING REPORT - QUARTERLY
2005-01-15 MONITORING REPORT - QUARTERLY
2005-04-15 MONITORING REPORT - QUARTERLY
2005-07-15 MONITORING REPORT - QUARTERLY
2005-10-15 MONITORING REPORT - QUARTERLY
2006-01-15 MONITORING REPORT - QUARTERLY
2006-04-15 MONITORING REPORT - QUARTERLY
2006-07-15 MONITORING REPORT - QUARTERLY
2006-10-15 MONITORING REPORT - QUARTERLY
2007-01-15 MONITORING REPORT - QUARTERLY
2007-04-15 MONITORING REPORT - QUARTERLY
2007-07-15 MONITORING REPORT - QUARTERLY
2007-07-15 SOIL AND WATER INVESTIGATION REPORT
2007-10-15 MONITORING REPORT - QUARTERLY
2008-01-15 MONITORING REPORT - QUARTERLY
2008-04-15 MONITORING REPORT - QUARTERLY
2008-07-15 MONITORING REPORT - QUARTERLY
2008-10-15 MONITORING REPORT - QUARTERLY
2009-01-15 MONITORING REPORT - QUARTERLY
2009-04-15 MONITORING REPORT - QUARTERLY
2009-06-15 STAFF LETTER
2009-07-15 MONITORING REPORT - SEMI-ANNUALLY
2009-10-15 MONITORING REPORT - QUARTERLY
2010-01-15 MONITORING REPORT - SEMI-ANNUALLY
2010-04-15 MONITORING REPORT - SEMI-ANNUALLY
2010-07-15 MONITORING REPORT - SEMI-ANNUALLY
2011-01-15 MONITORING REPORT - SEMI-ANNUALLY
2011-04-15 MONITORING REPORT - SEMI-ANNUALLY
2011-07-15 MONITORING REPORT - SEMI-ANNUALLY
2012-01-15 MONITORING REPORT - SEMI-ANNUALLY
2012-07-15 MONITORING REPORT - SEMI-ANNUALLY
2012-12-06 REQUEST FOR CLOSURE - REGULATOR RESPONDED
2013-01-15 MONITORING REPORT - SEMI-ANNUALLY
2013-07-15 MONITORING REPORT - SEMI-ANNUALLY
2013-08-06 NOTIFICATION - PRECLOSURE
2013-10-06 OTHER REPORT / DOCUMENT
2013-10-09 NOTIFICATION - PRECLOSURE
2013-12-09 OTHER REPORT / DOCUMENT
2013-12-16 CLOSURE/NO FURTHER ACTION LETTER
2014-04-15 WELL DESTRUCTION REPORT

Monitoring well: HLA-1 active
lat/long: 34.0632466/-118.3105211
depth to gw: 11.87 - 21.22

Monitoring well: HLA-11 active
lat/long: 34.0632281/-118.3107676
depth to gw: 0 - 19.14
free product: 1.620001 (2003-02-01)

Monitoring well: HLA-2 dry
lat/long: 34.0633089/-118.3106165
depth to gw: 0 - 15.15
sample data: BZ 72 UG/L 2005-04-06
BZME 72 UG/L 2005-04-06 (max 72 UG/L 2005-01-14)
EBZ 7.4 UG/L 2005-04-06
ETBE 76 UG/L 2005-04-06 (max 7.4 UG/L 2005-04-06)
MTBE 390 UG/L 2005-04-06
PHCG 680 UG/L 2005-04-06
TBA 6100 UG/L 2005-04-06
XYLENES 4.9 UG/L 2005-04-06 (max 11 UG/L 2005-01-14)

Monitoring well: HLA-3 dry
lat/long: 34.0633086/-118.3105239
depth to gw: 0 - 15.18

Monitoring well: HLA-3 dry
lat/long: 34.0633086/-118.3105239
depth to gw: 0 - 15.18
sample data: BZ 75 UG/L 2003-05-16 (max 4.9 UG/L 2003-05-16)
EBZ 1.9 UG/L 2005-04-06 (max 13 UG/L 2005-01-14)
ETBE 1.7 UG/L 2005-10-05 (max 1.9 UG/L 2005-04-06)
MTBE 220 UG/L 2005-10-05 (max 2600 UG/L 2001-10-19)
PHCG 260 UG/L 2005-10-05 (max 2600 UG/L 2005-01-14)
TBA 140000 UG/L 2005-10-05 (max 580000 UG/L 2001-10-19)

Monitoring well: HLA-4 active
lat/long: 34.0633631/-118.3105773
depth to gw: 11.47 - 19.3

Monitoring well: HLA-4 active
lat/long: 34.0633631/-118.3105773
depth to gw: 11.47 - 19.3
sample data: BZ 16 UG/L 2005-04-06 (max 140000 UG/L 2005-04-06)
BZME 52 UG/L 2007-07-03 (max 140000 UG/L 2005-04-06)
EBZ 75 UG/L 2009-11-25 (max 140000 UG/L 2005-04-06)
ETBE 66 UG/L 2012-12-01 (max 5.7 UG/L 2004-01-20)
MTBE 57 UG/L 2013-06-12 (ma330 UG/L 2006-04-03)
PCE 52 UG/L 2006-04-03 (max 1.6 UG/L 2006-04-03)
PHC-x 330 UG/L 2006-04-03)
PCE 29 UG/L 2012-12-01 (max 1.4 UG/L 2006-04-03)
PG 75 UG/L 2010-05-27 (max 1400 UG/L 2003-05-16)
TBA 1400 UG/L 2010-08-06 (max 38000 UG/4C0 21 UG/L 2012-12-01 (max 1400 UG/L 2003-05-16)
TBA 500 UG/L 2013-06-12 (max 38000 UG/L 2004-01-20)
TCLME 4 UG/L 2006-04-03 (max 500 UG/L 2006-04-03)
TPPH 32G/L 2004-01-20)
TCLME 4 UG/L 2006-04-03 (max 1600 UG/L 2006-04-03)
TPPH L 2004-01-20)
TCLME 4 UG/L 2006-04-03 (max 1400 UG/L 2006-04-03)
XYLENES UGA, 2012-06-05
XYLENES 3 UG/L 2009-11-25 (max 32 UG/L 2005-01-14)
32 UG/L 2012-06-05
XYLENES 3 UG/L 2009-11-25 (max 32 UG/L 2005-01-14)

Monitoring well: MW-12 active
lat/long: 34.0632685/-118.3109073
depth to gw: 12.49 - 19.6

Monitoring well: MW-12 active
lat/long: 34.0632685/-118.3109073
depth to gw: 12.49 - 19.6
sample data: BZ 12 UG/L 2010-08-06
BZME 5 UG/L 2010-08-06
EBZ 52 UG/L 2010-08-06 (max 3.9 UG/L 2006-01-03)
MTBE 8.2 UG/L 2010-08-06 (max 430 UG/L 2003-11-13)
PCE 76 UG/L 2012-12-01 (max 8.2 UG/L 2012-12-01)
PHCG 43 UG/L 2010-08-06 (max 230 UG/L 2003-11-13)
TBA 47 UG/L 2005-04-06 (max 740 UG/L 2004-05-11)
TCL740 UG/L 2004-05-11)
TCLME 68 UG/L 2006-04-03 (max 47 UG/L 2006-04-03)
XYLENES 2 UG/L 2010-08-06 (max 14 UG/L 2006-01-03)
ME 26 UG/L 2012-12-01 (max 47 UG/L 2006-04-03)

XYLENES 2 UG/L 2010-08-06 (max 14 UG/L 2006-01-03)

Monitoring well: MW-13 active
lat/long: 34.0632685/-118.3109073
depth to gw: 12.19 - 21.6

Monitoring well: MW-13 active
lat/long: 34.0632685/-118.3109073
depth to gw: 12.19 - 21.6
59

Monitoring well: MW-13 active
lat/long: 34.0632685/-118.3109073
depth to gw: 12.19 - 21.6
sample data: BZ 1 UG/L 2006-04-03 (max 2.6 UG/L 2006-01-03)
BZME 19 UG/L 2007-07-03 (max 2.2 UG/L 2006-01-03)
DIPE 82 UG/L 2006-04-03 (max 4.8 UG/L 2003-09-19)
Dmple data BZ 1 UG/L 2006-04-03 (max 2.6 UG/L 2006-01-03)
BZME 19 UG/L 2007-07-03 (max 2.2 UG/L 2006-01-03)
DIPE 82 UG/L 2006-04-03 (max 4.8 UG/L 2003-09-19)
DO 6.4 MG/L 2003-09-19
EBZ 1.8 UG/L 2009-09-15 (max 7.1 UG/L 2003-09-19)
ETBE 1.2 UG/L 2006-01-03 (max 5 UG/L 2003-09-19)
MTBE 31 UG/L 2010-08-06 (max 730 UG/L 20 6.4 MG/L 2003-09-19
EBZ 84 UG/L 2011-11-11 (max 7.1 UG/L 2003-09-19)
ETO01-10-19)
PH 7.26 PH UNITS 2003-09-19
PHCG 24 UG/L 2010-08-06 (max 650 UG/BE 1.2 UG/L 2006-01-03 (max 5 UG/L 2003-09-19)
MTBE 1.2 UG/L 2013-06-12 (max 730 UG/L 2001-10-19)
PCE 71 UG/L 2012-12-01 (max 1.2 UG/L 2012-12-01)
PH 7.26 PH UL 2002-02-15)
TBA 36 UG/L 2009-09-15 (max 33000 UG/L 2003-09-19)
TCE 5.4 NITS 2003-09-19
PHCG 7.3 UG/L 2012-12-01 (max 650 UG/L 2002-02-15)
TBA 63 UG/L 2006-04-03
TMB135 69 UG/L 2006-04-03 (max 5.4 UG/L 2006-04-03)
XYLENES 1.4 UG/L 2009-09-15 (max 10 UG/L 2006-01-03)
UG/L 2011-11-11 (max 33000 UG/L 2003-09-19)
TCE 5.4 UG/L 2006-04-03
TMB135 69 UG/L 2006-04-03 (max 5.4 UG/L 2006-04-03)
TPPH 23 UG/L 2012-06-05
XYLENES 38 UG/L 2011-11-11 (max 23 UG/L 2003-09-19)

Monitoring well: MW-14 active
lat/long: 34.0632685/-118.3109073
depth to gw: 11.1 - 19.59

Monitoring well: MW-14 active
lat/long: 34.0632685/-118.3109073
depth to gw: 11.1 - 19.59
sample data: BZ 33 UG/L 2007-07-03 (max 2.4 UG/L 2006-01-03)
BZME 5 UG/L 2007-07-03 (ma
Monitoring well: MW-14 active
lat/long: 34.0632685/-118.3109073
depth to gw: 0 - 19.59
sampl- 2.4 UG/L 2003-09-19)
DIPE 32 UG/L 2006-10-02 (max 2.2 UG/L 2003-09-19)
DO 6.2 MG/L 2003-09-19
EBZ 95 UG/L 2007-07-03 (max 2.8 UG/L 2006-01-03)
Me data BZ 33 UG/L 2007-07-03 (max 2.4 UG/L 2006-01-03)
BZME 5 UG/L 2007-07-03 (max 2mple data BZ 33 UG/L 2007-07-03 (max 2.4 UG/L 2006-01-03)
BZME 5 UG/L 2007-07-03 (ma 4 UG/L 2003-09-19)
DIPE 32 UG/L 2006-10-02 (max 2.2 UG/L 2003-09-19)
DO TBE 80 UG/L 2009-11-25 (max 1100 UG/L 2006-04-03)
PCE 2.6 UG/L 2006-04-03
- 2.4 UG/L 2003-09-19)
DIPE 32 UG/L 2006-10-02 (max 2.2 UG/L 2003-09-19)
PH 7.76 PH UNITS 2003-09-19
PHCG 20 UG/L 2007-07-03 (max 760 UG/L 2002-08-20)
6.2 MG/L 2003-09-19
EBZ 95 UG/L 2007-07-03 (max 2.8 UG/L 2006-01-03)
MTBEDO 6.2 MG/L 2003-09-19

EBZ 95 UG/L 2007-07-03 (max 2.8 UG/L 2006-01-03)
M 35 UG/L 2012-06-05 (max 1100 UG/L 2006-04-03)
PCE 86 UG/L 2012-12-01 (max 2.8 UG/L TBA 380 UG/L 2006-04-03 (max 2700 UG/L 2005-07-01)
TCE 7.1 UG/L 2005-04-03
TBE 35 UG/L 2012-06-05 (max 1100 UG/L 2006-04-03)
PCE 86 UG/L 2012-12-01 (max 2.8 UG/ TCLME 48 UG/L 2006-04-03 (max 7.1 UG/L 2005-04-03)
TMB124 1.9 UG/L 2006-04-03
2006-04-03)
PH 7.76 PH UNITS 2003-09-19
PHCG 68 UG/L 2011-11-11 (max 760 UG/L 2006-04-03)
PH 7.76 PH UNITS 2003-09-19
PHCG 68 UG/L 2011-11-11 (max 760 UG/L 2002-08-20)
TBA 380 UG/L 2005-04-03 (max 2700 UG/L 2005-07-01)
TCE 6, 2002-08-20)
TBA 380 UG/L 2005-04-03 (max 2700 UG/L 2005-07-01)
TCE 7.1 UG/L 2006-04-03
TCLME 48 UG/L 2006-04-03 (max 7.1 UG/L 2006-04-03)
TMB12403 (max 2.3 UG/L 2006-04-03)
7.1 UG/L 2006-04-03
TCLME 48 UG/L 2006-04-03 (max 7.1 UG/L 2006-04-03)
TMB 1.9 UG/L 2006-04-03
TMB135 71 UG/L 2006-04-03 (max 1.9 UG/L 2006-04-03)
124 1.9 UG/L 2006-04-03
TMB135 71 UG/L 2006-04-03 (max 1.9 UG/L 2006-04-03)
XYLENES 1.9 UG/L 2007-07-03 (max 2.3 UG/L 2006-04-03)
XYLENES 1.8 UG/L 2007-07-03 (max 2.3 UG/L 2006-04-03)

Site: AMBASSADOR HOTEL (FORMER)
Address: 3400 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 125 - about .4 mile NE of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700489,

AQUIFER USED FOR DRINKING WATER SUPPLY

Site: CHEVRON #9-5294
Address: 549 S NORMANDIE AVE
City: LOS ANGELES
Map Loc: 126 - about .4 mile NE of the subject
Status: -

The aquifer is potentially impacted. The case, 03700629, is managed by the Regional Water Quality Board

AQUIFER USED FOR DRINKING WATER SUPPLY

1996-01-01 FREE PRODUCT REMOVAL
1991-07-01 SOIL VAPOR EXTRACTION (SVE)
2000-08-01 SOIL VAPOR EXTRACTION (SVE)
2001-01-31 FREE PRODUCT REMOVAL
2001-02-08 STAFF LETTER
2002-10-15 MONITORING REPORT - QUARTERLY
2003-01-15 MONITORING REPORT - QUARTERLY
2003-04-15 MONITORING REPORT - QUARTERLY
2003-07-15 MONITORING REPORT - QUARTERLY
2003-10-15 MONITORING REPORT - QUARTERLY
2004-01-15 MONITORING REPORT - QUARTERLY
2004-04-15 MONITORING REPORT - QUARTERLY
2004-07-15 MONITORING REPORT - QUARTERLY
2004-10-15 MONITORING REPORT - QUARTERLY
2005-01-15 MONITORING REPORT - QUARTERLY
2005-04-15 MONITORING REPORT - QUARTERLY
2005-07-15 MONITORING REPORT - QUARTERLY
2005-10-15 MONITORING REPORT - QUARTERLY
2006-01-15 MONITORING REPORT - QUARTERLY

2006-04-15 MONITORING REPORT - QUARTERLY
2006-07-15 MONITORING REPORT - QUARTERLY
2006-10-15 MONITORING REPORT - QUARTERLY
2007-01-15 MONITORING REPORT - QUARTERLY
2007-01-17 INTERIM REMEDIAL ACTION PLAN
2007-04-15 MONITORING REPORT - QUARTERLY
2007-04-18 OTHER (USE DESCRIPTION FIELD)
2007-07-15 MONITORING REPORT - QUARTERLY
2007-10-15 MONITORING REPORT - QUARTERLY
2008-01-15 MONITORING REPORT - QUARTERLY
2008-04-15 MONITORING REPORT - QUARTERLY
2008-07-11 INTERIM REMEDIAL ACTION PLAN
2008-07-15 MONITORING REPORT - QUARTERLY
2008-09-25 OTHER (USE DESCRIPTION FIELD)
2008-10-15 MONITORING REPORT - QUARTERLY
2008-10-17 INTERIM REMEDIAL ACTION PLAN
2009-01-15 MONITORING REPORT - QUARTERLY
2009-04-15 MONITORING REPORT - QUARTERLY
2009-06-15 STAFF LETTER
2009-07-15 MONITORING REPORT - QUARTERLY
2010-01-15 MONITORING REPORT - SEMI-ANNUALLY
2010-07-15 MONITORING REPORT - SEMI-ANNUALLY
2011-01-15 MONITORING REPORT - SEMI-ANNUALLY
2011-07-15 MONITORING REPORT - SEMI-ANNUALLY
2012-01-15 MONITORING REPORT - SEMI-ANNUALLY
2012-07-15 MONITORING REPORT - SEMI-ANNUALLY
2013-01-06 TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
2013-01-15 MONITORING REPORT - SEMI-ANNUALLY
2013-07-15 MONITORING REPORT - SEMI-ANNUALLY
2014-01-15 MONITORING REPORT - SEMI-ANNUALLY
2014-04-30 SOIL AND WATER INVESTIGATION WORK PLAN - REGULATOR RESPONDED
2014-07-15 MONITORING REPORT - SEMI-ANNUALLY
2015-01-15 MONITORING REPORT - SEMI-ANNUALLY
2015-02-13 REQUEST FOR CLOSURE - REGULATOR RESPONDED
2015-06-03 NOTIFICATION - PRE CLOSURE
2015-06-09 TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
2016-06-30 WELL DESTRUCTION REPORT

Monitoring well MW-1 inactive
lat/long 34.0638952/-118.3004915
depth to gw 0 - 36.64
sample data AS 095 MG/L 2001-10-06 (max= 1.1 MG/L 2001-10-06)
B 249 MG/L 2001-10-06 (max= 1.1 MG/L 2001-10-06)
CL 63 MG/L 2001-10-06
GRO 28 UG/L 2008-07-17 (max= 160 UG/L 2004-01-16)
NO3NO2N 3 MG/L 2001-10-06 (max= 26 MG/L 2001-10-06)
PH 6.64 PH UNITS 2001-10-06
SETMAT 1.6 ML/L 2001-10-06
SO4 122 MG/L 2001-10-06
SS 220 MG/L 2001-10-06
TDS 695 MG/L 2001-10-06
ZN 016 MG/L 2001-10-06 (max= 690 MG/L 2001-10-06)

Monitoring well MW-2 inactive
lat/long 34.0638908/-118.3004997
depth to gw 0 - 36.6

Monitoring well MW-2 inactive
lat/long 34.0638908/-118.3004997
depth to gw 0 - 36.6
sample data AS 042 MG/L 2001-10-06 (max= 690 MG/L 2001-10-06)
B 269 MG/L 2001-10-06 (max=file data AS: 042 MG/L 2001-10-06 (max= 690 MG/L 2001-10-06)
B 269 MG/L 2001-10-06 (max= 690 MG/L 2001-10-06)
CL 53 MG/L 2001-10-06
NO3NO2N 2.2 MG/L 2001-10-06 (max= 90 MG/L 2001-10-06)
CL 53 MG/L 2001-10-06
NO3NO2N 2.2 MG/L 2001-10-06
PH 6.8 PH UNITS 2001-10-06
SETMAT 2.1 ML/L 2001-10-06
SO4 154 MG/L 2001-10-06
SS 86 MG/L 2001-10-06

TDS 770 MG/L 2001-10-06
ZN 2001-10-06
SS 86 MG/L 2001-10-06
TCLME 49 UG/L 2014-05-13 (max= 86 UG/L 20 016 MG/L 2001-10-06 (max= 770 MG/L 2001-10-06)
016 MG/L 2001-10-06 (max= 770 MG/L 2001-10-06)
14-05-13)
TDS 770 MG/L 2001-10-06
ZN 016 MG/L 2001-10-06 (max= 770 MG/L 2001-10-06)

Monitoring well MW-3 active
lat/long 34.0637016/-118.3007773
depth to gw 38.34 - 46.92

Monitoring well MW-3 active
lat/long 34.0637016/-118.3007773
depth to gw 38.34 - 46.92
ta

Monitoring well MW-3 active
lat/long 34.0637016/-118.3007773
depth to gw 38.34 - 46.92
sample data ACE 59 UG/L 2013-04-22
AS 083 MG/L 2001-10-06 (max= 59 MG/L 2001-10-06)
B 265 MG/L 2001-10-06 (max= 59 MG/L 2001-10-06)
BOD5 35 MG/L 2001-10-06
mple data ACE 59 UG/L 2013-04-22
AS 083 MG/L 2001-10-06 (max= 59 MG/L 2001-10-06)
= 770 MG/L 2001-10-06)
BOD5 35 MG/L 2001-10-06
BTBZN 57 UG/L 2001-10-06
B 265 MG/L 2001-10-06 (max= 59 MG/L 2001-10-06)
BOD5 35 MG/L 2001-10-06
BTBZN 4 UG/L 2014-11-18 (max= 57 UG/L 2001-10-06)
BTBZ5 2.8 UG/L 2014-11-18 (max= 25 UG/L 2011-10-07)
BZ 44 UG/L 2013-04-22 (max= 600 UG/L 2009-10-02)
BZME a= 11000 UG/L 2004-10-20)
CL 91 MG/L 2001-10-06 (max= 110 MG/L 2001-10-06)
11 UG/L 2013-04-22)
BTBZT 32 UG/L 2014-11-18 (max= 2.8 UG/L 2014-05-13)
BZEBZ 1200 UG/L 2010-04-01 (max= 4400 UG/L 2006-11-10)
GRO 2800 UG/L 2006-10-29 (max= 46000= 11 UG/L 2013-04-22)
BTBZT 55 UG/L 2014-05-13 (max= 5.8 UG/L 2014-05-13)
8.5 UG/L 2014-11-18 (max= 600 UG/L 2009-10-02)
BZME 5 UG/L 2014-11-18 (max= 11000 UG/L UG/L 2006-11-10)
GROC4C12 28000 UG/L 2006-01-06 (max= 42000 UG/L 2004-10-20)
10-06)
EBZ 160 UG/L 2013-04-22 (max= 4400 UG/L 2006-11-10)
GRO 2800 UG/L 2BZ 14 UG/L 2014-05-13 (max= 600 UG/L 2009-10-02)
BZME 9 UG/L 2014-05-13 (max= 11000 UG/L 2004-10-20)
CL 91 MG/L 2001-10-06 (max= 15 MG/L 2001-10-06)
DCE12C 48 UG/08-10-29 (max= 46000 UG/L 2006-11-10)
GROC4C12 28000 UG/L 2006-01-06 (max= 42000 UG/L 2002/004-10-20)
CL 91 MG/L 2001-10-06 (max= 5 MG/L 2001-10-06)
CYMP 34 UG/L 20 NAPH 68.2 UG/L 2001-10-06
OILGREASE 21 MG/L 2001-10-06
PB 006 MG/14-11-18 (max= 5 UG/L 2014-11-18)
4-10-20) DCE12C 48 UG/L 2014-05-13 (max= 5 UG/L 2014-05-13)
GROC5C12 5800 UG/L 2012-12-01 (max= 16000 UG/L 2009-10-02)
IPBZ 110, 2014-05-13 (max= 15 UG/L 2014-05-13)
EBZ 14 UG/L 2014-05-13 (max= 4400 UG/L 2006-11-10) EBZ 4.8 UG/L 2014-11-18 (max= 4400 UG/L 2006-11-10)
GRO 2800 UG/L 2006-10-29 /L 2001-10-06 (max= 21 MG/L 2001-10-06)
PBZN 157 UG/L 2001-10-06
PH 6.54 PH0 UG/L 2013-04-22
MEK 33 UG/L 2013-04-22
MTBE 10 UG/L 2002-01-26
GRO 2800 UG/L 2006-10-29 (max= 46000 UG/L 2006-11-10)
GROC4C12 28000 UG/L (max= 46000 UG/L 2006-11-10)
GROC4C12 28000 UG/L 2006-01-06 (max= 42000 UG/L 2004-10-20)
2006-01-06 (max= 42000 UG/L 2004-10-20)

GROC5C12 5800 UG/L 2012-12-01 (max= 16000 UG/L 20 GROC5C12 5800 UG/L 2012-12-01 (max= 16000 UG/L 2009-10-02)
IPBZ 23 UG/L 2014-4 MG/L 2001-10-06)
SS 140 MG/L 2001-10-06
TBA 4 UG/L 2006-02-14
09-10-02)
IPBZ 53 UG/L 2014-05-13 (max= 110 UG/L 2013-04-22)
MEK 31 UG/L 2 340 UG/L 2012-12-01)
PH 6.54 PH UNITS 2001-10-06
PHCG 5500 UG/L 2013-04-22
-11-18 (max= 110 UG/L 2013-04-22)
MEK 31 UG/L 2014-05-13 (max= 33 UG/L 2013-04-22)
014-05-13 (max= 33 UG/L 2013-04-22)
MTBE 10 UG/L 2002-01-26
NAPH 84 UG/L 20 MTBE 10 UG/L 2002-01-26
NAPH 84 UG/L 2013-11-01 (max= 682 UG/L 2001-10-06)
-10-06 (max= 830 MG/L 2001-10-06)
XYLENES 2900 UG/L 2010-04-01 (max= 16000 UG/L 2004-10-213-11-01 (max= 682 UG/L 2001-10-06)
OILGREASE 21 MG/L 2001-10-06
PB 006 MG OILGREASE 21 MG/L 2001-10-06
PB 006 MG/L 2001-10-06 (max= 21 MG/L 2001-10-06)
/L 2001-10-06 (max= 21 MG/L 2001-10-06)
PBZN 110 UG/L 2014-05-13 (max= 340 UG/L 2012-12-00)
XYLENES1314 2400 UG/L 2005-02-03 (max= 12000 UG/L 2094-10-20)
XYLO 970 UG/L
SS 140 MG/L 2001-10-06
TBA 23 UG/L 2013-04-22
TCLME 15 UG PBZN 47 UG/L 2014-11-18 (max= 340 UG/L 2012-12-01)
PH 6.54 PH UNITS 2001-10-/L 2013-04-22
TDS 700 MG/L 2001-10-06
TMB124 1.9 UG/L 2013-04-22 (max= 830 U1)
PH 6.54 PH UNITS 2001-10-06
PHCG 1600 UG/L 2014-05-13 (max= 5500 UG/L 20GL 2005-02-03 (max= 4700 UG/L 2004-10-20)
ZN 033 MG/L 2001-10-06 (max= 4700 MG/L 2001-106
PHCG 850 UG/L 2014-11-18 (max= 5500 UG/L 2013-04-22)
SETMAT 1.4 ML/L 2013-04-22)
SETMAT 1.4 ML/L 2001-10-06
SO4 9.3 MG/L 2001-10-06 (max= 1.4 MG/L G/L 2001-10-06)
TMB135 6.8 UG/L 2013-04-22 (max= 70 UG/L 2011-10-07)
TOTPHE 2001-10-06)
SS 140 MG/L 2001-10-06
TBA 23 UG/L 2013-04-22
TCL1-10-06
SO4 9.3 MG/L 2001-10-06 (max= 1.4 MG/L 2001-10-06)
SS 140 MG/L 2001N 04 MG/L 2001-10-06 (max= 6.8 MG/L 2001-10-06)
XYLENES 25 UG/L 2012-04-20 (max= 16000 U-10-06
TBA 23 UG/L 2013-04-22
TCLME 1.5 UG/L 2013-04-22
TDS 704, 2004-10-20)
XYLENES1314 61 UG/L 2013-04-22 (max= 12000 UG/L 2004-10-20)
ME 1.5 UG/L 2013-04-22
TDS 700 MG/L 2001-10-06
TMB124 1.9 UG/L 2013-04-22 XYLO 1.9 UG/L 2013-04-22 (max= 4700 UG/L 2004-10-20)
ZN 033 MG/L 2001-10-06 (max= 1.9 M(max 830 UG/L 2001-10-06)
TMB135 2.2 UG/L 2014-05-13 (max= 70 UG/L 2011-10-07)
00 MG/L 2001-10-06
TMB124 1.9 UG/L 2013-04-22 (max= 830 UG/L 2001-10-06)
TMB TOTPHEN 04 MG/L 2001-10-06 (max= 2.2 MG/L 2001-10-06)
XYLENES 8.3 UG/L 2014-05-13 (135.72 UG/L 2014-11-18 (max= 70 UG/L 2011-10-07)
TOTPHEN 04 MG/L 2001-10-06 (max= 2.2 MG/L 2001-10-06)
GL 2001-10-06)
XYLENES 4.1 UG/L 2014-11-18 (max= 16000 UG/L 2004-10-20)
XYmax 16000 UG/L 2004-10-20)
XYLENES1314 7.8 UG/L 2014-05-13 (max= 12000 UG/L 2004-10-20)
XYLO 54 UG/L 2014-05-13 (max= 4700 UG/L 2004-10-20)
ZN 033 MG/L 2001-10-06 LENES1314 3.8 UG/L 2014-11-18 (max= 12000 UG/L 2004-10-20)
XYLO 32 UG/L 2014-11-18 (max= 4700 UG/L 2004-10-20)
ZN 033 MG/L 2001-10-06 (max= 1.9 MG/L 2001-10-06)

Monitoring well MW-6 inactive
lat/long 34.0639643/-118.3010889
depth to gw 0 - 56.59

Monitoring well MW-6 inactive
lat/long 34.0639643/-118.3010889
depth to gw 0 - 56.59
sample data AS 061 MG/L 2001-10-06 (max= 4700 MG/L 2001-10-06)
B 245 MG/L 2001-10-06 (max= 4700 MG/L 2001-10-06)
BOD5 3 MG/L 2001-10-06
CL 166 MG/L 2001-10-06
CR 036 MG/L 2001-10-06 (max= 166 MG/L 2001-10-06)
CU 017 MG/L 2001-10-06 (max= 166 MG/L 2001-10-06)
EBZ 7 UG/L 2007-03-10 (max= 168 UG/L 2007-03-10)
GRO

Monitoring well MW-6 inactive
lat/long 34.0639643/-118.3010889
depth to gw 0 - 56.59
samp 55 UG/L 2006-11-10
OILGREASE 13 MG/L 2001-10-06
PB 01 MG/L 2001-10-06 (male data AS: 061 MG/L 2001-10-06 (max= 1.9 MG/L 2001-10-06)
B 245 MG/L 2001-10-06 (max= 1.9 MG/L 2001-10-06)
BOD5 3 MG/L 2001-10-06
CL 166 MG/L 2001-10-06
= 13 MG/L 2001-10-06)
PH 6.58 PH UNITS 2001-10-06
SETMAT 3.5 ML/L 2001-10-06 CR 036 MG/L 2001-10-06 (max= 168 MG/L 2001-10-06)
CU 017 MG/L 2001-10-06 (max= 16

Monitoring well MW-6 inactive
lat/long 34.0639643/-118.3010889
depth to gw 0 - 56.59
samp2001-10-06 (max= 550 MG/L 2001-10-06)
XYLENES 1.6 UG/L 2007-03-10
ZN 084 M6 MG/L 2001-10-06)
EBZ 7 UG/L 2007-03-10 (max= 168 UG/L 2007-03-10)
GRO file data AS: 061 MG/L 2001-10-06 (max= 1.9 MG/L 2001-10-06)
B 245 MG/L 2001-10-06 (max= 1.9 MG/L 2001-10-06)
BOD5 3 MG/L 2001-10-06
CL 166 MG/L 2001-10-06
5 UG/L 2006-11-10
OILGREASE 13 MG/L 2001-10-06
PB 01 MG/L 2001-10-06 (max= G/L 2001-10-06 (max= 1.6 MG/L 2001-10-06)
CR 036 MG/L 2001-10-06 (max= 166 MG/L 2001-10-06)
CU 017 MG/L 2001-10-06 (max= 1613 MG/L 2001-10-06)
PH 6.58 PH UNITS 2001-10-06
SETMAT 3.5 ML/L 2001-10-06
SO4 173 MG/L 2001-10-06
SS 550 MG/L 2001-10-06
TDS 930 MG/L 206 MG/L 2001-10-06)
EBZ 7 UG/L 2007-03-10 (max= 168 UG/L 2007-03-10)
GRO 501-10-06 (max= 55.0 MG/L 2001-10-06)
XYLENES 1.6 UG/L 2007-03-10
ZN 084 MG/5 UG/L 2006-11-10
OILGREASE 13 MG/L 2001-10-06
PB 01 MG/L 2001-10-06 (max= 13 MG/L 2001-10-06)
PCE 58 UG/L 2014-05-13 (max= 13 UG/L 2014-05-13)
PH 6L 2001-10-06 (max= 1.6 MG/L 2001-10-06)
58 PH UNITS 2001-10-06
SETMAT 3.5 ML/L 2001-10-06
SO4 173 MG/L 2001-10-06
SS 550 MG/L 2001-10-06
TDS 930 MG/L 2001-10-06 (max= 55.0 MG/L 2001-10-06)
XYLENES 1.6 UG/L 2007-03-10
ZN 084 MG/L 2001-10-06 (max= 1.6 MG/L 2001-10-06)

Monitoring well MW-7 inactive
lat/long 34.0640305/-118.3004159
depth to gw 0 - 54.35

Monitoring well MW-7 inactive

lat/long 34.0640305/-118.3004159
depth to gw 0 - 36.47
sample data AS 009 MG/L 2001-10-06 (max 1.6 MG/L 2001-10-06)
B 323 MG/L 2001-10-06 (max 1.6 MG/L 2001-10-06)
CL 51 MG/L 2001-10-06
CR 05 MG/L 2001-10-06 (max 51 MG/L 2001-10-06)
CU 026 MG/L 2001-10-06 (max 51 MG/L 2001-10-06)
NO3NO2N 3.7 MG/L 2001-10-06
OILGREASE 23 MG/L 2001-10-06
PB 009 MG/L 2001-10-06 (L

Monitoring well MW-7 inactive
lat/long 34.0640305/-118.3004159
depth to gw 0 - 54.35
sample data AS 009 MG/L 2001-10-06 (max 1.6 MG/L 2001-10-06)
B 323 MG/L 2001-10-06 (max max 23 MG/L 2001-10-06)
PH 6.57 PH UNITS 2001-10-06
SETMAT 4.5 ML/L 2001-10-06
SO4 153 MG/L 2001-10-06
SS 1080 MG/L 2001-10-06
TCLME 5.9 1.6 MG/L 2001-10-06)
CL 51 MG/L 2001-10-06
CR 05 MG/L 2001-10-06 (max 51 MG/L 2001-10-06)
CU 026 MG/L 2001-10-06 (max 51 MG/L 2001-10-06)
NO3NO2N UG/L 2001-10-06
TDS 646 MG/L 2001-10-06
ZN 076 MG/L 2001-10-06 (max 646 MG 3.7 MG/L 2001-10-06
OILGREASE 23 MG/L 2001-10-06
PB 009 MG/L 2001-10-06 (/L 2001-10-06)

Monitoring well MW-7 inactive
lat/long 34.0640305/-118.3004159
depth to gw 0 - 54.35
sample data AS 009 MG/L 2001-10-06 (max 1.6 MG/L 2001-10-06)
B 323 MG/L 2001-10-06 (max max 23 MG/L 2001-10-06)
PH 6.57 PH UNITS 2001-10-06
SETMAT 4.5 ML/L 2001-10-06
SO4 153 MG/L 2001-10-06
SS 1080 MG/L 2001-10-06
TCLME 5.9 1.6 MG/L 2001-10-06)
CL 51 MG/L 2001-10-06
CR 05 MG/L 2001-10-06 (max 51 MG/L 2001-10-06)
CU 026 MG/L 2001-10-06 (max 51 MG/L 2001-10-06)
NO3NO2N UG/L 2001-10-06
TDS 646 MG/L 2001-10-06
ZN 076 MG/L 2001-10-06 (max 646 MG 3.7 MG/L 2001-10-06
OILGREASE 23 MG/L 2001-10-06
PB 009 MG/L 2001-10-06 (/L 2001-10-06)
max 23 MG/L 2001-10-06)
PH 6.57 PH UNITS 2001-10-06
SETMAT 4.5 ML/L 2001-10-06
SO4 153 MG/L 2001-10-06
SS 1080 MG/L 2001-10-06
TCLME 5.9 UG/L 2001-10-06
TDS 646 MG/L 2001-10-06
ZN 076 MG/L 2001-10-06 (max 646 MG/L 2001-10-06)

Monitoring well MW-8 inactive
lat/long 34.0635002/-118.3011894
depth to gw 0 - 49.15

Monitoring well MW-8 inactive
lat/long 34.0635002/-118.3011894
depth to gw 0 - 49.15
sample data AS 014 MG/L 2001-10-06 (max 646 MG/L 2001-10-06)
B 274 MG/L 2001-10-06 (max 646 MG/L 2001-10-06)
BDCME 4.8 UG/L 2001-10-06
BZ 097 UG/L 2006-01-06 (max 7.1 UG/L 2004-10-20)
CL 203 MG/L 2001-10-06
CR 044 MG/L 2001-10-06 (max 203 MG/L 2001-10-06)
CU 016 MG/L 2001-10-06 (max 203 MG/L 2001-10-06)
EB
Monitoring well MW-8 inactive
lat/long 34.0635002/-118.3011894

depth to gw 0 - 49.15
sampZ 9.3 UG/L 2004-10-20 (max 203 UG/L 2004-10-20)
GROC4C12 140 UG/L 2004-10-20
le data AS 014 MG/L 2001-10-06 (max 646 MG/L 2001-10-06)
B 274 MG/L 2001-10-06 (max NO3NO2N 7.2 MG/L 2001-10-06
PB 009 MG/L 2001-10-06 (max 7.2 MG/L 2001-10-06)
646 MG/L 2001-10-06)
BDCME 4.8 UG/L 2001-10-06
BZ 097 UG/L 2006-01-06 (ma PH 6.49 PH UNITS 2001-10-06
SETMAT 7 ML/L 2001-10-06
SO4 179 MG/L 200- 7.1 UG/L 2004-10-20)
CL 203 MG/L 2001-10-06
CR 044 MG/L 2001-10-06 (max 203 MG/L 2001-10-06)
CU 016 MG/L 2001-10-06 (max 203 MG/L 2001-10-06)
EB1-10-06
SS 700 MG/L 2001-10-06
TCLME 85 UG/L 2001-10-06
TDS 1
Monitoring well MW-8 inactive
lat/long 34.0635002/-118.3011894
depth to gw 0 - 49.15
samp080 MG/L 2001-10-06
XYLENES 26 UG/L 2004-10-20
XYLENES1314 17 UG/L 2004-10-20 9.3 UG/L 2004-10-20 (max 203 UG/L 2004-10-20)
GROC4C12 140 UG/L 2004-10-20
le data AS 014 MG/L 2001-10-06 (max 646 MG/L 2001-10-06)
B 274 MG/L 2001-10-06 (max NO3NO2N 7.2 MG/L 2001-10-06
PB 009 MG/L 2001-10-06 (max 7.2 MG/L 2001-10-06)
646 MG/L 2001-10-06)
BDCME 4.8 UG/L 2001-10-06
BZ 097 UG/L 2006-01-06 (ma
XYLO 9 UG/L 2004-10-20 (max 17 UG/L 2004-10-20)
ZN 066 MG/L 2001-10-06 PH 6.49 PH UNITS 2001-10-06
SETMAT 7 ML/L 2001-10-06
SO4 179 MG/L 200- 7.1 UG/L 2004-10-20)
CL 203 MG/L 2001-10-06
CR 044 MG/L 2001-10-06 (max 203 MG/L 2001-10-06)
CU 016 MG/L 2001-10-06 (max 203 MG/L 2001-10-06)
EB1-10-06
SS 700 MG/L 2001-10-06
TCLME 85 UG/L 2001-10-06
TDS 1080 MG/L 2001-10-06
XYLENES 26 UG/L 2004-10-20
XYLENES1314 17 UG/L 2004-10-20 9.3 UG/L 2004-10-20 (max 203 UG/L 2004-10-20)
GROC4C12 140 UG/L 2004-10-20
NO3NO2N 7.2 MG/L 2001-10-06
PB 009 MG/L 2001-10-06 (max 7.2 MG/L 2001-10-06)

XYLO 9 UG/L 2004-10-20 (max 17 UG/L 2004-10-20)
ZN 066 MG/L 2001-10-06 PH 6.49 PH UNITS 2001-10-06
SETMAT 7 ML/L 2001-10-06
SO4 179 MG/L 2031-10-06
SS 700 MG/L 2031-10-06
TCLME 61 UG/L 2014-11-18 (max 85 UG/L 2001-10-06)
TDS 1080 MG/L 2001-10-06
XYLENES 26 UG/L 2004-10-20
XYLENES1314 17 UG/L 2004-10-20
XYLO 9 UG/L 2004-10-20 (max 17 UG/L 2004-10-20)
ZN 066 MG/L 2001-10-06 (max 17 MG/L 2001-10-06)

Monitoring well MW-9 no access
lat/long 34.063949/-118.301549
depth to gw 0 - 54.72

Monitoring well MW-9 inactive
lat/long 34.063949/-118.301549
depth to gw 0 - 54.72
sample data AS 012 MG/L 2001-10-06 (max 17 MG/L 2001-10-06)

Monitoring well MW-9 no access
lat/long 34.063949/-118.301549
depth to gw 0 - 54.72
sample data AS 012 MG/L 2001-10-06 (max 17 MG/L 2001-10-06)

Monitoring well MW-9 no access
lat/long 34.063949/-118.301549
depth to gw 0 - 54.72
sample data AS 012 MG/L 2001-10-06 (max 17 MG/L 2001-10-06)

Monitoring well V-1 no access
lat/long 34.0637397/-118.3006765
depth to gw 0 - 0

Monitoring well V-1 no access
lat/long 34.0637397/-118.3006765
depth to gw 0 - 0

Monitoring well V-1 no access
lat/long 34.0637397/-118.3006765
depth to gw 0 - 0

Monitoring well V-1 no access
lat/long 34.0637397/-118.3006765
depth to gw 0 - 0

Monitoring well V-2 active
lat/long 34.0638309/-118.3007591
depth to gw 37.58 - 40.87

Monitoring well V-2 active
lat/long 34.0638309/-118.3007591
depth to gw 37.58 - 40.87
sample data AS 152 MG/L 2001-10-06 (max 1550 MG/L 2001-10-06)
B 285 MG/L 2001-10-06 (max 1550 MG/L 2001-10-06)
BOD5 34 MG/L 2001-10-06
BTBZN 130 UG/L 2001-10-06
BZ 40 UG/L 2010-04-01 (max 700 UG/L 2009-04-01)
BZME 33 UG/L 2010-04-01 (m
Monitoring well V-2 active
lat/long 34.0638309/-118.3007591
depth to gw 37.58 - 40.87
samax 1600 UG/L 2006-10-29)
CL 75 MG/L 2001-10-06
CR 303 MG/L 2001-10-06 (maple data ACE 150 UG/L 2013-04-22 (max
3000 UG/L 2011-10-07)
A5 152 MG/L 2001-10-06 (m 75 MG/L 2001-10-06)
CU 12 MG/L 2001-10-06 (max 75 MG/L 2001-10-06)
DMP24 19 UG/L 2001-10-06
EBZ 3600 UG/L 2010-04-01 (max 4500 UG/L 2002-07-13)
Eax 150 MG/L 2001-10-06)
B 285 MG/L 2001-10-06 (max 150 MG/L 2001-10-06)
BOD5 34 MG/L 2001-10-06
BTBZN 13 UG/L 2013-04-22 (max 130 UG/L 2001-10-06)
RO 39000 UG/L 2008-10-29 (max 78800 UG/L 2002-01-26)
GROC4C12 6300 UG/L 2006-01-06 (max 47000 UG/L 2005-02-03)
GROC5C12 53000 UG/L 2010-04-01
HO 002 MG/L 2001-10 BTBZS 4.4 UG/L 2013-04-22
BZ 25 UG/L 2013-04-22 (max 700 UG/L 2009-04-01)

Monitoring well V-2 active
lat/long 34.0638309/-118.3007591
depth to gw 37.58 - 40.87
samx6 (max 53000 MG/L 2001-10-06)
IPBZ 131 UG/L 2001-10-06
NAPH 123 UG/L 2001BZME 220 UG/L 2013-04-22 (max 1600 UG/L 2008-10-29)
CL 75 MG/L 2001-10-06
pre data ACE 240 UG/L 2014-11-18 (max 3000 UG/L 2011-10-07)
A5 152 MG/L 2001-10-06 (m 10-06
NO3NO2N 2 MG/L 2001-10-06 (max 723 MG/L 2001-10-06)
OILGREASE 31 MG/L 303 MG/L 2001-10-06 (max 75 MG/L 2001-10-06)
CU 12 MG/L 2001-10-06 (max 75 MG/L 2ax 240 MG/L 2001-10-06)
B 285 MG/L 2001-10-06 (max 240 MG/L 2001-10-06)
EB01-10-06)
CYMP 17 UG/L 2013-04-22 (max 36 UG/L 2012-12-01)
DCE12C 4.1 UG/L 2001-10-06
PB 058 MG/L 2001-10-06 (max 31 MG/L 2001-10-06)

PBZN 267 UOD5 34 MG/L 2001-10-06
BTBZN 15 UG/L 2014-11-18 (max 130 UG/L 2001-10-06)
BTBZS 1.8 UG/L 2014-05-13 (max 4.4 UG/L 2013-04-22)
BZ 1.9 UG/L 2014-05-13 (max 700 UGBTBZS 5.6 UG/L 2014-11-18
BZ 17 UG/L 2014-11-18 (max 700 UG/L 2009-04-01)
GA 2001-10-06
PH 6.67 PH UNITS 2001-10-06
SETMAT 23 ML/L 2001-10-06
L 2013-04-22 (max 6 UG/L 2012-12-01)
DMP24 19 UG/L 2001-10-06
EBZ 500 UG/L 2013-04-22 (max 4500 UG/L 2002-07-13)
GRO 39000 UG/L 2008-10-29 (max 78800 UG/L 2002-04, 2009-04-01)
BZME 1.8 UG/L 2014-05-13 (max 1600 UG/L 2008-10-29)
CD5 5.0ZME 11 UG/L 2014-11-18 (max 1600 UG/L 2008-10-29)
CD5 6.4 UG/L 2014-11-18
CL 75 MG/L 2001-10-06
CR 303 MG/L 2001-10-06 (max 75 MG/L 2001-10-06)
CU1-26)
GROC4C12 6300 UG/L 2006-01-06 (max 47000 UG/L 2005-02-03)
GROC5C12 76 UG/L 2014-05-13
CL 75 MG/L 2001-10-06
CR 303 MG/L 2001-10-06 (max 75 MG/ 12 MG/L 2001-10-06 (max 75 MG/L
2001-10-06)
CYMP 5.4 UG/L 2014-11-18 (max 36 UG/L 20800 UG/L 2012-12-01 (max 53000
UG/L 2010-04-01)
HO 002 MG/L 2001-10-06 (max 7800 MG/L HEN 06 MG/L 2001-10-06
(max 1460 MG/L 2001-10-06)
XYLENES 13000 UG/L 2010-04-01 (max 1L 2001-10-06)
CU 12 MG/L 2001-10-06 (max 75 MG/L 2001-10-06)
CYMP 2 UG/L 2014-05-13 (max 36 UG/L 2012-12-01)
DCE12C 4.1 UG/L 2013-04-22 (max 6 UG/L 2012-12-01)12-12-01)
DCE12C 2.5 UG/L 2014-11-18 (max 6 UG/L 2012-12-01)
DMP24 19 UG/L2001-10-06)
IPBZ 25 UG/L 2013-04-22 (max 101 UG/L 2001-10-06)
MEK 30 UG/L 86.00 UG/L 2001-10-06)
XYLENES1314 11000 UG/L 2005-02-03 (max 14000 UG/L 2002-07-13)
2001-10-06
EBZ 480 UG/L 2014-11-18 (max 4500 UG/L 2002-07-13)
GRO 39000 U2013-04-22
NAPH 57 UG/L 2013-04-22 (max 723 UG/L 2001-10-06)
NO3NO2N 2 MG/
DMP24 19 UG/L 2001-10-06
EBZ 170 UG/L 2014-05-13 (max 4500 UG/L 2002-07-13max 4100 MG/L
2001-10-06)
6, 2001-10-06 (max 57 MG/L 2001-10-06)
OILGREASE 31 MG/L 2001-10-06
PB 053)
GRO 39000 UG/L 2008-10-29 (max 78800 UG/L 2002-01-26)
GROC4C12 6300 UG/GL 2008-10-29 (max 78800 UG/L 2002-01-26)
GROC4C12 6300 UG/L 2006-01-06 (max 47000 UG/L 2005-02-03)
GROC5C12 7800 UG/L 2012-12-01 (max 53000 UG/L 2010-04-01)
HO 6 MG/L 2001-10-06 (max 31 MG/L 2001-10-06)
PBZN 76 UG/L 2013-04-22 (max 267 UG/L 2001-1L 2006-01-06 (max 47000
UG/L 2005-02-03)
GROC5C12 7800 UG/L 2012-12-01 (max 53000 UG/L 002 MG/L 2001-10-06 (max
7800 MG/L 2001-10-06)
IPBZ 47 UG/L 2014-11-18 (max 101 UG/L 0.06)
PH 6.67 PH UNITS 2001-10-06
PHCG 9100 UG/L 2013-04-22 (max 6.67 UG/L 2010-04-01)
HO 002 MG/L 2001-10-06 (max 7800 MG/L 2001-10-06)
IPBZ 13 UG/ 2013-04-22)
SETMAT 23 ML/L 2001-10-06
SO4 12 MG/L 2001-10-06
2001-10-06)
MEK 25 UG/L 2014-11-18 (max 30 UG/L 2013-04-22)
NAPH 110 UG/L L 2014-05-13 (max 101 UG/L 2001-10-06)
MEP 13 UG/L 2014-05-13 (max 30 UG/L 2013-04-22)
NAPH 27 UG/L 2014-05-13 (max 723 UG/L 2001-10-06)
NO3NO2N 2 MG/L 2001-10 2014-11-18 (max 723 UG/L 2001-10-06)
NO3NO2N 2 MG/L 2001-10-06 (max 110 MG/L 2001-10-055 930 MG/L
2001-10-06
TCE 3.4 UG/L 2013-04-22
TCLME 27 UG/L 2013-04-22

TDS: 700 MG/L 2001-10-06
TMB124 340 UG/L 2013-04-22 (max 2750 UG/L 2001-10-06)08 (max 27 MG/L 2001-10-06)
OILGREASE 31 MG/L 2001-10-06
PB 058 MG/L 20016)
OILGREASE 31 MG/L 2001-10-06
PB 058 MG/L 2001-10-06 (max 31 MG/L 2001-10-06 (max 31 MG/L 2001-10-06)
PBZN 40 UG/L 2014-05-13 (max 267 UG/L 2001-10-06)
10-06)
PBZN 130 UG/L 2014-11-18 (max 267 UG/L 2001-10-06)
PCE 1.4 UG/L 201
TMB135 100 UG/L 2013-04-22 (max 1480 UG/L 2001-10-06)
TOTPHEN 06 MG/L 20 PCE 1.4 UG/L 2014-05-13
PH 6.67 PH UNITS 2001-10-06
PHCG 2400 UG/L01-10-06 (max 100 MG/L 2001-10-06)
XYLENES 470 UG/L 2011-10-07 (max 18600 UG/L 2001-10-06-13
PH 6.87 PH UNITS 2001-10-06
PHCG 4700 UG/L 2014-11-18 (max 6700 UG/L 2014-05-13 (max 6700 UG/L 2013-11-01)
SETMAT 23 ML/L 2001-10-06
SO4 12 MG/L
XYLENES1314 1100 UG/L 2013-04-22 (max 14000 UG/L 2002-07-13)
XYLO 290 L 2013-11-01)
SETMAT 23 ML/L 2001-10-06
SO4 12 MG/L 2001-10-06
SS 5930 MG/L 2001-10-06
TCE 3.3 UG/L 2014-11-18 (max 3.4 UG/L 2013-04-22)
4, 2001-10-06
SS 5930 MG/L 2001-10-06
TCE 3.4 UG/L 2013-04-22
UG/L 2013-04-22 (max 5000 UG/L 2004-07-21)
ZN 554 MG/L 2001-10-06 (max 390 MG/L 2001-1 TCLME 5.8 UG/L 2014-11-18 (max 27 UG/L 2013-04-22)
TDS 700 MG/L 2001-10-06
0-06)
TCLME 8.9 UG/L 2014-05-13 (max 27 UG/L 2013-04-22)
TDS 700 MG/L 2001-10-06
TMB124 39 UG/L 2014-05-13 (max 2750 UG/L 2001-10-06)
TMB135 24 UG/L 2014-05-13 (max 14 TMB124 180 UG/L 2014-11-18 (max 2750 UG/L 2001-10-06)
TMB135 83 UG/L 2014-11-18 (max 1480 UG/L 2001-10-06)
TOTPHEN 06 MG/L 2001-10-06 (max 83 MG/L 2001-10-06)
60 UG/L 2001-10-06)
TOTPHEN 06 MG/L 2001-10-06 (max 24 MG/L 2001-10-06)
X XYLENES 570 UG/L 2014-11-18 (max 18600 UG/L 2001-10-06)
XYLENES1314 440 UG/L 2014 11 18YLENES 130 UG/L 2014-05-13 (max 18600 UG/L 2001-10-06)
XYLENES1314 120 UG/L 2014-05-13 (max 14000 UG/L 2002-07-13)
XYLO 130 UG/L 2014-11-18 (max 5000 UG/L 2004-07-21)
(max 14000 UG/L 2002-07-13)
XYLO 4.1 UG/L 2014-05-13 (max 5000 UG/L 2004-07-21)
ZN 554 MG/L 2001-10-06 (max 130 MG/L 2001-10-06)

Monitoring well: V-3 active
lat/long: 34 0638303/-118 3006061
depth to gw: 34 99 - 38 12

Monitoring well: V-3 active
lat/long: 34 0638303/-118 3006061
depth to gw: 34 99 - 38 12
sample data: AS 226 MG/L 2001-10-06 (max 4100 MG/L 2001-10-06)
B 364 MG/L 2001-10-06 (max 4100 MG/L 2001-10-06)
BOD5 160 MG/L 2001-10-06
BTBZN 130 UG/L 2001-10-06
BZ 57 UG/L 2010-04-01 (max 1270 UG/L 2001-10-06)
BZME 11 UG/L 2010-04-01 (max 640 UG/L 2001-10-06)
CL 109 MG/L 2001-10-06
CR 583 MG/L 2001-10-06 (max 109 MG/L 2001-10-06)
CU 33 MG/L 2001-10-06 (max 109 MG/L 2001-10-06)
EBZ 820 UG/L 2010-04-01 (max 4200 UG/L 2006-01-06)
GRO 15000 UG/L 2008-10-29 (max 57200 UG/L 2002-01-26)

GROC4C12 29000 UG/L 2006-01-06 (max 30000 UG/L 2005-10-25)
GROC5C12 10000 UG/L 2010-04-01 (max 13000 UG/L 2009-04-01)
IPBZ 70 UG/L 2001-10-06
NAPH 740 UG/L 2001-10-06
NO3NO2N 2.6 MG/L 2001-10-06
OILGREASE 18 MG/L 2001-10-06
PB 131 MG/L 2001-10-06 (max 18 MG/L 2001-10-06)
PBZN 17
Monitoring well: V-3 active
lat/long: 34 0638303/-118 3006061
depth to gw: 34 99 - 38 12
sam 8 UG/L 2001-10-06
PH 6.79 PH UNITS 2001-10-06
SETMAT 100 ML/L 2001-10-06
ple data ACE 16 UG/L 2013-04-22
AS 226 MG/L 2001-10-06 (max 16 MG/L 2001-10-06)
B 364 MG/L 2001-10-06 (max 16 MG/L 2001-10-06)
BOD5 160 MG/L 2001-10-06
BTBZN 10 UG/L 2013-04-22 (max 130 UG/L 2001-10-06)
BTBZ5 4.3 UG/L 2013-04-22 (ma10 06
TMB124 2460 UG/L 2001-10-06
TMB135 1250 UG/L 2001 10-06
XYLENES 150 UG/L 20 10-04-01 (max 13500 UG/L 2002-04-13)
XYLENES1314 1600 UG/L 2005-02-03 + 6 UG/L 2011-10-07)
BZ 55 UG/L 2013-04-22 (max 1270 UG/L 2001-10-06)
BZME 14 UG/L 2013-04-22 (max 640 UG/L 2001-10-06)
CD5 93 UG/L 2013-04-22 (max 1.4 UG/L 2 (max 10000 UG/L 2002-10-17)
XYLO 430 UG/L 2004-10-20 (max 1300 UG/L 2004-07-21)

Monitoring well: V-3 active
lat/long: 34 0638303/-118 3006061
depth to gw: 34 99 - 38 12
sample data: ACE 14 UG/L 2014-11-18 (max 16 UG/L 2013-04-22)
AS 226 MG/L 2001-10-06 (max 6 364 MG/L 2001-10-06 (max 16 MG/L 2001-10-06)
BOD5 160 MG/L 2001-10-06
01-10-06)
CU 33 MG/L 2001-10-06 (max 109 MG/L 2001-10-06)
CYMP 72 UG/L 214 MG/L 2001-10-06)
B 364 MG/L 2001-10-06 (max 14 MG/L 2001-10-06)
BOD5 BTBZN 6 UG/L 2014-05-13 (max 130 UG/L 2001-10-06)
BTBZ5 2.7 UG/L 2014-05-13 (max013-04-22 (max 109 UG/L 2013-04-22)
EBZ 84 UG/L 2013-04-22 (max 4200 UG/L 2006-01-06)
160 MG/L 2001-10-06
BTBZN 7.6 UG/L 2014-11-18 (max 130 UG/L 2001-10-06)
BTB 6 UG/L 2011-10-07)
BTBZT 29 UG/L 2013-11-01 (max 2.7 UG/L 2013-11-01)
BZ5 4.8 UG/L 2014-11-18 (max 6 UG/L 2011-10-07)
BTBZT 32 UG/L 2014-11-18 (max 4.8 UG/L 45 UG/L 2014-05-13 (max 1270 UG/L 2001-10-06)
BZME 74 UG/L 2014-05-13 (max 640 UG/L 2013-11-01)
BZ 100 UG/L 2014-11-18 (max 1270 UG/L 2001-10-06)
BZME 1 8 UG006-01-06 (max 30000 UG/L 2005-10-25)
GROC5C12 4600 UG/L 2012-12-01 (max 13000 UG/L 2004 2014-11-19 (max 640 UG/L 2001-10-06)
CD5 1.7 UG/L 2014-11-18 (max 1 8 UG/L 2013-04-22001-10-06)
CD5 54 UG/L 2014-05-13 (max 1 1 UG/L 2013-04-22)
CL 109 MG/L 9-04-01)
HXO2 4.7 UG/L 2013-04-22
IPBZ 25 UG/L 2013-04-22 (max 70 UG/L 2001-10-06)
MEK 3 6 UG/L 2013-04-22
NAPH 22 UG/L 2013-04-22 (max 740 UG/L 2002)
CL 109 MG/L 2001-10-06
CR 583 MG/L 2001-10-06 (max 109 MG/L 2001-10-06)
CU 33 MG/L 2001-10-06 (max 109 MG/L 2001-10-06)
CYMP 22 UG/L 2014-11-1001-10-06 (max 109 MG/L 2001-10-06)
CYMP 3 UG/L 2014-05-13 (max 109 UG/L 2013-04-22)
1-10-06)
NO3NO2N 2.6 MG/L 2001-10-06
OILGREASE 18 MG/L 2001-10-06
EBZ 10 UG/L 2014-05-13 (max 4200 UG/L 2006-01-06)
GRO 15000 UG/L 2008-10-298 (max 109 UG/L 2013-04-22)
EBZ 18 UG/L 2014-11-18 (max 4200 UG/L 2006-01-06)

GRO 15000 UG/L 2008-10-29 (max 57200 UG/L 2002-01-26)
GROC4C12 29000 UG/L 2006-01-06/L 2012-12-01)
PH 6.79 PH UNITS 2001-10-06
PHCG 1500 UG/L 2013-04-22
SETMAT 100 ML/L 2001-10-06
SO4 7 MG/L 2001-10-06
SS 24200 MG/L 20016 (max 30000 UG/L 2005-10-25)
GROC5C12 4600 UG/L 2012-12-01 (max 13000 UG/L 2009-04-01)
GROC5C12 4600 UG/L 2012-12-01 (max 13000 UG/L 2009-04-01)
HXO2 4.7 UG/L 2 10-06
TCLME 1.7 UG/L 2013-04-22
TDS 780 MG/L 2001-10-06
TMB12013-04-22
IPBZ 6.7 UG/L 2014-05-13 (max 70 UG/L 2001-10-06)
MEK 3 6 UG/L 2
HXO2 4.7 UG/L 2013-04-22
IPBZ 20 UG/L 2014-11-18 (max 70 UG/L 2001-10-06)013-04-22
NAPH 3 6 UG/L 2014-05-13 (max 740 UG/L 2001-10-06)
NO3NO2N 2.6 M4 81 UG/L 2013-04-22 (max 2460 UG/L 2001-10-06)
TMB135 14 UG/L 2013-04-22 (max 1250 UG/
MEK 3 6 UG/L 2013-04-22
NAPH 3 9 UG/L 2014-11-18 (max 740 UG/L 2001-10-06)
NO3NO2N 2.6 MG/L 2001-10-06
OILGREASE 18 MG/L 2001-10-06
PB Gil, 2001-10-06
OILGREASE 18 MG/L 2001-10-06
PB 131 MG/L 2001-10-06 (max 18L 2001-10-06)
XYLENES 30 UG/L 2012-04-20 (max 13500 UG/L 2002-04-13)
XYLEN 131 MG/L 2001-10-06 (max 18 MG/L 2001-10-06)
PBZN 37 UG/L 2014-11-18 (max 280 UG/L 20ES1314 25 UG/L 2013-04-22 (max 10000 UG/L 2002-10-17)
XYLO 1 9 UG/L 2013-04-22 (max 1300 UG/L 2004-07-21)
ZN 1 23 MG/L 2001-10-06
12-12-01)
PH 6.79 PH UNITS 2001-10-06
PHCG 1200 UG/L 2014-11-18 (max 1700 U79 PH UNITS 2001-10-06
PHCG 680 UG/L 2014-05-13 (max 1700 UG/L 2013-11-01)
Gil, 2013-11-01)
SETMAT 100 ML/L 2001-10-06
SO4 7 MG/L 2001-10-06
SETMAT 100 ML/L 2001-10-06
SO4 7 MG/L 2001-10-06
SS 24200 MG/L 2001-10-06
SS 24200 MG/L 2001-10-06
TCLME 1.3 UG/L 2014-05-13 (max 1.7 UG/L 2013-04-22)
TDS 780 MG/L 2001-10-06
TMB124 16 UG/L 2014-11-18 (max 2460 UG/L 2001-10-06)
TMB135 4 UG/L 2014-11-18 (max 1250 UG/L 2001-10-06)
XYLENES 8.9 UG/L 2014-11-1805-13 (max 1250 UG/L 2001-10-06)
XYLENES 7.7 UG/L 2014-05-13 (max 13500 UG/L 2002-04-13 (max 13500 UG/L 2002-04-13)
XYLENES1314 7.2 UG/L 2014-11-18 (max 10000 UG/L 2002-10-17)
XYLENES1314 7 UG/L 2014-05-13 (max 10000 UG/L 2002-10-17)
XYLO 88 UG/L 1
XYLO 1 6 UG/L 2014-11-18 (max 1300 UG/L 2004-07-21)
ZN 1 23 MG/L 2001-102014-05-13 (max 1300 UG/L 2004-07-21)
ZN 1 23 MG/L 2001-10-06
06

Monitoring well: V-4 active
lat/long: 34 063754/-118 3006222
depth to gw: 34 8 - 40 12

Monitoring well: V-4 active
lat/long: 34 063754/-118 3006222
depth to gw: 34 8 - 38 14
sample data: AS 339 MG/L 2001-10-06 (max 1 23 MG/L 2001-10-06)

Monitoring well: V-4 active
lat/long: 34 063754/-118 3006222
depth to gw: 34 8 - 40 12
sample data: AS 339 MG/L 2001-10-06 (max 1 23 MG/L 2001-10-06)

Monitoring well: V-4 active
lat/long: 34 063754/-118 3006222
depth to gw: 34 8 - 40 12
sampl
Monitoring well: V-4 active
lat/long: 34 063754/-118 3006222
depth to gw: 34 8 - 40 12
sample data: AS 339 MG/L 2001-10-06 (max 1 23 MG/L 2001-10-06)
e data AS 339 MG/L 2001-10-06 (max 1 23 MG/L 2001-10-06)

Site: 3550 WESIX PARKING STRUCTURE
Address: 3550 W 6TH ST
City: LOS ANGELES
Map Loc: 127 - about .5 mile NE of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case 0000007?8, is managed by the Regional Water Quality Board.

AQUIFER USED FOR DRINKING WATER SUPPLY.

2008-08-01 EXCAVATION
2009-06-09 REFERRAL TO REGIONAL BOARD
2009-06-09 STAFF LETTER
2009-08-03 OTHER REPORT / DOCUMENT
2009-08-25 STAFF LETTER
2009-09-21 STAFF LETTER
2009-10-15 SOIL AND WATER INVESTIGATION WORK PLAN
2009-12-01 SOIL AND WATER INVESTIGATION REPORT
2010-06-15 NOTIFICATION - PRE-CLOSURE
2010-07-13 CLOSURE/NO FURTHER ACTION LETTER

Site: BEST TUNE
Address: 2970 W OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 128 - about .5 mile SE of the subject
Status: NFA

Site: EXXON SERVICE STATION #7-6996
Address: 2950 W OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 131 - about .5 mile SE of the subject
Status: CLSD - Case Closed

Only the soil is impacted. The case, 03T00471

SOIL

SWIS **Solid Waste Information System**

As legislated under the Solid Waste Management and Resource Recovery Act of 1972, the California Waste Management Board maintains lists of certain facilities, i.e. Active solid waste disposal sites; Inactive or Closed solid waste disposal sites and Transfer facilities.

Site: CITY OF LOS ANGELES IDS (2136)
Address: MULTIPLE SITES/PARCELS
City: LOS ANGELES (CITY)
Map Loc: 46 - about .2 mile NE of the subject
Status:

id: 19-AR-1246

WIP **Well Investigation Program**

The Well Investigation Program (AB1803) identifies groundwater that is already contaminated and empowers the California Department of Health Services and local health officers to order ongoing monitoring programs. The focus of this program is to monitor and protect drinking water.

No listings within 1 mile radius of the subject site

WQ **Drinking Water Program**

The California Health and Safety Code section 116275-116300 stipulates that it is the intent of the Legislature to improve laws governing drinking water quality to improve upon the minimum requirements of the federal Safe Drinking Water Act Amendments of 1986, to establish primary drinking water standards that are at least as stringent as those established under the federal Safe Drinking Water Act, and to establish a program under this chapter that is more protective of public health than the minimum federal requirements.

In order to provide for the orderly and efficient delivery of safe drinking water the State Department of Health Services collect information on the quality of public drinking water wells under the California Drinking Program.

Below, the latest and maximum analysis of contaminants are reported (only positive reading are included). MCL is the Maximum Contaminant Level or enforceable drinking water standard. RPHL is the Recommended Public Health Level. Additional information is available upon request.

No listings within half of a mile radius of the subject site

REGIONAL SOURCES

NT **Toxic Releases**

The California Regional Water Quality Control Boards or local Department of Health Services keeps track of toxic releases to the environment. These lists are known as Unauthorized Releases, Spill, Leaks, Investigations and Cleanups (SLIC), Non-Tank Releases, Toxics List or similar, depending on the local agency.

This list has been researched within half of a mile radius of the subject site

Site: KOREAN DRYCLEANERS & LAUNDRY
Address: 3807 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 85 - about .3 mile NW of the subject
Status: INACT - Inactive

id: SLT603799574 - substance: VOC

000 - AQUIFER USED FOR DRINKING WATER SUPPLY

Site: LAUSD
Address: 2957 W OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 129 - about .5 mile SE of the subject
Status: INACT - Inactive

id: T0603741009

00023 - DTUNDER INVESTIGATION

1 - 2003-07-08 STAFF LETTER

2003-08-15 OTHER REPORT / DOCUMENT

LD **Land Disposal Sites**

The Land Disposal program managed by the State Water Control Board, regulates the waste discharge to land for treatment, storage and disposal in waste management units. Waste managment units include waste piles, surface impoundments, and landfills. California Code of Regulations (CCR) Title 23, (Chapter 15) contains the regulatory requirements for hazardous waste. CCR Title 27, contains the regulatory requirements for wastes other than hazardous waste.

No listings within half of a mile radius of the subject site

TPC **Toxic Pits**

The Toxic Pits Clean-Up Act (Katz Bill) places strict limitations on the discharge of liquid hazardous wastes into surface impoundment, toxic ponds, pits and lagoons. Regional Water Quality Control Boards are required to inspect all surface impoundment annually. In addition, every facility was required to file a Hydrogeological Assessment Report. Recent legislation allows the Department of Health Services to exempt facilities that closed on or before December 31, 1985, if a showing is made that no significant environmental risk remains (AB1046).

Special exemption provisions have been created for surface impoundment that receive mining wastes.

No listings within 1 mile radius of the subject site

SWAT **Solid Waste Assessment Test - Regional**

This program, provided for under the Calderon legislation (Section 13273 of the Water Code), requires that disposal sites with more than 50,000 cubic yards of waste provide sufficient information to the regional water quality control board to determine whether or not the site has discharged hazardous substances which will impact the environment.

Site operators are required to file Solid Waste Assessment Test reports on a staggered basis. Operators of the 150 highest ranking (Rank 1) sites were required to submit Solid Waste Assessment Tests by July 1, 1987, Rank 2 in 1988 and so on.

Operators submit water quality tests to the Regional Water Quality Control Board, describing surface and groundwater quality and supply, and the geology within 1 mile of the site. Air quality tests are submitted to the local Air Quality Management District or Air Pollution Control District.

This program is currently not funded and thus not updated.

Status Codes: Facilities or sites are ranked within each region on a scale 1-15 according to priority.

Site: KINGSLEY-OLYMPIC
Address: 3101 W OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 122 - about .4 mile S of the subject
Status: 9 - Case Closed

1

OPERATING PERMITS

Various agencies issue operating permits or regulate the handling, movements, storage and disposal of hazardous materials and require mandatory reporting. The inclusion in this section does not imply that an environmental problem exists presently or has in the past.

RCRA-G **Resource Conservation and Recovery Information System - Generators**

The Environmental Protection Agency regulates generators of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste generators are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form. The notification form provides basic identification information and specific waste activities.

Status Codes: L - Generators who generate at least 1000 kg/mo of non-acutely haz ardous waste (or 1 kg/mo of acutely haz ardous waste)
S - Generators who generate 100 kg/mo but less than 1000 kg/mo of non-acutely haz waste
T - Transporter

This list has been researched within a quarter of a mile radius of the subject site

Site: PRIN CLEANERS
Address: 3464 W 8TH ST, HOBART
City: LOS ANGELES
Map Loc: 2 - about .0 mile S of the subject
Status: S - Small Generator

Permit id#: CAD983620139

Acknowledge date 07/16/1992
Activities at this facility include

Site: PACIFIC BELL
Address: 3525 W 8TH ST
City: LOS ANGELES
Map Loc: 13 - about .1 mile SW of the subject
Status: S - Small Generator

Permit id#: CAD077242758

Acknowledge date 03/31/1991
Activities at this facility include

Site: KINGSLEY AUTO TEXACO
Address: 3401 W 8TH ST
City: LOS ANGELES
Map Loc: 19 - about .1 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD983604802

Acknowledge date 07/16/1992
Activities at this facility include

Site: KINGSLEY AUTO BODY
Address: 3385 W 8TH ST
City: LOS ANGELES
Map Loc: 23 - about .1 mile E of the subject
Status: S - Small Generator

Permit id#: CAD981970908

Acknowledge date 03/31/1991

Site: ARCO FACILITY NO 05355

Address: 3675 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 28 - about .2 mile N of the subject
Status: S - Small Generator

Permit id#: CAR000099986

Site: UNOCAL SVC STA #0956
Address: 801 S WESTERN AVE
City: LOS ANGELES
Map Loc: 31 - about .2 mile W of the subject
Status:

Permit id#: CAD981644172

Site: TUNEUP MASTERS
Address: 800 S WESTERN AVE
City: LOS ANGELES
Map Loc: 32 - about .2 mile W of the subject
Status:

Permit id#: CAD981578495

Site: UNOCAL
Address: 3701 WILSHIRE BLVD, STE 830
City: LOS ANGELES
Map Loc: 33 - about .2 mile NW of the subject
Status: S - Small Generator

Permit id#: CAD980887616

Acknowledge date 03/31/1991

Site: O E F INC
Address: 3699 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 35 - about .2 mile N of the subject
Status: S - Small Generator

Permit id#: CAR000053850

Acknowledge date 06/30/1999

Site: NCAR CONCIERGE THE
Address: 3700 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 43 - about .2 mile NW of the subject
Status:

Permit id#: CAD983612193

Acknowledge date 09/28/1992

Site: STATE STREET BANK & TRUST
Address: 3731 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 44 - about .2 mile NW of the subject
Status: L - Large Generator

Permit id#: CAD981981319

Activities at this facility include

Site: KIMS PHARMACY
Address: 859 S WESTERN AVE
City: LOS ANGELES
Map Loc: 45 - about .2 mile SW of the subject
Status: S - Small Generator

Permit id#: CAD983655812

Acknowledge date: 02/16/1993
Activities at this facility include:

Site: ONE HOUR MARTINIZING
Address: 3330 W 8TH ST
City: LOS ANGELES
Map Loc: 50 - about .2 mile E of the subject
Status:

Permit id#: CAD982020935

Site: RALPHS GROVERY COMPANY #16
Address: 670 S WESTERN AVE
City: LOS ANGELES
Map Loc: 53 - about .2 mile NW of the subject
Status: L - Large Generator

Permit id#: CAR000256594

Activities at this facility include:

Site: 20/20 CLEANERS
Address: 698 IROLO ST
City: LOS ANGELES
Map Loc: 54 - about .2 mile E of the subject
Status: S - Small Generator

Permit id#: CAR000007344

Acknowledge date: 12/07/1995

Site: BELMONT NEW E S NO 9
Address: 611 S HOBART BLVD
City: LOS ANGELES
Map Loc: 58 - about .2 mile N of the subject
Status: S - Small Generator

Permit id#: CAR000128124

Site: CVS PHARMACY NO 9660
Address: 3751 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 59 - about .2 mile NW of the subject
Status: L - Large Generator

Permit id#: CAR000238048

Activities at this facility include:

Site: COMMUTER TRANSP SVC
Address: 3550 WILSHIRE BLVD, STE 300
City: LOS ANGELES
Map Loc: 64 - about .3 mile NE of the subject
Status:

Permit id#: CA0000246033

Site: PARAMOUNT PLAZA
Address: 3550 WILSHIRE BLVD, SUITE 1620
City: LOS ANGELES
Map Loc: 64 - about .3 mile NE of the subject
Status: S - Small Generator

Permit id#: CAD981981012

Acknowledge date: 03/31/1991

Site: COMMUTER TRANSPORTATION SERVIC
Address: 3550 WILSHIRE BLVD,STE 300
City: LOS ANGELES
Map Loc: 64 - about .3 mile NE of the subject
Status: S - Small Generator

Permit id#: CAD983686106

Acknowledge date: 05/13/1993

Site: HOBART ELEM SCHOOL
Address: 955 S HARVARD BLVD
City: LOS ANGELES
Map Loc: 67 - about .2 mile S of the subject
Status: S - Small Generator

Permit id#: CAR000108674

Site: 58 MINUTE PHOTO #106
Address: 3540 WILSHIRE BLVD, BLDG 106
City: LOS ANGELES
Map Loc: 71 - about .3 mile NE of the subject
Status:

Permit id#: CAD981404379

Site: ORIGINAL 23 MINUTE PHOTO
Address: 650 S WESTERN AVE
City: LOS ANGELES
Map Loc: 75 - about .3 mile NW of the subject
Status: S - Small Generator

Permit id#: CA0000043935

Acknowledge date: 11/03/1993
Activities at this facility include:

Site: YUNAN RADIOLOGY MEDICAL GRP
Address: 3545 WILSHIRE BLVD, 109
City: LOS ANGELES
Map Loc: 76 - about .3 mile NE of the subject
Status: S - Small Generator

Permit id#: CAD983624008

Acknowledge date: 07/16/1992

Site: PIERCE NATIONAL LIFE INS CO
Address: 3807 WILSHIRE BLVD
City: LOS ANGELES

Map Loc: 85 - about .3 mile NW of the subject
Status: S - Small Generator

Permit id#: CAD982318297

Acknowledge date: 03/31/1991

Site: ORIGINAL 23 MINUTE PHOTO
Address: 638 S WESTERN AVE
City: LOS ANGELES
Map Loc: 87 - about .3 mile NW of the subject
Status: S - Small Generator

Permit id#: CAD982466013

Acknowledge date: 03/31/1991

Site: J M K ENVIRONMENTAL SOLUTIONS
Address: 3810 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 89 - about .3 mile NW of the subject
Status: S - Small Generator

Permit id#: CAR000086074

Site: 1 HR PHOTOGENIC
Address: 3824 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 99 - about .3 mile NW of the subject
Status:

Permit id#: CAD981394752

Site: EMBO CLEANERS
Address: 3809 W 6TH ST
City: LOS ANGELES
Map Loc: 101 - about .3 mile N of the subject
Status: S - Small Generator

Permit id#: CAD982000275

Acknowledge date: 06/08/1995
Activities at this facility include:
On 03/1/1995 a compliance evaluation inspection on site was performed by a State contractor.

Site: LOIS M FISHER TRUST FISHER PRO
Address: 3824 W 6TH ST
City: LOS ANGELES
Map Loc: 116 - about .3 mile N of the subject
Status: L - Large Generator

Permit id#: CAR000215616

Activities at this facility include:

Site: DR CHO CHIROPRACTIC CLINIC
Address: 3242 W 8TH ST, STE 201
City: LOS ANGELES
Map Loc: 119 - about .3 mile S of the subject
Status: S - Small Generator

Permit id#: CAD981646084

Acknowledge date: 09/29/1992

Site: WILSHIRE MAIL BOX & ETC
Address: 3850 WILSHIRE BLVD, #A
City: LOS ANGELES
Map Loc: 120 - about .3 mile NW of the subject
Status: S - Small Generator

Permit id#: CAD982500508

Acknowledge date: 03/31/1991

SARA **SARA Title III,section 313 (TRIS)**

Title III of the Superfund Amendments and Reauthorization Act Section 313, also known as Emergency Planning and Community Right-to-Know Act of 1986 requires owners or operators of facilities with more than 10 employees and are listed under Standard Industrial Classification(SIC) Codes 20 through 39 to report the manufacturing, processing or use of more than a threshold of certain chemical or chemical categories listed under section 313. This database is also known as Toxic Release Information System (TRIS).

Below summary information for the last five year period is reported grouping the releases into air, water, underground injection, land, public offsite treatment (potw) and transportation offsite.

No listings within a quarter of a mile radius of the subject site.

NC **Nuclear Regulatory Commission Licensees**

The Nuclear Regulatory Commission, Office of Nuclear Material Safety and Safeguards has been mandated (10 CFR Ch 1 42) to protect the public health and safety, the common defense and security, and the environment by licensing, inspection, and environmental impact assessment for all nuclear facilities and activities; and for the import and export of special nuclear material.

No listings within a quarter of a mile radius of the subject site.

PCB **PCB Waste Handlers Database**

The U.S. Environmental Protection Agency tracks generators, transporters, commercial stores and/or brokers and disposers of PCB's in accordance with the Toxic Substance Control Act. x

This list has been researched within a quarter of a mile radius of the subject site.

Site: OEF, INC.
Address: 3699 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 35 - about .2 mile N of the subject
Status:

Permit id#: CAN100000041

PCS **Permit Compliance System**

PCS is a database that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS was developed by The U.S. Environmental Protection Agency to meet the information needs of the NPDES program under the Clean Water Act. PCS tracks permit, compliance, and enforcement states of NPDES facilities.

This list has been researched within a quarter of a mile radius of the subject site.

Site: MARK WILSHIRE APT TOWER
Address: 691 IROLO ST
City: LOS ANGELES
Map Loc: 56 - about .2 mile E of the subject
Status:

Permit id#: CA0002243806

Site: AMBASSADOR TOWERS
Address: 691 IROLO ST
City: LOS ANGELES
Map Loc: 56 - about .2 mile E of the subject
Status:

Permit id#: 110006783846

5JProgram ID: CA0053091
16-NOV-1973 00:00:00:00 ORIGINAL PSDPERMIT ISSUE DATE

Site: LOS ANGELES COUNTY MTA
Address: GREATER LOS ANGELES
City: LOS ANGELES
Map Loc: 92 - about .3 mile NW of the subject
Status:

Permit id#: CA0059714

Site: METRO LINES-SEGMENTS 2B & 3
Address: GREATER LOS ANGELES
City: LOS ANGELES
Map Loc: 92 - about .3 mile NW of the subject
Status:

Permit id#: 110037253003

39Program ID: CA0059714
30-APR-2002 00:00:00:00 PERMIT TERMINATION DATE

AFS **AIRS Facility System**

AFS contains emissions and compliance data on air pollution point sources tracked by the U.S. EPA and state and local environmental regulatory agencies. There are seven "criteria pollutants" for which data must be reported to EPA and stored in AIRS: PM10 (particulate matters less than 10 microns in size); carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, reactive volatile organic compounds (VOC), and ozone.

AFS replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aeromatic Data (SAROAD).

No listings within a quarter of a mile radius of the subject site.

PE **Section Seven Tracking System (SSTS)**

SSTS evolved from the FIFRA and TSCA Enforcement System (FATES). SSTS tracks the registration of all pesticide producing establishments and tracks annually the types and amounts of pesticides, active ingredients, and devices that are produced, sold or distributed each year.

No listings within a quarter of a mile radius of the subject site.

FIFRA **FIFRA/TSCA Tracking System/ National Compliance Database (FTTS/NCDB)**

NCDB supports implementation of the Federal Insecticide, Fungicide and Rodenticide Control Act (FIFRA) and the Toxic Substance Control Act (TSCA).

This list has been researched within a quarter of a mile radius of the subject site.

Site: O E F INC
Address: 3699 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 35 - about .2 mile N of the subject
Status:

Permit id#: CAF000053850

12Program ID: I09#20000519T01CA 1

Site: GREATER MEDIA STATIONS
Address: 3580 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 57 - about .2 mile NE of the subject
Status:

Permit id#: 110011655306

64Program ID: I09#19900628CA013 1

Site: GARLIC RESEARCH LAB
Address: 3550 WILSHIRE BLVD, 200
City: LOS ANGELES
Map Loc: 64 - about .3 mile NE of the subject
Status:

Permit id#: CA0001302819

Site: GARLIC RESEARCH LABS
Address: 3550 WILSHIRE BLVD, #200
City: LOS ANGELES
Map Loc: 64 - about .3 mile NE of the subject
Status:

Permit id#: 110011512773

15Program ID: C09#FIFRA-ACL 01-04
16Program ID: I09#19940517F2718 1

Site: NANCY HYMAN
Address: 739 S NORMANDIE AVE
City: LOS ANGELES
Map Loc: 82 - about .3 mile E of the subject
Status:

Permit id#: 110011550974

76Program ID: C09#HYMAN
77Program ID: I09#19990503319360 1

FFIS **Federal Facilities Information System (FFIS)**

Federal Facilities Information System (FFIS) contains a list of all Treatment Storage and Disposal Facilities (TSDs) owned and operated by federal agencies.

No listings within a quarter of a mile radius of the subject site.

CICIS **Chemicals in Commerce Information System (CICIS)**

Chemicals in Commerce Information System contains an inventory of chemicals manufactured in commerce or imported for Toxic Substances Control Act regulated commercial purposes. CICIS allows EPA to maintain a comprehensive listing of over 70,000 chemical substances that are manufactured or imported and are regulated under TSCA.

No listings within a quarter of a mile radius of the subject site.

FINDS **FINDS EPA Facility Index System**

The U.S. Environmental Protection Agency maintains an index system of all facilities which are regulated or have been assigned an identification number for other purposes.

Facilities that have been reported elsewhere in this report will not be listed under this category.

No listings within a quarter of a mile radius of the subject site.

HWIS **Hazardous Waste Information System**

The Department of Toxic Substance Control, California Environmental Protection Agency, maintains a a data base keeping track of the movement and disposal of hazardous waste. The data is used to support the Tanner legislation, AB 2948.

Status Codes: EPA Facility Permit Number
CAL - State permanent number
CAL - State provisional or emergency number
CAH - State prov or perm number for household hazardous waste collections
CAI - State permanent number for exotic pest detection
CAS - State permanent number issued by county for emergency response
CAE - State prov number for hazardous waste removal caused by natural disasters
CAX - State permanent or provisional number issued prior to 1987. No longer used
CLU - State permanent number issued by county for clandestine lab cleanup
CAP - Federal permanent number
CA - Federal permanent number
CAD - Federal permanent or provisional number. State provisional before 1988
CAT - Federal permanent number
CAP - Federal provisional or emergency number

This list has been researched within a quarter of a mile radius of the subject site.

Site: ROBERT M LAWSON
Address: 3451 W 8TH ST
City: LOS ANGELES
Map Loc: 1 - the subject site
Status: EPA ID#: CAC002834900

		00 01 02 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
Asbestos containing waste	ton	92

Site: PRIN CLEANERS
Address: 3464 W 8TH ST; HOBART
City: LOS ANGELES
Map Loc: 2 - about .0 mile S of the subject
Status: EPA ID#: CAD983620139

		00 01 02 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
Halogenated solvents	ton	21 42 33

Site: COLDWELL BANKER
Address: 822 S HOBART BLVD
City: HOLLYWOOD

Map Loc: 3 - about .0 mile S of the subject
Status: EPA ID#: CAC001488152

		00 01 02 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
Other organic solids	ton	1 4

Site: HOBART INVESTMENT PARTNERS LLC
Address: 826 S HOBART BLVD
City: LOS ANGELES
Map Loc: 5 - about .0 mile S of the subject
Status: EPA ID#: CAC002554340

		00 01 02 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
Other organic solids	ton	16

Site: CHARLES R WAGNER MD INC
Address: 809 S HOBART BLVD
City: LOS ANGELES
Map Loc: 6 - about .0 mile S of the subject
Status: EPA ID#: CAL000075754

Site: PROJECTS WEST CORP
Address: 819 S HOBART BLVD
City: LOS ANGELES
Map Loc: 7 - about .0 mile S of the subject
Status: EPA ID#: CAC000072373

Site: PROJECTS WEST CORP
Address: 825 S HOBART BLVD
City: LOS ANGELES
Map Loc: 8 - about .1 mile S of the subject
Status: EPA ID#: CAC000072361

Site: CLINICA HUMANITARIA INC
Address: 3518 W 8TH ST
City: LOS ANGELES
Map Loc: 9 - about .1 mile W of the subject
Status: EPA ID#: CAL000159383

		00 01 02 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
Photochemical waste	ton	

Site: HARVARD INVESTMENT GROUP, LLC
Address: 831 S HARVARD BLVD, # 843
City: LOS ANGELES
Map Loc: 10 - about .1 mile SE of the subject
Status: EPA ID#: CAC002811372

		00 01 02 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
Asbestos containing waste	ton	2 45

Site: PROJECTS WEST CORP
Address: 833 S HOBART BLVD
City: LOS ANGELES
Map Loc: 11 - about .1 mile S of the subject
Status: EPA ID#: CAC000072369

Site: SEGILMAN PROPERTIES
Address: 841 S SERRANO AVE
City: LOS ANGELES
Map Loc: 12 - about .1 mile SW of the subject

Status: EPA ID#: CAC002584437

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton								7.58	1.85			

Site: CHENG YUE
Address: 841 S SERRANO AVE
City: LOS ANGELES
Map Loc: 12 - about .1 mile SW of the subject
Status: EPA ID#: CAC002109328

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton								2.11				

Site: PACIFIC TELEPHONE AND TELEGRAP
Address: 3525 W 8TH ST
City: LOS ANGELES
Map Loc: 13 - about .1 mile SW of the subject
Status: EPA ID#: CAD077242758

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton	2.57											
Inorganic solid waste	ton	45											
Halogenated solvents	ton								08				
Waste oil and mixed oil	ton								6.26				
Unspec. oil cont waste	ton								33				
Off-spec. aged or surplus org.	ton								08				

Site: FREEMONT REGENCY
Address: 849 S HARVARD BLVD
City: LOS ANGELES
Map Loc: 14 - about .1 mile SE of the subject
Status: EPA ID#: CAL001360000

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Oil/water sludge	ton								21				

Site: HARVARD APTS
Address: 855 S HARVARD BLVD
City: LOS ANGELES
Map Loc: 15 - about .1 mile SE of the subject
Status: EPA ID#: CAC002118864

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Oil/water sludge	ton								8				

Site: CHATEAU CHAUMONT HOA
Address: 855 S SERRANO AVE
City: LOS ANGELES
Map Loc: 16 - about .1 mile SW of the subject
Status: EPA ID#: CAC002693311

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton											4	

Site: JEFFERY MILLER
Address: 855 S SERRANO AVE
City: LOS ANGELES
Map Loc: 16 - about .1 mile SW of the subject
Status: EPA ID#: CAC002571214

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton		32						1077				

Site: MID-WILSHIRE CHIROPRACTIC
Address: 3532 W 8TH ST

City: LOS ANGELES
Map Loc: 17 - about .1 mile SW of the subject
Status: EPA ID#: CAL000106523

Site: THOMAS SIEMAN CO
Address: 3532 W 8TH ST
City: LOS ANGELES
Map Loc: 17 - about .1 mile W of the subject
Status: EPA ID#: CAC001349640

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Photochemical waste	ton								13				

Site: KINGSLEY APARTMENTS
Address: 7305 KINGSLEY DR
City: LOS ANGELES
Map Loc: 18 - about .1 mile E of the subject
Status: EPA ID#: CAC002553802

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Other organic solids	ton								22.4				

Site: KINGSLEY NORTHWEST CORP
Address: 3401 W 8TH ST
City: LOS ANGELES
Map Loc: 19 - about .1 mile E of the subject
Status: EPA ID#: CAC002575821

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Aq sol with org residues<10%	ton										2.51		
Tank Bottom waste	ton										2.82	68	

Site: KINGSLEY NORTHWEST CORP
Address: 3401 W 8TH ST
City: LOS ANGELES
Map Loc: 19 - about .1 mile E of the subject
Status: EPA ID#: CAL000191073

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Unspecified aqueous solution	ton							4.12					
Waste oil and mixed oil	ton		32						408				

Site: KINGSLEY AUTO TEXACO
Address: 3401 W 8TH ST
City: LOS ANGELES
Map Loc: 19 - about .1 mile SE of the subject
Status: EPA ID#: CAD983604802

Site: SEON H WHANG MD
Address: 3540 W 8TH ST
City: LOS ANGELES
Map Loc: 20 - about .1 mile SW of the subject
Status: EPA ID#: CAL000084657

Site: PHJ PROPERTIES LLC
Address: 701 S KINGSLEY DR
City: LOS ANGELES
Map Loc: 21 - about .1 mile NE of the subject
Status: EPA ID#: CAC002553071

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Tank Bottom waste	ton								36				

Site: KIMBAL CLEANERS
Address: 3569 W 8TH ST
City: LOS ANGELES
Map Loc: 22 - about .1 mile W of the subject
Status: EPA ID#: CAD028470144

Site: KINGSLEY AUTO BODY
Address: 3385 W 8TH ST
City: LOS ANGELES
Map Loc: 23 - about .1 mile E of the subject
Status: EPA ID#: CAD981970908

Site: CITY OF LOS ANGELES DEPT PUBLI
Address: 694 S OXFORD AVE
City: LOS ANGELES
Map Loc: 24 - about .1 mile NW of the subject
Status: EPA ID#: CAC002410175

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Inorganic solid waste	ton								12				

Site: 900 SOUTH HARVARD LLC
Address: 900 S HARVARD BLVD
City: LOS ANGELES
Map Loc: 25 - about .1 mile SE of the subject
Status: EPA ID#: CAC002577801

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Other organic solids	ton								1				

Site: DON MARC II LLC
Address: 906 S SERRANO AVE
City: LOS ANGELES
Map Loc: 26 - about .2 mile SW of the subject
Status: EPA ID#: CAC002578971

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton								1.68				
Other organic solids	ton								37				

Site: FEDERAL STREET HOLDINGS
Address: 3460 W 7TH ST
City: LOS ANGELES
Map Loc: 27 - about .2 mile NE of the subject
Status: EPA ID#: CAC002634677

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton									64	32		

Site: THE VIEW WILSHIRE LLC
Address: 3460 W 7TH ST
City: LOS ANGELES
Map Loc: 27 - about .2 mile NE of the subject
Status: EPA ID#: CAC002677309

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton										32	16	

Site: WILSHIRE TOWER APT
Address: 3460 W 7TH ST
City: LOS ANGELES
Map Loc: 27 - about .2 mile NE of the subject

Status: EPA ID#: CAC001230864

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton								25.28				

Site: BP WEST COAST PRODUCTS LLC 05
Address: 3675 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 28 - about .2 mile N of the subject
Status: EPA ID#: CAL000225777

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Aq sol with org residues<10%	ton								2.62				

Site: BP WEST COAST PRODUCTS LLC 053
Address: 3675 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 28 - about .2 mile N of the subject
Status: EPA ID#: CAR000099966

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Aq sol with org residues<10%	ton								06	83	18		
Tank Bottom waste	ton									1.87			
Other organic solids	ton								49				

Site: ARCO PRODUCTS COMPANY
Address: 3675 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 28 - about .2 mile N of the subject
Status: EPA ID#: CAL000028423

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Aq sol with org residues<10%	ton			3.39	3.5		3.82	15.16					
Tank Bottom waste	ton							2.08					
Empty non-pesticide cont>30 gal	ton				25								

Site: PRESTIGE STATIONS INC #5144
Address: 3675 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 28 - about .2 mile N of the subject
Status: EPA ID#: CAL000082565

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Other organic solids	ton								15	08			

Site: MC PARNELL PROPERTIES LLC
Address: 843 S ARDMORE AVE
City: LOS ANGELES
Map Loc: 29 - about .2 mile SE of the subject
Status: EPA ID#: CAC002672115

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Unspec. oil cont waste	ton											42	

Site: WESTERN CHIROPRACTIC CENTER
Address: 722 S WESTERN AVE
City: LOS ANGELES
Map Loc: 30 - about .2 mile W of the subject
Status: EPA ID#: CAL000075758

Site: WESTERN 76 INC
Address: 801 S WESTERN AVE
City: LOS ANGELES
Map Loc: 31 - about .2 mile W of the subject
Status: EPA ID#: CAL000385216

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Other organic solids	ton	08

Site: TOSCO CORPORATION, STATION #30
Address: 801 S WESTERN AVE
City: LOS ANGELES
Map Loc: 31 - about .2 mile W of the subject
Status: EPA ID#: CAL000152813

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Aq sol with org residues > 10%	ton	17
	Unspecified aqueous solution	ton	45

Site: UNOCAL SVC STA #0956
Address: 801 S WESTERN AVE
City: LOS ANGELES
Map Loc: 31 - about .2 mile W of the subject
Status: EPA ID#: CAD981644172

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Empty non-pesticide cont<30 gal	ton	2

Site: TUNE UP MASTERS INC
Address: 800 S WESTERN AVE
City: LOS ANGELES
Map Loc: 32 - about .2 mile W of the subject
Status: EPA ID#: CAL000076633

Site: TUNEUP MASTERS #20
Address: 800 S WESTERN AVE
City: LOS ANGELES
Map Loc: 32 - about .2 mile W of the subject
Status: EPA ID#: CAD981578495

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Aq sol with org residues > 10%	ton	21 2

Site: COLONNADE WILSHIRE CORP
Address: 3701 WILSHIRE BLVD,STE 101
City: LOS ANGELES
Map Loc: 33 - about .2 mile N of the subject
Status: EPA ID#: CAC002583291

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Asbestos containing waste	ton	209

Site: COLONNADE WILSHIRE CORP
Address: 3701 WILSHIRE BLVD, 3701-3731
City: LOS ANGELES
Map Loc: 33 - about .2 mile N of the subject
Status: EPA ID#: CAC002564299

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Asbestos containing waste	ton	158

Site: COLONNADE WILSHIRE CORP
Address: 3701 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 33 - about .2 mile N of the subject
Status: EPA ID#: CAC002628977

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Asbestos containing waste	ton	8

Site: COLONNADE WILSHIRE CORP
Address: 3701 WILSHIRE BLVD,- 3731
City: LOS ANGELES
Map Loc: 33 - about .2 mile N of the subject
Status: EPA ID#: CAC001173608

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Asbestos containing waste	ton	257

Site: UNOCAL
Address: 3701 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 33 - about .2 mile NW of the subject
Status: EPA ID#: CAD980887616

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Gas scrubber waste	ton	1

Site: CENTER PROPERTIES
Address: 3701 WILSHIRE BLVD, SU 850
City: LOS ANGELES
Map Loc: 33 - about .2 mile NW of the subject
Status: EPA ID#: CAX000080371

Site: COLONNADE WILSHIRE CORP
Address: 3701 WILSHIRE BLVD, FL 6
City: LOS ANGELES
Map Loc: 33 - about .2 mile N of the subject
Status: EPA ID#: CAC002787608

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Asbestos containing waste	ton	2 99

Site: PAKS WESTERN PLAZA, LLC
Address: 833 S WESTERN AVE
City: LOS ANGELES
Map Loc: 34 - about .2 mile W of the subject
Status: EPA ID#: CAC002752068

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Tank Bottom waste	ton	42

Site: 3699 WILSHIRE LLC
Address: 3699 WILSHIRE BLVD, STE 880
City: LOS ANGELES
Map Loc: 35 - about .2 mile N of the subject
Status: EPA ID#: CAC002714817

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Tank Bottom waste	ton	1 67

Site: 3699 WILSHIRE LLC
Address: 3699 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 35 - about .2 mile N of the subject
Status: EPA ID#: CAC002483679

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Aq sol with org residues<10%	ton	1

Site: WILSHIRE-SERRANO BLDG
Address: 3699 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 35 - about .2 mile N of the subject

Status: EPA ID#: CAC001355249

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Aq sol with org residues<10%	ton	15
	Waste oil and mixed oil	ton	19

Site: 3699 WILSHIRE LLC
Address: 3699 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 35 - about .2 mile N of the subject
Status: EPA ID#: CAC002636946

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Aq sol with org residues<10%	ton	44
	Liq with hal org>1g/l	ton	25

Site: JAIMISON PROPERTY MNGT
Address: 3699 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 35 - about .2 mile N of the subject
Status: EPA ID#: CAC002566639

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Aq sol with org residues<10%	ton	07

Site: JAIMISON PROPERTIES
Address: 3699 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 35 - about .2 mile N of the subject
Status: EPA ID#: CAC002632477

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Aq sol with org residues<10%	ton	05

Site: WILSHIRE-SERRANO BLDG
Address: 3699 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 35 - about .2 mile N of the subject
Status: EPA ID#: CAC000764264

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Tank Bottom waste	ton	06

Site: ACCORD INTEREST
Address: 3670 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 37 - about .2 mile N of the subject
Status: EPA ID#: CAC002585490

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Asbestos containing waste	ton	53 09

Site: PENN CENTRAL CORP
Address: 3670 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 37 - about .2 mile N of the subject
Status: EPA ID#: CAC000837072

Site: UNI DENTAL GROUP
Address: 3670 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 37 - about .2 mile N of the subject
Status: EPA ID#: CAL000160832

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Photochemical waste	ton	06 05 08 04

Site: WILSHIRE BLVD TEMPLE
Address: 3663 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 38 - about .2 mile N of the subject
Status: EPA ID#: CAL000398536

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Asbestos containing waste	ton	41 94

Site: WILSHIRE BLVD TEMPLE
Address: 3663 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 38 - about .2 mile N of the subject
Status: EPA ID#: CAC002670953

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Asbestos containing waste	ton	39 16
	Waste oil and mixed oil	ton	
	Off-spec, aged or surplus org	ton	09
	Off-spec, aged or surplus org	ton	08
	Liq with hal org>1g/l	ton	

Site: WILSHIRE BOULEVARD TEMPLE
Address: 3663 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 38 - about .2 mile N of the subject
Status: EPA ID#: CAC002719377

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Asbestos containing waste	ton	16 4
	Inorganic solid waste	ton	14

Site: WILSHIRE BOULEVARD TEMPLE
Address: 3663 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 38 - about .2 mile N of the subject
Status: EPA ID#: CAC000730952

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Asbestos containing waste	ton	17 37 12 64

Site: WILSHIRE BOULEVARD TEMPLE
Address: 3663 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 38 - about .2 mile N of the subject
Status: EPA ID#: CAC002330601

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Asbestos containing waste	ton	29 49

Site: PROGENE INC DBA UNIVERSITY CHI
Address: 3660 WILSHIRE BLVD,STE 917
City: LOS ANGELES
Map Loc: 39 - about .2 mile N of the subject
Status: EPA ID#: CAL000280150

			90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15
	Lab waste chemicals	ton	53

Site: ELEVATOR DYNAMICS
Address: 3660 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 39 - about .2 mile N of the subject

Status: EPA ID#: CAC001472240

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Waste oil and mixed oil	ton	29

Site: PHILLIP S MIN DDS
Address: 3660 WILSHIRE BLVD ,STE 748
City: LOS ANGELES
Map Loc: 39 - about .2 mile N of the subject
Status: EPA ID#: CAL000180517

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Oxygenated solvents	ton	02
Unspecified solvent mixture	ton	02

Site: JAMISON SERVICES INC.
Address: 3660 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 39 - about .2 mile N of the subject
Status: EPA ID#: CAC002812988

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste	ton	23

Site: WILSHIRE PARK PLACE LLC
Address: 3660 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 39 - about .2 mile N of the subject
Status: EPA ID#: CAC002629984

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Other organic solids	ton	11 75

Site: EUGENE R CASAGRANDE DDS
Address: 3660 WILSHIRE BLVD; STE 1136
City: LOS ANGELES
Map Loc: 39 - about .2 mile N of the subject
Status: EPA ID#: CAL000097094

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Photochemical waste	ton	06

Site: JANELLE HOLDEN DDS
Address: 3660 WILSHIRE BLVD,STE 1026
City: LOS ANGELES
Map Loc: 39 - about .2 mile N of the subject
Status: EPA ID#: CAL000196143

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Photochemical waste	ton	13 52 87 28 04

Site: LE-MONACO
Address: 3660 WILSHIRE BLVD; STE 120
City: LOS ANGELES
Map Loc: 39 - about .2 mile N of the subject
Status: EPA ID#: CAC002741145

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Unspec organic liquid mixture	ton	19

Site: RIKIO TAGAWA
Address: 3660 WILSHIRE BLVD,BLDG 1140
City: LOS ANGELES
Map Loc: 39 - about .2 mile N of the subject
Status: EPA ID#: CAL922093862

Site: RUNVEE, HOBART, LTD. N.V.
Address: 3660 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 39 - about .2 mile N of the subject
Status: EPA ID#: CAC000221849

Site: EUGENE M ZAKARYAN, DDS
Address: 3660 WILSHIRE BLVD; STE 1136
City: LOS ANGELES
Map Loc: 39 - about .2 mile N of the subject
Status: EPA ID#: CAL000038687

Site: JAMES DICKEY DDS
Address: 3660 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 39 - about .2 mile N of the subject
Status: EPA ID#: CAL000251787

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Oxygenated solvents	ton	02 01
Unspecified solvent mixture	ton	02
Unspec oil cont waste	ton	
Unspec organic liquid mixture	ton	
Unspec organic liquid mixture	ton	02
Liq with chrom(VI)>500mg/l	ton	

Site: KINGSLEY APPT
Address: 901 S KINGSLEY DR
City: LOS ANGELES
Map Loc: 40 - about .2 mile SE of the subject
Status: EPA ID#: CAC000800408

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste	ton	61

Site: HOBART HEIGHTS APTS LP
Address: 932 S HOBART BLVD. 1/2 ; 932 - 934 1/2
City: LOS ANGELES
Map Loc: 41 - about .2 mile S of the subject
Status: EPA ID#: CAC002609880

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste	ton	3 37

Site: WILSHIRE PARK DENTAL GROUP
Address: 3700 WILSHIRE BLVD,STE 780
City: LOS ANGELES
Map Loc: 43 - about .2 mile N of the subject
Status: EPA ID#: CAL000179580

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Inorganic solid waste	ton	

Site: HAN JANG SON&SUN DENTAL GROUP
Address: 3700 WILSHIRE BLVD; STE 780
City: LOS ANGELES
Map Loc: 43 - about .2 mile N of the subject
Status: EPA ID#: CAL000354297

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Unspecified aqeous solution	ton	04 09

Site: JAMISON PROPERTIES INC

Address: 3700 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 43 - about .2 mile N of the subject
Status: EPA ID#: CAC002609882

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Aq sol with org residues<10%	ton	2 77

Site: BECHTEL INVESTMENTS REALTY
Address: 3700 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 43 - about .2 mile NW of the subject
Status: EPA ID#: CAC000137813

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Contaminated soil	ton	4 21

Site: CAR CONCIERGE THE
Address: 3700 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 43 - about .2 mile NW of the subject
Status: EPA ID#: CAD983612193

Site: BENEFICIAL STANDARD LIFE INS
Address: 3700 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 43 - about .2 mile NW of the subject
Status: EPA ID#: CAX000210880

Site: BECHTEL INVESTMENTS REALTY
Address: 3700 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 43 - about .2 mile NW of the subject
Status: EPA ID#: CAC000161109

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Unspecified aqeous solution	ton	62
Asbestos containing waste	ton	4 24

Site: WILSHIRE PARTNERS
Address: 3700 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 43 - about .2 mile NW of the subject
Status: EPA ID#: CAL000122272

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Aq sol with org residues > 10%	ton	23

Site: PETER SHIMIZU DDS
Address: 3731 WILSHIRE BLVD,STE 625
City: LOS ANGELES
Map Loc: 44 - about .2 mile NW of the subject
Status: EPA ID#: CAL000094895

Site: STATE STREET BANK & TRUST
Address: 3731 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 44 - about .2 mile NW of the subject
Status: EPA ID#: CAD981981319

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste	ton	3150 786 7 59 175

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Inorganic solid waste	ton	23 6
Polychlorinated biphenyls	ton	3 84 42 3 5

Site: KIMS PHARMACY
Address: 859 S WESTERN AVE
City: LOS ANGELES
Map Loc: 45 - about .2 mile SW of the subject
Status: EPA ID#: CAD983655812

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Photochemical waste	ton	3 99 2 44 1 42 7 35

Site: KIMS PHARMACY
Address: 859 S WESTERN AVE
City: LOS ANGELES
Map Loc: 45 - about .2 mile SW of the subject
Status: EPA ID#: CAL930714511

Site: FEDORA INVESTMENT GROUP, LLC.
Address: 905 S ARDMORE AVE
City: LOS ANGELES
Map Loc: 47 - about .2 mile SE of the subject
Status: EPA ID#: CAC002795714

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste	ton	92

Site: JOSE ESPADAS CHEVRON
Address: 868 S WESTERN AVE
City: LOS ANGELES
Map Loc: 48 - about .2 mile SW of the subject
Status: EPA ID#: CAL000082478

Site: EAST-WEST VIDEO 23 MIN PHOTO
Address: 3328 W 8TH ST
City: LOS ANGELES
Map Loc: 49 - about .2 mile E of the subject
Status: EPA ID#: CAL920515538

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Restricted Metal Sludge	ton	02 03
Photochemical waste	ton	2 47 02

Site: ONE HOUR MARTINIZING
Address: 3330 W 8TH ST
City: LOS ANGELES
Map Loc: 50 - about .2 mile E of the subject
Status: EPA ID#: CAD982020935

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Halogenated solvents	ton	88 89

Site: ONE HOUR CLEANER
Address: 3330 W 8TH ST
City: LOS ANGELES
Map Loc: 50 - about .2 mile E of the subject
Status: EPA ID#: CAL000196152

		86 91 92 95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 12/12 14/15
Aq sol with org residues<10%	ton	
Halogenated solvents	ton	8

Site: 3600 WILSHIRE LLC
Address: 3600 WILSHIRE BLVD

City: LOS ANGELES
Map Loc: 51 - about .2 mile NE of the subject
Status: EPA ID#: CAL000153422

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton				7.59	6.74							

Site: NARA BANK
Address: 3600 WILSHIRE BLVD,STE 100 A
City: LOS ANGELES
Map Loc: 51 - about .2 mile NE of the subject
Status: EPA ID#: CAC002563170

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton							168					

Site: JOHN HANCOCK MUTUAL LIFE INS C
Address: 3600 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 51 - about .2 mile NE of the subject
Status: EPA ID#: CAC001107032

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton				46.35	28.76	1.69						

Site: KING STATE OIL COMPANY
Address: 3600 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 51 - about .2 mile NE of the subject
Status: EPA ID#: CAC001133768

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Unspec oil cont waste	ton					25.28							

Site: AGIA INC
Address: 3600 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 51 - about .2 mile NE of the subject
Status: EPA ID#: CAX000211086

Site: WILSHIRE FINANCIAL TOWER
Address: 3600 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 51 - about .2 mile NE of the subject
Status: EPA ID#: CAL000029050

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton	7.6	84		7.16	2.02							

Site: YOUNG CHUN INC
Address: 3600 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 51 - about .2 mile NE of the subject
Status: EPA ID#: CAC002687049

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton											4	

Site: RALPHS GROCERY #16
Address: 670 S WESTERN AVE
City: LOS ANGELES
Map Loc: 53 - about .2 mile NW of the subject
Status: EPA ID#: CAL000320346

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Soil without metals (PH >12.5)	ton											02	02
Off-spec aged/surplus inorg	ton												
Inorganic solid waste	ton												01
Unspecified solvent mixture	ton										01	06	01
Pesticides waste	ton												
Pharmaceutical waste	ton												02
Off-spec. aged or surplus org	ton											04	05
Liquids with pH<2	ton												

Site: 20/20 CLEANERS
Address: 698 IROLO ST,STE 104
City: LOS ANGELES
Map Loc: 54 - about .2 mile E of the subject
Status: EPA ID#: CAL000153434

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Aq sol with org residues<10%	ton												
Halogenated solvents	ton							24					
Hydrocarbon solvents	ton												
Other organic solids	ton										2		
Other organic solids	ton										6		

Site: 20/20 CLEANERS
Address: 698 IROLO ST
City: LOS ANGELES
Map Loc: 54 - about .2 mile E of the subject
Status: EPA ID#: CAL000003216

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Aq sol with org residues<10%	ton												
Halogenated solvents	ton		65	2.2	67	34	1.1	53	17				
Halogenated solvents	ton								22				
Hydrocarbon solvents	ton												
Unspec organic liquid mixture	ton												

Site: 420 PINE LTD PARTNERSHIP
Address: 3390 SAN MARINO ST
City: LOS ANGELES
Map Loc: 55 - about .2 mile S of the subject
Status: EPA ID#: CAC002761256

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton												8

Site: EMBASSADOR TOWERS
Address: 691 IROLO ST
City: LOS ANGELES
Map Loc: 56 - about .2 mile E of the subject
Status: EPA ID#: CAC002643616

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Waste oil and mixed oil	ton										1.06		

Site: EMBASSADOR TOWER APARTMENTS
Address: 691 IROLO ST
City: LOS ANGELES
Map Loc: 56 - about .2 mile E of the subject
Status: EPA ID#: CAC002761662

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Soil without metals (PH >12.5)	ton												02
Off-spec. aged or surplus org	ton												18
Other organic solids	ton												08

Site: MARK WILSHIRE ASSOC
Address: 691 IROLO ST

City: LOS ANGELES
Map Loc: 56 - about .2 mile E of the subject
Status: EPA ID#: CAC000666645

Site: PARAMOUNT PLAZA INC
Address: 3580 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 57 - about .2 mile NE of the subject
Status: EPA ID#: CAC002567928

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Inorganic solid waste	ton						1.2						

Site: GORDON,EDELSTEIN ASSOCI
Address: 3580 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 57 - about .2 mile NE of the subject
Status: EPA ID#: CAC000633849

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton		2.52										

Site: CVS PHARMACY # 9660
Address: 3751 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 59 - about .2 mile NW of the subject
Status: EPA ID#: CAL000306842

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Soil without metals (PH >12.5)	ton								02		08		
Aq sol 2<PH<12.5 reactive anions	ton												05
Unspecified aqueous solution	ton										02		
Off-spec. aged/surplus inorg	ton										22		
Unspecified solvent mixture	ton										03	15	
Pharmaceutical waste	ton										04		
Photochemical waste	ton										13	8	
Liquids with pH<2	ton									02			

Site: CVS PHARMACY NO 9660
Address: 3751 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 59 - about .2 mile NW of the subject
Status: EPA ID#: CAR000238048

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Soil without metals (PH >12.5)	ton												05
Aq sol 2<PH<12.5 reactive anions	ton												02
Off-spec. aged/surplus inorg	ton												08
Inorganic solid waste	ton												
Unspecified solvent mixture	ton										04	1.19	
Pharmaceutical waste	ton											29	
Off-spec. aged or surplus org	ton											99	
Other organic solids	ton												
Detergent & soaps	ton										02	22	

Site: SAVON #9660/ALBERTSONS INC
Address: 3751 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 59 - about .2 mile NW of the subject
Status: EPA ID#: CAL000220117

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Soil without metals (PH >12.5)	ton				24	61	25	01					
Photochemical waste	ton						25						

Site: MANHATTAN DEVELOPMENT PARTNERS

Address: 733 S MANHATTAN PL,7332735
City: LOS ANGELES
Map Loc: 60 - about .2 mile W of the subject
Status: EPA ID#: CAC002590876

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton							92					

Site: PUBLIC COUNSEL
Address: 601 S ARDMORE AVE
City: LOS ANGELES
Map Loc: 61 - about .2 mile NE of the subject
Status: EPA ID#: CAC000973256

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton				150								
Polychlorinated biphenyls	ton				8								
Other organic solids	ton				84								

Site: 1X KFI INC
Address: 610 S ARDMORE AVE
City: LOS ANGELES
Map Loc: 62 - about .2 mile NE of the subject
Status: EPA ID#: CAC002219585

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Polychlorinated biphenyls	ton						02						

Site: WILTON THEATER ASSOCIATION
Address: 3780 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 63 - about .2 mile NW of the subject
Status: EPA ID#: CAX000102327

Site: WILTERN CENTER
Address: 3780 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 63 - about .3 mile NW of the subject
Status: EPA ID#: CAC001331776

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton					21							
Unspec organic liquid mixture	ton					23							

Site: WILTERN ASSOCIATES
Address: 3780 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 63 - about .2 mile NW of the subject
Status: EPA ID#: CAC000657720

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton					5.05							

Site: PARAMOUNT PLAZA
Address: 3550 WILSHIRE BLVD, SUITE 1620
City: LOS ANGELES
Map Loc: 64 - about .3 mile NE of the subject
Status: EPA ID#: CAD981981012

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton				3588	71.64	35.87	28.66					
Unspecified solvent mixture	ton				45								
Waste oil and mixed oil	ton							5.94					
Unspec. oil cont waste	ton					23	1.15						
Paint sludge	ton						46						

Empty containers<30 gal ton 2

Site: CITY OF LOS ANGELES-DEPT OF BU
Address: 3550 WILSHIRE BLVD, FL 18
City: LOS ANGELES
Map Loc: 64 - about .3 mile NE of the subject
Status: EPA ID#: CAL000288691

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste ton 4

Site: JAMISON SERVICES
Address: 3550 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 64 - about .3 mile NE of the subject
Status: EPA ID#: CAC002795875

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste ton 23

Site: PARAMONT PLAZA
Address: 3550 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 64 - about .3 mile NE of the subject
Status: EPA ID#: CAC002703024

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste ton 10.4

Site: PARAMOUNT PLAZA, LLC
Address: 3550 WILSHIRE BLVD,& 3580
City: LOS ANGELES
Map Loc: 64 - about .3 mile NE of the subject
Status: EPA ID#: CAC 001477840

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste ton 6.74

Site: MID-WILSHIRE ASSOC
Address: 3550 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 64 - about .2 mile NE of the subject
Status: EPA ID#: CAC000001438

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste ton 1458 287
Polychlorinated biphenyls ton 1

Site: COMMUTER TRANSPORTATION SERVIC
Address: 3550 WILSHIRE BLVD,STE 300
City: LOS ANGELES
Map Loc: 64 - about .2 mile NE of the subject
Status: EPA ID#: CAD983666109

Site: THE PARAMOUNT GROUP INC
Address: 3550 WILSHIRE BLVD, 10TH FL
City: LOS ANGELES
Map Loc: 64 - about .2 mile NE of the subject
Status: EPA ID#: CAC000547168

Site: PARAMOUNT PLAZA LLC
Address: 3550 WILSHIRE BLVD, STE 1700
City: LOS ANGELES

Map Loc: 64 - about .3 mile NE of the subject
Status: EPA ID#: CAC002611280

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste ton

Site: DR ROBERT LARNER
Address: 3757 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 65 - about .2 mile NW of the subject
Status: EPA ID#: CAC 001461752

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste ton 1.69
Polychlorinated biphenyls ton 3.86

Site: RAIL CONSTRUCTION CORP
Address: 3785 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 66 - about .2 mile NW of the subject
Status: EPA ID#: CAC 000855568

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Polychlorinated biphenyls ton 1.3

Site: HOBART ELEMENTARY SCHOOL
Address: 955 S HARVARD BLVD
City: LOS ANGELES
Map Loc: 67 - about .2 mile S of the subject
Status: EPA ID#: CAF000106674

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Inorganic solid waste ton 25.28
Other organic solids ton 03
Contaminated soil ton 379

Site: EXXONMOBIL OIL CORPORATION 121
Address: 655 S WESTERN AVE
City: LOS ANGELES
Map Loc: 68 - about .2 mile NW of the subject
Status: EPA ID#: CAL000050612

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Unspec oil cont waste ton 69 2.74 3.62 1.18 3.02
Other organic solids ton

Site: TOTAL PROPERTIES
Address: 3530 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 69 - about .2 mile NE of the subject
Status: EPA ID#: CAC 001262344

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Tank Bottom waste ton 3

Site: METROPLEX
Address: 3530 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 69 - about .2 mile NE of the subject
Status: EPA ID#: CAC 002674333

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Tank Bottom waste ton 1.67

Site: TOTAL PROPERTIES
Address: 3530 WILSHIRE BLVD

City: LOS ANGELES
Map Loc: 69 - about .2 mile NE of the subject
Status: EPA ID#: CAC 001160824

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Tank Bottom waste ton 42

Site: METROPLEX BUILDING
Address: 3530 WILSHIRE BLVD,STE 1800
City: LOS ANGELES
Map Loc: 69 - about .2 mile NE of the subject
Status: EPA ID#: CAC 002592928

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Waste oil and mixed oil ton 1.04 .2

Site: METROPLEX
Address: 3530 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 69 - about .2 mile NE of the subject
Status: EPA ID#: CAC 001405312

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Waste oil and mixed oil ton 19

Site: JAMISON CORP/METROPLEX
Address: 3530 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 69 - about .2 mile NE of the subject
Status: EPA ID#: CAC 002210113

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Tank Bottom waste ton 24

Site: TOTAL PROPERTIES
Address: 3530 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 69 - about .2 mile NE of the subject
Status: EPA ID#: CAC 001239940

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Tank Bottom waste ton 13

Site: MARY PALMER
Address: 926 S KINGSLEY DR
City: LOS ANGELES
Map Loc: 70 - about .2 mile SE of the subject
Status: EPA ID#: CAC 002674003

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste ton 4

Site: PORFIRIO MARAVILLA JR DMD INC
Address: 3540 WILSHIRE BLVD,STE 208
City: LOS ANGELES
Map Loc: 71 - about .3 mile NE of the subject
Status: EPA ID#: CAL000181347

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Oxygenated solvents ton

Site: MAFA INC, DBA PANDA PRINTING
Address: 3540 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 71 - about .3 mile NE of the subject

Status: EPA ID#: CAL000123228

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Other organic solids ton 06

Site: WILSHIRE ARDMORE PARTNERSHIP
Address: 3540 WILSHIRE BLVD,STE 600
City: LOS ANGELES
Map Loc: 71 - about .3 mile NE of the subject
Status: EPA ID#: CAC 001054024

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste ton 4.62

Site: 3540 WILSHIRE LLC
Address: 3540 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 71 - about .3 mile NE of the subject
Status: EPA ID#: CAC 002636238

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste ton 2

Site: THOMAS J HAN DDS INC
Address: 3540 WILSHIRE BLVD,BLDG 210
City: LOS ANGELES
Map Loc: 71 - about .2 mile NE of the subject
Status: EPA ID#: CAL000087919

Site: 58 MINUTE PHOTO #106
Address: 3540 WILSHIRE BLVD,BLDG 106
City: LOS ANGELES
Map Loc: 71 - about .2 mile NE of the subject
Status: EPA ID#: CAD981404379

Site: RECP SYDELL WILSHIRE LLC
Address: 3515 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 73 - about .3 mile NE of the subject
Status: EPA ID#: CAC002715750

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste ton 15.2

Site: RECP SYDELL WILSHIRE LLC
Address: 3515 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 73 - about .3 mile NE of the subject
Status: EPA ID#: CAC 002692956

00 91 92 95 96/97 98/99 00/01 02/02 04/05 06/07 08/09 10/11 12/12 14/15
Asbestos containing waste ton 8
Tank Bottom waste ton 83

Site: HYATT WILSHIRE HOTEL
Address: 3515 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 73 - about .3 mile NE of the subject
Status: EPA ID#: CAL000049737

Site: L P KOREANA INC
Address: 3515 WILSHIRE BLVD

City: LOS ANGELES
Map Loc: 73 - about .3 mile NE of the subject
Status: EPA ID#: CAC000813944

Site: LEE, CHONG & CINDY
Address: [illegible] S HARVARD BLVD
City: LOS ANGELES
Map Loc: 74 - about .3 mile N of the subject
Status: EPA ID#: CAC000535760

Site: THE ORIGINAL 23 MINUTE PHOTO
Address: 650 S WESTERN AVE
City: LOS ANGELES
Map Loc: 75 - about .3 mile NW of the subject
Status: EPA ID#: CA0000043935

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Photochemical waste	ton	3.74 88

Site: WILSHIRE PROPERTIES
Address: 3545 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 76 - about .2 mile NE of the subject
Status: EPA ID#: CAC000683024

Site: YUNAN RADIOLOGY MEDICAL GRP
Address: 3545 WILSHIRE BLVD,# 109
City: LOS ANGELES
Map Loc: 76 - about .2 mile NE of the subject
Status: EPA ID#: CAD983624008

Site: LARRY WORCHELL/BILAK WILSHIRE
Address: 3545 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 76 - about .2 mile NE of the subject
Status: EPA ID#: CAC000038190

Site: WILTERN ASSOCIATES
Address: 656 S WESTERN AVE
City: LOS ANGELES
Map Loc: 78 - about .3 mile NW of the subject
Status: EPA ID#: CAC001107224

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Unspec oil cont waste	ton	3.23
Empty non-pesticide cont>30 gal	ton	4

Site: WILSHIRE WESTERN CONDOS LLC
Address: 3800 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 80 - about .3 mile NW of the subject
Status: EPA ID#: CAC002593375

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Asbestos containing waste	ton	12.78
Other organic solids	ton	.25

Site: PROJECTS WEST CONSTRUCTION
Address: 3800 WILSHIRE BLVD
City: LOS ANGELES

Map Loc: 80 - about .3 mile NW of the subject
Status: EPA ID#: CAC002579233

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Asbestos containing waste	ton	74.16

Site: TEXACO REFINING & MARKETING
Address: 3800 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 80 - about .3 mile NW of the subject
Status: EPA ID#: CAC000044677

Site: PROJECTS WEST CONSTRUCTION
Address: 3800 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 80 - about .3 mile NW of the subject
Status: EPA ID#: CAC002572176

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Unspec oil cont waste	ton	32 1249
Other organic solids	ton	2.5

Site: 745 SOUTH NORMANDIE LLC
Address: 745 S NORMANDIE AVE
City: LOS ANGELES
Map Loc: 81 - about .3 mile E of the subject
Status: EPA ID#: CAC002675539

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Asbestos containing waste	ton	.4

Site: LANGHAM MANOR APARTMENTS
Address: 715 S NORMANDIE AVE
City: LOS ANGELES
Map Loc: 83 - about .3 mile E of the subject
Status: EPA ID#: CAC000094597

Site: HARVARD DENTAL CENTER
Address: 610 S HARVARD BLVD ,100-C
City: LOS ANGELES
Map Loc: 84 - about .3 mile N of the subject
Status: EPA ID#: CAL000159532

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Inorganic solid waste	ton	
Oxygenated solvents	ton	
Unspec organic liquid mixture	ton	

Site: H. HILL PROPERTIES LLC
Address: 610 S HARVARD BLVD
City: LOS ANGELES
Map Loc: 84 - about .3 mile N of the subject
Status: EPA ID#: CAC001479432

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Asbestos containing waste	ton	84

Site: WILSHIRE CORP FINANCIAL
Address: 3807 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 85 - about .3 mile NW of the subject
Status: EPA ID#: CAC002725700

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15

Oilwater sludge	ton	46

Site: WIL WEST, INC
Address: 3807 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 85 - about .3 mile NW of the subject
Status: EPA ID#: CAC000761864

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Asbestos containing waste	ton	

Site: WILSHIRE PARK
Address: 3807 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 85 - about .3 mile NW of the subject
Status: EPA ID#: CAC002772715

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Other organic solids	ton	1

Site: WILSHIRE COURT FINANCIAL
Address: 3807 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 85 - about .3 mile NW of the subject
Status: EPA ID#: CAL000020561

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Asbestos containing waste	ton	77

Site: PIERCE NATIONAL LIFE INS CO
Address: 3807 WILSHIRE BLVD, BLDG 314
City: LOS ANGELES
Map Loc: 85 - about .3 mile NW of the subject
Status: EPA ID#: CAD982318297

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Photochemical waste	ton	.52

Site: WIL-WEST INC
Address: 3807 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 85 - about .3 mile NW of the subject
Status: EPA ID#: CAL000302577

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Asbestos containing waste	ton	.25

Site: OXFORD ASSOCIATES LLC
Address: 938 S OXFORD AVE
City: LOS ANGELES
Map Loc: 86 - about .3 mile SW of the subject
Status: EPA ID#: CAC002596926

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Asbestos containing waste	ton	33.71

Site: ORIGINAL 23 MINUTE PHOTO
Address: 638 S WESTERN AVE
City: LOS ANGELES
Map Loc: 87 - about .3 mile NW of the subject
Status: EPA ID#: CAD982468739

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Photochemical waste	ton	3.13

Site: WILL WEST INC

Address: 633 S WESTERN AVE
City: LOS ANGELES
Map Loc: 88 - about .3 mile NW of the subject
Status: EPA ID#: CAC002627468

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Oilwater sludge	ton	42
Other organic solids	ton	.08
Lab waste chemicals	ton	.16

Site: THE MERCURY
Address: 3810 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 89 - about .3 mile NW of the subject
Status: EPA ID#: CAC002642124

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Tank Bottom waste	ton	1.25

Site: S & S WILSHIRE TECHNOLOGY
Address: 3810 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 89 - about .3 mile NW of the subject
Status: EPA ID#: CAC001443264

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Unspecified alkaline solution	ton	44
Asbestos containing waste	ton	1042
Oilwater sludge	ton	24
Pesticides waste	ton	.04
Polychlorinated biphenyls	ton	4.25
Labs waste	ton	44
Off spec, aged or surplus org	ton	2.38
Other organic solids	ton	27.82
Drilling mud	ton	8
Liq with hal org > 1g/l	ton	.04
Liquids with pH<2	ton	26

Site: JMK ENVIRONMENTAL SOLUTIONS
Address: 3810 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 89 - about .3 mile NW of the subject
Status: EPA ID#: CAR000086074

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Aq sol with org residues > 10%	ton	22
Halogenated solvents	ton	1
Waste oil and mixed oil	ton	37
Unspec oil cont waste	ton	.05
Off spec, aged or surplus org	ton	16
Liq with chrom(VI)>500mg/l	ton	1.02
Liq with pH<2 & resid metals	ton	2.72

Site: THE WILSHIRE AT WESTERN LLC
Address: 3810 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 89 - about .3 mile NW of the subject
Status: EPA ID#: CAC002572624

		88-91 92-95 96-97 98-99 00-01 02-03 04-05 06-07 08-09 10-11 12-13 14-15
Asbestos containing waste	ton	33.71 674
Polychlorinated biphenyls	ton	10.81

Site: TEXACO RFNG & MKTG INC
Address: 3810 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 89 - about .3 mile NW of the subject

Status: EPA ID#: CAC000639088

Site: WILSHIRE WESTERN ASSOCIATES
Address: 3810 WILSHIRE BLVD, STE 1800
City: LOS ANGELES
Map Loc: 89 - about .3 mile NW of the subject
Status: EPA ID#: CAC000163405

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton	357											

Site: FAM MED GRP OF WESTERN AVE
Address: 3810 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 89 - about .3 mile NW of the subject
Status: EPA ID#: CAL922692478

Site: TEXACO REFINING AND MARKETING
Address: 3810 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 89 - about .3 mile NW of the subject
Status: EPA ID#: CAL913515809

Site: CITY OF LOS ANGELES GENERAL SE
Address: 3250 SAN MARINO ST
City: LOS ANGELES
Map Loc: 90 - about .3 mile SE of the subject
Status: EPA ID#: CAC002647734

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton										4		

Site: LA COUNTY METROPOLITAN AUTHORI
Address: 626 S WESTERN AVE
City: LOS ANGELES
Map Loc: 93 - about .3 mile NW of the subject
Status: EPA ID#: CAC001232680

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Unspec oil cont waste	ton			3 54									

Site: FOX NORMANDIE, LP
Address: 849 S NORMANDIE AVE
City: LOS ANGELES
Map Loc: 94 - about .3 mile E of the subject
Status: EPA ID#: CAC002290345

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton				33 71	21 91							

Site: LEEDS PROPERTIES INC
Address: 817 S ST ANDREWS PL
City: LOS ANGELES
Map Loc: 96 - about .3 mile W of the subject
Status: EPA ID#: CAC002610022

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Oil/water sludge	ton								4				

Site: HOME SAVINGS OF AMERICA
Address: 729 S ST ANDREWS PL
City: LOS ANGELES

Map Loc: 97 - about .3 mile W of the subject
Status: EPA ID#: CAP601251993

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Other organic solids	ton						1						

Site: COSMO AUTO BODY SHOP
Address: 3826 W 6TH ST
City: LOS ANGELES
Map Loc: 98 - about .3 mile N of the subject
Status: EPA ID#: CAL000073000

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Paint sludge	ton						2						

Site: EXCEL AUTO REPAIR
Address: 3826 W 6TH ST
City: LOS ANGELES
Map Loc: 98 - about .3 mile N of the subject
Status: EPA ID#: CAC000155549

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Hydrocarbon solvents	ton	3 54											

Site: EXCEL AUTO BODY CENTER
Address: 3826 W 6TH ST
City: LOS ANGELES
Map Loc: 98 - about .3 mile N of the subject
Status: EPA ID#: CAL000145240

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Oxygenated solvents	ton							46					
Unspecified solvent mixture	ton							2					

Site: 1 HOUR PHOTOGENIC
Address: 3824 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 99 - about .3 mile NW of the subject
Status: EPA ID#: CAX000240341

Site: 1 HR PHOTOGENIC
Address: 3824 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 99 - about .3 mile NW of the subject
Status: EPA ID#: CAD981394752

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Photochemical waste	ton	1 26											

Site: TOGUCHI & BARRON DDS INC
Address: 3851 W 6TH ST
City: LOS ANGELES
Map Loc: 100 - about .3 mile N of the subject
Status: EPA ID#: CAL000088496

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Photochemical waste	ton						02	08	06				

Site: EMBO CLEANERS
Address: 3809 W 6TH ST
City: LOS ANGELES
Map Loc: 101 - about .3 mile N of the subject
Status: EPA ID#: CAD982000275

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Aq sol with org residues<10%	ton								91	12			
Aq sol with org residues<10%	ton									22			
Halogenated solvents	ton	84	2 52		96	1 62	87						
Halogenated solvents	ton												
Halogenated solvents	ton									15			
Halogenated solvents	ton									15			
Hydrocarbon solvents	ton												
Unspec organic liquid mixture	ton												
Lq with hal org>1g/l	ton					1 15							

Site: LENORA HART
Address: 612 S WESTERN AVE
City: LOS ANGELES
Map Loc: 103 - about .3 mile NW of the subject
Status: EPA ID#: CAX000204057

Site: LIKO PRINTING COMPANY
Address: 3871 W 6TH ST
City: LOS ANGELES
Map Loc: 105 - about .3 mile N of the subject
Status: EPA ID#: CAL000082208

Site: ELK LODGE
Address: 607 S WESTERN AVE
City: LOS ANGELES
Map Loc: 106 - about .3 mile NW of the subject
Status: EPA ID#: CAC002361991

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton					3 37							

Site: HARVARD RECOVERY CENTER
Address: 3727 W 6TH ST, STE 614
City: LOS ANGELES
Map Loc: 107 - about .3 mile N of the subject
Status: EPA ID#: CAL920795451

Site: HOME SAVINGS OF AMERICA
Address: 975 S OXFORD AVE
City: LOS ANGELES
Map Loc: 108 - about .3 mile SW of the subject
Status: EPA ID#: CAP400480099

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Other organic solids	ton					7							

Site: HALVARD MEDICAL GROUP, INC
Address: 3720 W 6TH ST
City: LOS ANGELES
Map Loc: 109 - about .3 mile N of the subject
Status: EPA ID#: CAL000107925

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Restricted Metal Sludge	ton					02							
Photochemical waste	ton						01						

Site: STEWART KETCHUM
Address: 600 S HOBART BLVD
City: LOS ANGELES
Map Loc: 111 - about .3 mile N of the subject
Status: EPA ID#: CAC002318457

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton							2 86					

Site: THE ALEXANDER HAAGEN CO
Address: 3855 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 112 - about .3 mile NW of the subject
Status: EPA ID#: CAC000528649

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Unspec oil cont waste	ton						33						

Site: ALEXANDER HAAGAN CO
Address: 3855 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 112 - about .3 mile NW of the subject
Status: EPA ID#: CAC000057877

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Tank Bottom waste	ton						83						

Site: SMART & FINAL
Address: 939 S WESTERN AVE
City: LOS ANGELES
Map Loc: 113 - about .3 mile SW of the subject
Status: EPA ID#: CAC000261721

Site: LAUSD HOBART BOULEVARD CC
Address: 982 S SERRANO AVE
City: LOS ANGELES
Map Loc: 114 - about .3 mile S of the subject
Status: EPA ID#: CAD982352304

Site: KOREA TOWN PLAZA
Address: 928 S WESTERN AVE
City: LOS ANGELES
Map Loc: 115 - about .3 mile SW of the subject
Status: EPA ID#: CAC002598838

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Inorganic solid waste	ton										1 5		

Site: C L PECK
Address: 928 S WESTERN AVE
City: LOS ANGELES
Map Loc: 115 - about .3 mile SW of the subject
Status: EPA ID#: CAD981392681

Site: THE REES CAMARA
Address: 928 S WESTERN AVE, #223
City: LOS ANGELES
Map Loc: 115 - about .3 mile SW of the subject
Status: EPA ID#: CAL000092603

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Restricted Metal Sludge	ton							04	05				
Photochemical waste	ton							56	02	02			

Site: CAL BO AUTO
Address: 3824 W 6TH ST
City: LOS ANGELES
Map Loc: 116 - about .3 mile N of the subject
Status: EPA ID#: CAL000000861

Site: FISHER AUTOMOTIVE
Address: 3824 W 6TH ST
City: LOS ANGELES
Map Loc: 116 - about .3 mile N of the subject
Status: EPA ID#: CAC001316864

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Tank Bottom waste	ton				11.47								

Site: DAINONG AMERICA CORPORATION
Address: 3500 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 117 - about .3 mile NE of the subject
Status: EPA ID#: CAC001003048

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton						07						

Site: KTOWN METRO PLAZA, LLC
Address: 3500 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 117 - about .3 mile NE of the subject
Status: EPA ID#: CAC002774216

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton												6

Site: OXFORD AVENUE APARTMENTS
Address: 979 S OXFORD AVE
City: LOS ANGELES
Map Loc: 118 - about .3 mile S of the subject
Status: EPA ID#: CAP4004480395

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Other organic solids	ton				15								

Site: HOME SAVINGS OF AMERICA
Address: 979 S OXFORD AVE
City: LOS ANGELES
Map Loc: 118 - about .3 mile S of the subject
Status: EPA ID#: CAC001003768

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Asbestos containing waste	ton				84								

Site: BO HOON LEE WILSHIRE CLINIC
Address: 3242 W 8TH ST
City: LOS ANGELES
Map Loc: 119 - about .3 mile E of the subject
Status: EPA ID#: CAL000161099

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Inorganic solid waste	ton												

Site: DR CHO CHIROPRACTIC CLINIC
Address: 3242 W 8TH ST, STE 201
City: LOS ANGELES
Map Loc: 119 - about .3 mile E of the subject
Status: EPA ID#: CAC980646084

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Restricted Metal Sludge	ton				04	01							
Photochemical waste	ton				02								

Site: JAEKWAN PARK M D
Address: 3850 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 120 - about .3 mile NW of the subject
Status: EPA ID#: CAL000106771

Site: WILSHIRE MAIL BOX & ETC
Address: 3850 WILSHIRE BLVD, # A
City: LOS ANGELES
Map Loc: 120 - about .3 mile NW of the subject
Status: EPA ID#: CAD982500506

		88-91	92-95	96-97	98-99	00-01	02-03	04-05	06-07	08-09	10-11	12-13	14-15
Photochemical waste	ton					1							

UST **Permitted Underground Storage Tanks - State Water Quality Control Board**

The Corteses Bill (AB2013), enacted in 1983, required registration of all underground storage tanks (UST) with the State Water Quality Control Board by July 1, 1984. About 176,000 tanks and surface impounds were registered between 1984 and 1987. An amendment (AB 1413) was passed in 1987, effectively removing the State Board from the registration process starting January 1, 1988. The data reflects the information collected by the state between 1984 and 1987 as well as recent time and includes all tanks and surface impounds in use or closed after 1974.

Home and farm heating fuel tanks with capacities of 1,100 gallons or less and "structures such as sumps, separators, storm drains, catch basins, oil field gathering lines, refinery pipelines, lagoons, evaporation ponds, well cellars, separation sumps, lined and unlined pits, sumps and lagoons" except those defined as UST under HSWA or may be regulated to protect water quality under the Porter-Cologne Water Quality Control Act are excluded.

This list has been researched within a quarter of a mile radius of the subject site.

Site: PACIFIC BELL (G2-122)
Address: 3525 W 8TH ST
City: LOS ANGELES
Map Loc: 13 - about .1 mile SW of the subject
Status: 0000061259 (198798)

Actively SIC 4800
20000 gallon: carbon steel tank (waste oil), installed in 1982

Site: 93149
Address: 3675 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 28 - about .2 mile N of the subject
Status: 0000006728? (19876A9)

Actively GAS STATION
5000 gallon: single-walled, unlined, carbon steel tank, , installed in 1971
10000 gallon: single-walled, unlined, carbon steel tank, , installed in 1971
10000 gallon: single-walled, unlined, carbon steel tank, , installed in 1971
1000 gallon: single-walled, unlined, carbon steel tank, , installed in 1971

Site: ARCO SERVICE STATION 5355
Address: 3675 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 28 - about .2 mile N of the subject
Status: 90010 25168 (192014)

Site: TOSCO CORPORATION #30364
Address: 801 S WESTERN AVE
City: LOS ANGELES
Map Loc: 31 - about .2 mile W of the subject
Status: 90005 24178 (192014)

Site: WESTERN 76 INC
Address: 801 S WESTERN AVE
City: LOS ANGELES
Map Loc: 31 - about .2 mile W of the subject
Status: 90005 FA002 (192014)

Site: SERVICE STATION 0956
Address: 801 S WESTERN AVE
City: LOS ANGELES
Map Loc: 31 - about .2 mile W of the subject
Status: 0000000 3910 (19876A9)

Actively GAS STATION
12000 gallon: single-walled, unlined, fiberglass tank (premium), installed in 1979
20022 gallon: single-walled, unlined, fiberglass tank (unleaded), installed in 1983

Site: JAMISON SERVICES INC
Address: 3699 W WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 42 - about .2 mile N of the subject
Status: 90010 (192014)

Site: WILSHIRE PARK PLACE LLC
Address: 3700 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 43 - about .2 mile N of the subject
Status: 90010 23589 (192014)

Site: BENEQUITY PROPERTIES
Address: 3700 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 43 - about .2 mile NW of the subject
Status: 0000006413? (19876A9)

Actively PACKING CORP
8000 gallon tank (unleaded)

Site: BENEQUITY PROPERTIES
Address: 3700 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 43 - about .2 mile NW of the subject
Status: (19A26A9)

Site: ORANGE GROVE
Address: 3731 WILSHIRE BLVD, 24S28E31 SUITE 542
City: LOS ANGELES

Map Loc: 44 - about .2 mile NW of the subject
Status: 0000003392? (1987)

550 gallon: single-walled, unlined, carbon steel tank (regular)

Site: ORANGE GROVE
Address: 3731 WILSHIRE BLVD, 24S28E31 SUITE 542
City: LOS ANGELES
Map Loc: 44 - about .2 mile NW of the subject
Status: 0000003392? (19876A)

550 gallon: single-walled, unlined, carbon steel tank (regular)

Site: K F I INC
Address: 610 S ARDMORE AVE
City: LOS ANGELES
Map Loc: 62 - about .2 mile NE of the subject
Status: 7172 (192010)

Site: METROPLEX WILSHIRE
Address: 3530 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 69 - about .2 mile NE of the subject
Status: 90010 23587 (192014)

Site: BUSINESS PROPERTIES
Address: 3530 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 69 - about .3 mile NE of the subject
Status: (19196A9)

Site: U-LOCK SELF STORAGE
Address: 761 S NORMANDIE AVE
City: LOS ANGELES
Map Loc: 79 - about .3 mile E of the subject
Status: (1919998)

Site: EQUITEC FINANCIAL GROUP, INC
Address: 3810 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 89 - about .3 mile NW of the subject
Status: (1919998)

Site: CENTRE PROPERTIES LIMITED
Address: 606 S OXFORD AVE
City: LOS ANGELES
Map Loc: 104 - about .3 mile NW of the subject
Status: (1919998)

Site: GEORGE ADAMIAN
Address: 3855 WILSHIRE BLVD

City: LOS ANGELES
Map Loc: 112 - about .3 mile NW of the subject
Status:
(1919998)

Site: C L PECK
Address: 928 S WESTERN AVE
City: LOS ANGELES
Map Loc: 115 - about .3 mile SW of the subject
Status:
(1919998A)

APPENDIX C

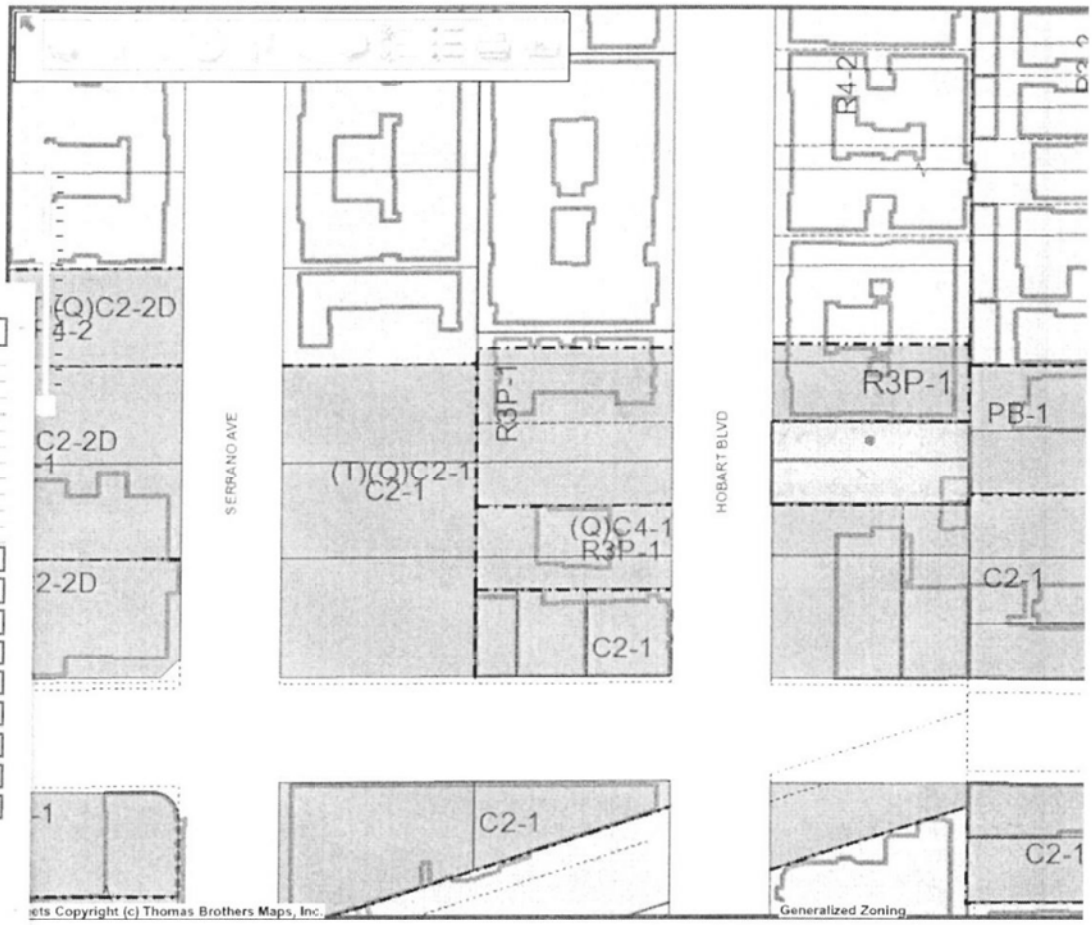
HISTORICAL RECORD SEARCH

744 S HOBART BLVD | Font: A A A | +/- | ⁞⁞

Site Address	744 S HOBART BLVD
ZIP Code	90005
PIN Number	132B193 529
Lot/Parcel Area (Calculated)	4,519.2 (sq.ft.)
Thomas Brothers Grid	PAGE 633 - GRID J3
Assessor Parcel No. (APN)	5093018007
Tract	TR 2189
Map Reference	M B 22-57
Block	None
Lot	200
Arb (Lot Cut Reference)	1
Map Sheet	132B193

Identify Parcel

Site Address	748 S HOBART BLVD
ZIP Code	90005
PIN Number	132B193 540
Lot/Parcel Area (Calculated)	5,272.3 (sq.ft.)
Thomas Brothers Grid	PAGE 633 - GRID J3
Assessor Parcel No. (APN)	5093018007
Tract	TR 2189
Map Reference	M B 22-57
Block	None
Lot	201
Arb (Lot Cut Reference)	1
Map Sheet	132B193



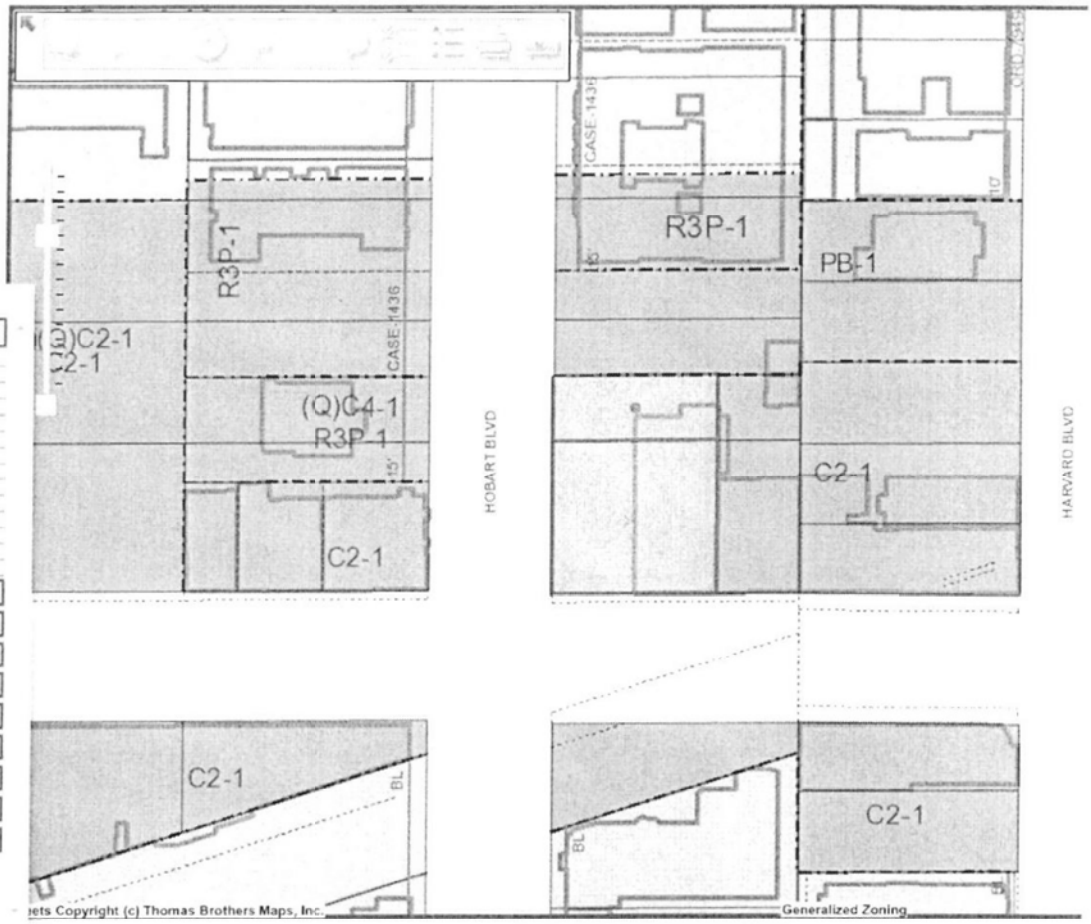
No Address

Font: A A A +/-

Site Address	None
ZIP Code	None
PIN Number	132B193 556
Lot/Parcel Area (Calculated)	4,016.8 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID J3
Assessor Parcel No. (APN)	5093018008
Tract	TR 2189
Map Reference	M B 22-57
Block	None
Lot	201
Arb (Lot Cut Reference)	2
Map Sheet	132B193

Identify Parcel

Site Address	3455 W 8TH ST
Site Address	3453 W 8TH ST
Site Address	762 S HOBART BLVD
ZIP Code	90005
PIN Number	132B193 568
Lot/Parcel Area (Calculated)	9,537.5 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID J3
Assessor Parcel No. (APN)	5093018008
Tract	TR 2189
Map Reference	M B 22-57
Block	None
Lot	FR 202
Arb (Lot Cut Reference)	1
Map Sheet	132B193



ZIMAS

Public

No Address

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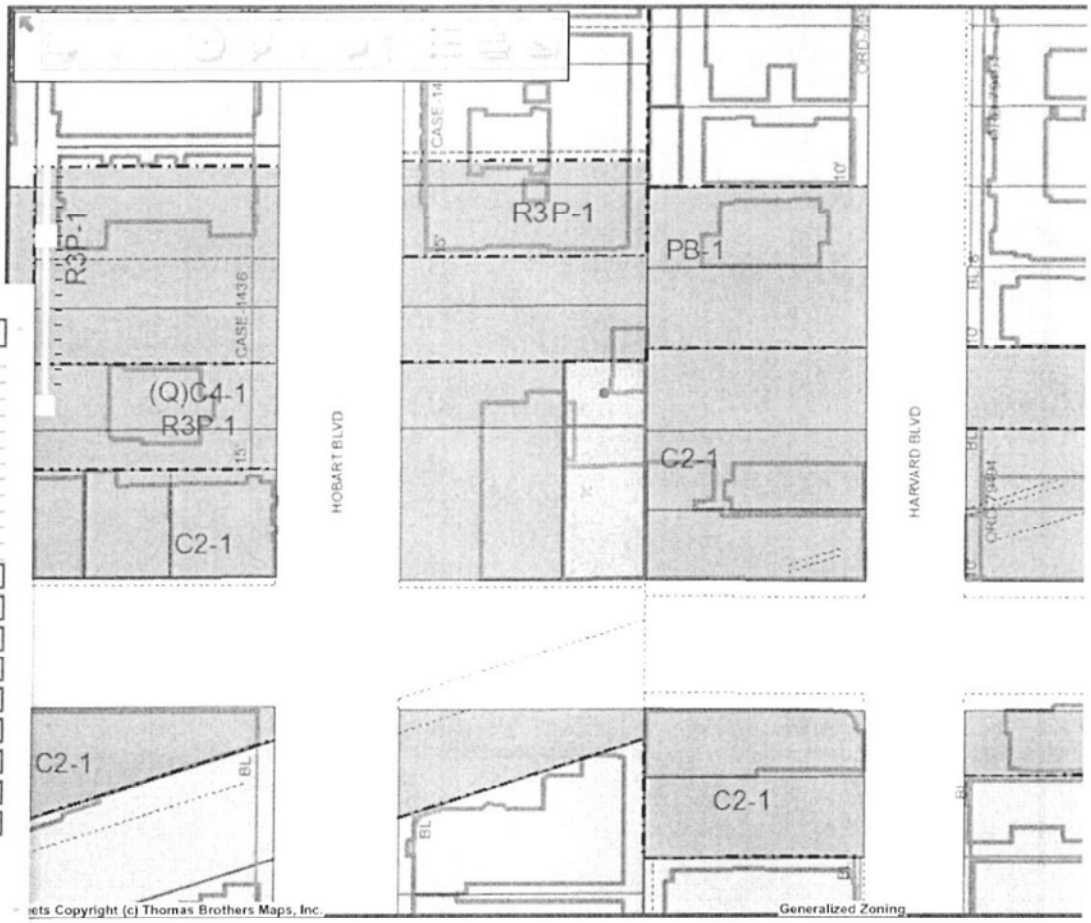
Site Address	None
ZIP Code	None
PIN Number	132B193 555
Lot/Parcel Area (Calculated)	2,008.3 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID J3
Assessor Parcel No. (APN)	5093018009
Tract	TR 2189
Map Reference	M B 22-57
Block	None
Lot	201
Arb (Lot Cut Reference)	3
Map Sheet	132B193

Identify Parcel

Site Address	3447 W 8TH ST
Site Address	3451 W 8TH ST
ZIP Code	90005
PIN Number	132B193 567
Lot/Parcel Area (Calculated)	4,804.8 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID J3
Assessor Parcel No. (APN)	5093018009
Tract	TR 2189
Map Reference	M B 22-57
Block	None
Lot	FR 202
Arb (Lot Cut Reference)	2
Map Sheet	132B193



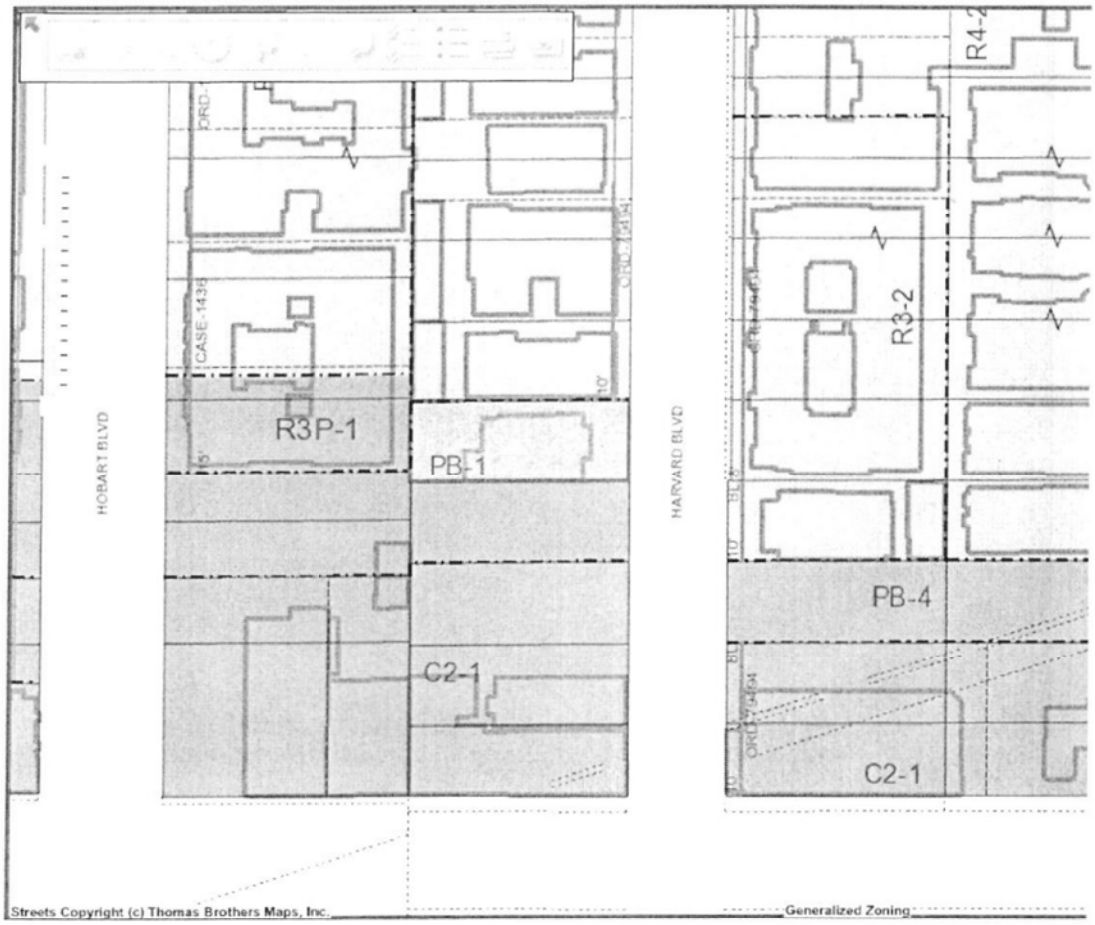
Terms & Conditions

ZIMAS

Public

749 S HARVARD BLVD | Font: A A A | +/- | ⁞⁞

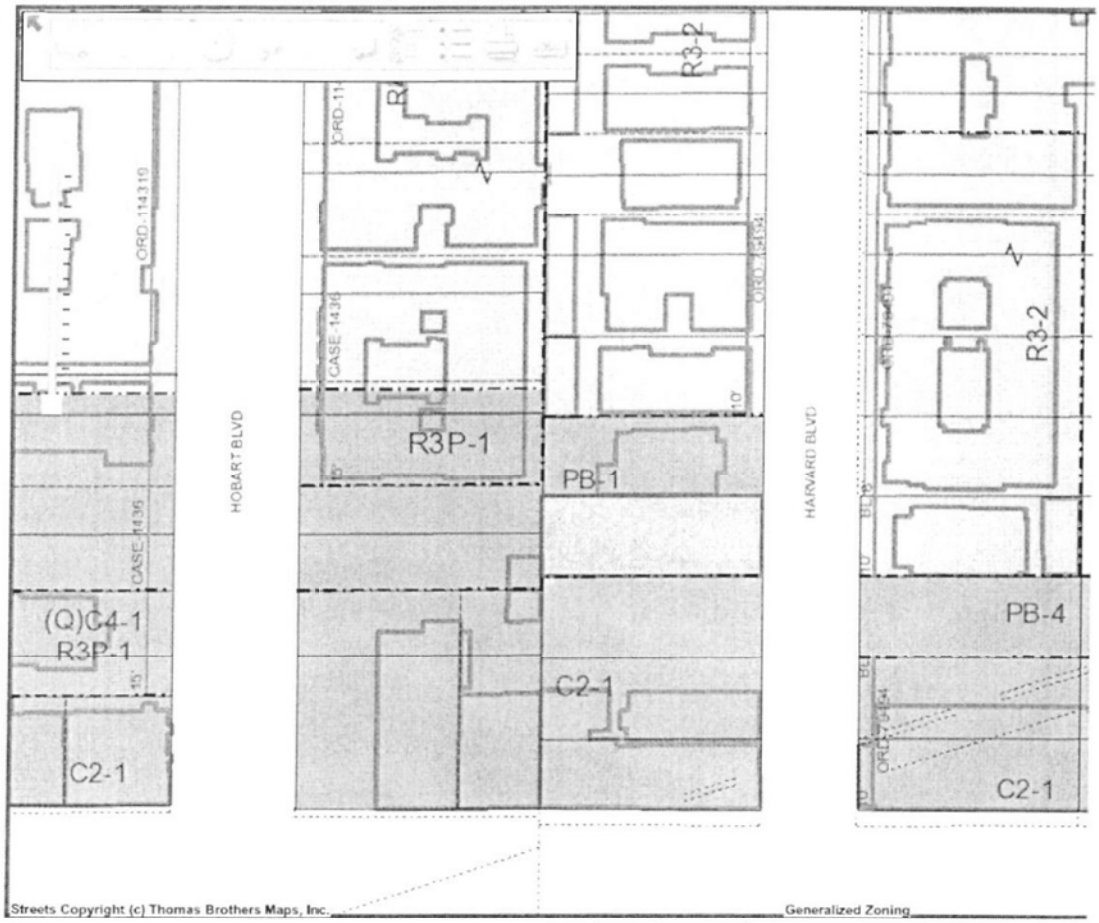
Site Address	749 S HARVARD BLVD
ZIP Code	90005
PIN Number	132B193 510
Lot/Parcel Area (Calculated)	6,771.3 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID J3
Assessor Parcel No. (APN)	5093018017
Tract	WILSHIRE HARVARD HEIGHTS
Map Reference	M B 8-113
Block	None
Lot	110
Arb (Lot Cut Reference)	None
Map Sheet	132B193



753 S HARVARD BLVD

Font: A A A +/-

Site Address	753 S HARVARD BLVD
ZIP Code	90005
PIN Number	132B193 535
Lot/Parcel Area (Calculated)	6,771.1 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID J3
Assessor Parcel No. (APN)	5093018018
Tract	WILSHIRE HARVARD HEIGHTS
Map Reference	M B 8-113
Block	None
Lot	111
Arb (Lot Cut Reference)	None
Map Sheet	132B193



757 S HARVARD BLVD

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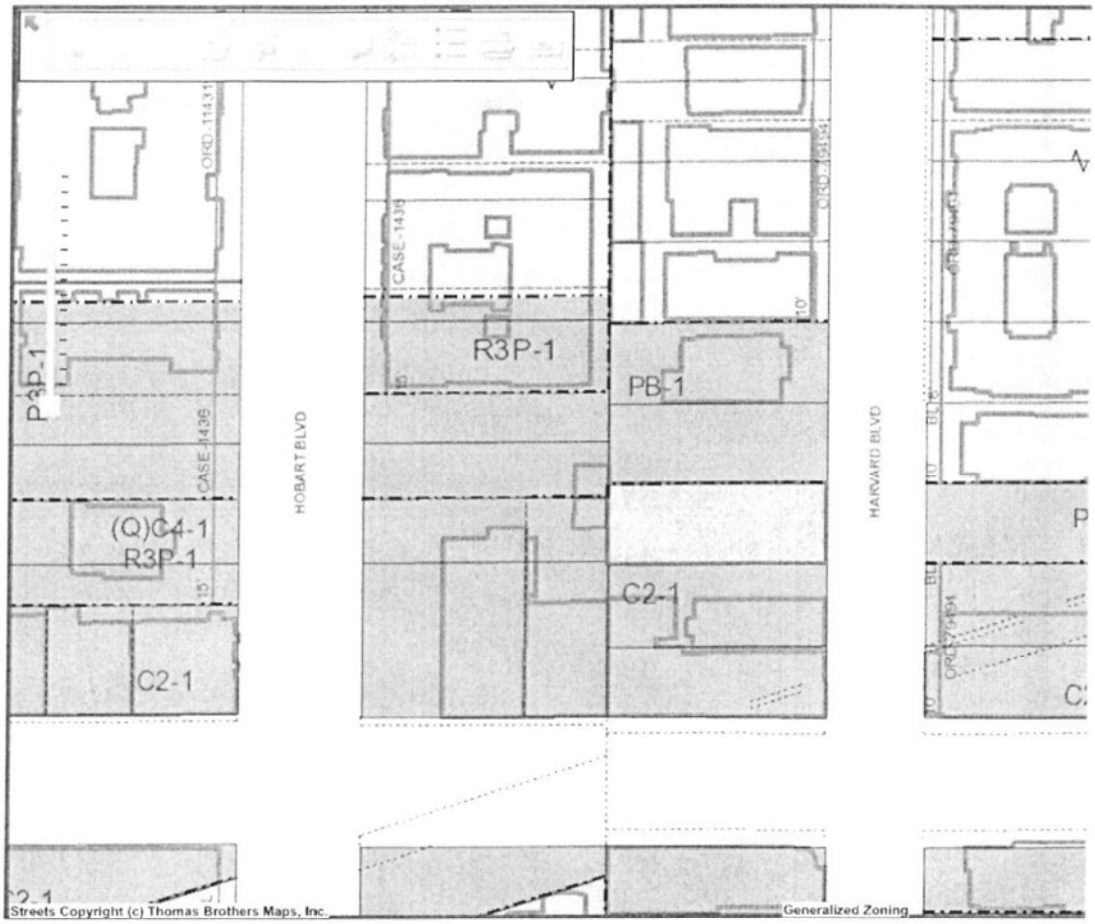
Site Address	757 S HARVARD BLVD
Site Address	761 S HARVARD BLVD
Site Address	761 1/2 S HARVARD BLVD
Site Address	759 S HARVARD BLVD
ZIP Code	90005
PIN Number	132B193 554
Lot Parcel Area (Calculated)	6,770.7 (sq.ft.)
Thomas Brothers Grid	PAGE 633 - GRID J3
Assessor Parcel No. (APN)	5093018019
Tract	WILSHIRE HARVARD HEIGHTS
Map Reference	M B 8-113
Block	None
Lot	112
Arb (Lot Cut Reference)	None
Map Sheet	132B193



763 S HARVARD BLVD

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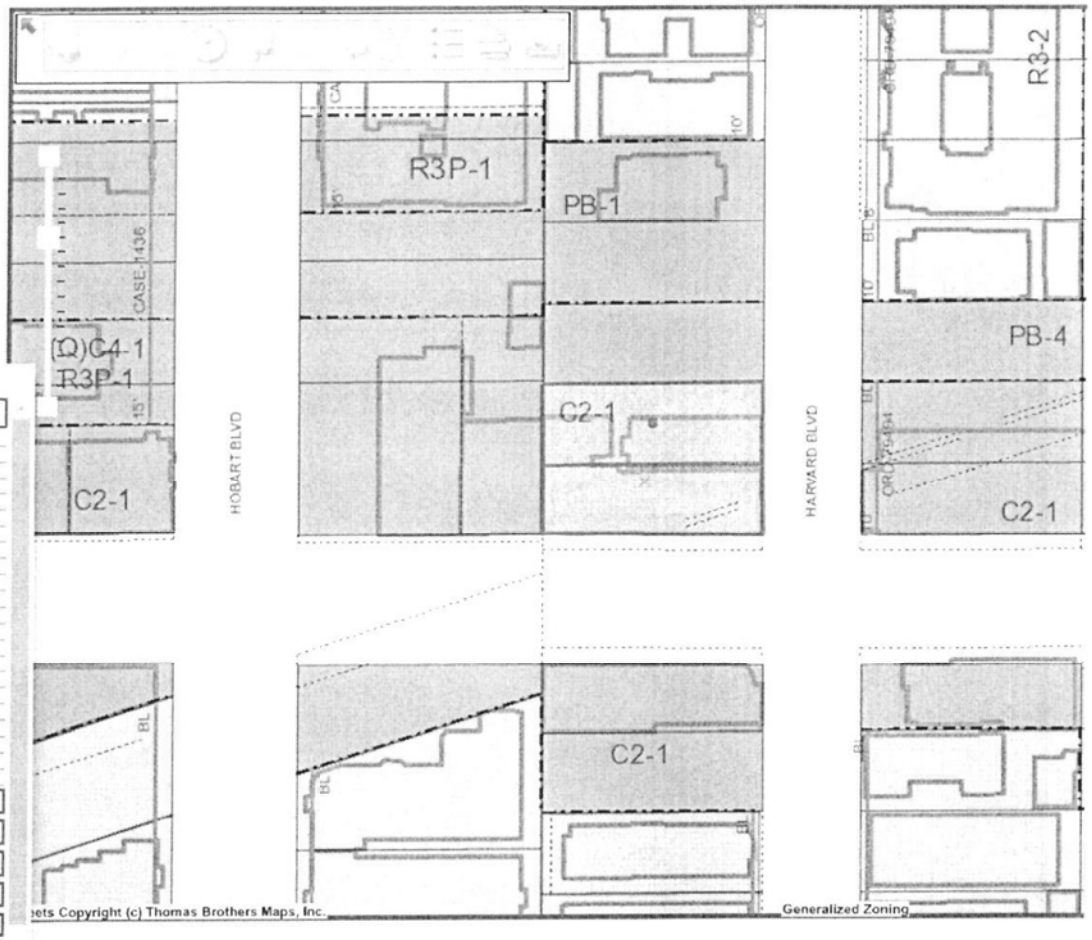
Site Address	763 S HARVARD BLVD
Site Address	765 S HARVARD BLVD
Site Address	767 S HARVARD BLVD
Site Address	765 1/4 S HARVARD BLVD
Site Address	765 1/2 S HARVARD BLVD
ZIP Code	90005
PIN Number	132B193 569
Lot/Parcel Area (Calculated)	6,770.5 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID J3
Assessor Parcel No. (APN)	5093018020
Tract	WILSHIRE HARVARD HEIGHTS
Map Reference	M B 8-113
Block	None
Lot	113
Arb (Lot Cut Reference)	None
Map Sheet	132B193

Identify Parcel

Site Address	3433 W 8TH ST
Site Address	3435 W 8TH ST
Site Address	3437 W 8TH ST
Site Address	3431 W 8TH ST
Site Address	3441 W 8TH ST
Site Address	3445 W 8TH ST
Site Address	3443 W 8TH ST
Site Address	3439 W 8TH ST
Site Address	3431 1/2 W 8TH ST
Site Address	3441 1/2 W 8TH ST
Site Address	3443 1/2 W 8TH ST
ZIP Code	90005
PIN Number	132B193 595
Lot/Parcel Area (Calculated)	5,954.0 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID J3
Assessor Parcel No. (APN)	5093018020
Tract	WILSHIRE HARVARD HEIGHTS
Map Reference	M B 8-113
Block	None
Lot	FR 114
Arb (Lot Cut Reference)	None
Map Sheet	132B193



ets Copyright (c) Thomas Brothers Maps, Inc.

Generalized Zoning

Parcel Details

- Property [illegible] kept in the West District Office
- How frequently is this site updated? (and other FAQs)

Property Information

Assessor's ID No:	5093-018-007
Address:	748 S HOBART BLVD LOS ANGELES CA 90005
Property Type:	Commercial / Industrial
Region / Cluster:	25 / 25693
Tax Rate Area (TRA):	06657

- View Assessor Map
- View Index map

Recent Sales Information

Latest Sale Date:

Indicated Sale Price:

Search for Recent Sales

2017 Roll Values

Recording Date:	07/25/2011
Land:	$99,050
Improvements:	$2,509
Personal Property:	$0
Fixtures:	$0
Homeowners' Exemption:	$0
Real Estate Exemption:	$0
Personal Property Exemption:	$0
Fixture Exemptions:	$0

- 2017 Annual taxes
- Property tax payment FAQs
- Estimate supplemental taxes

Property Boundary Description

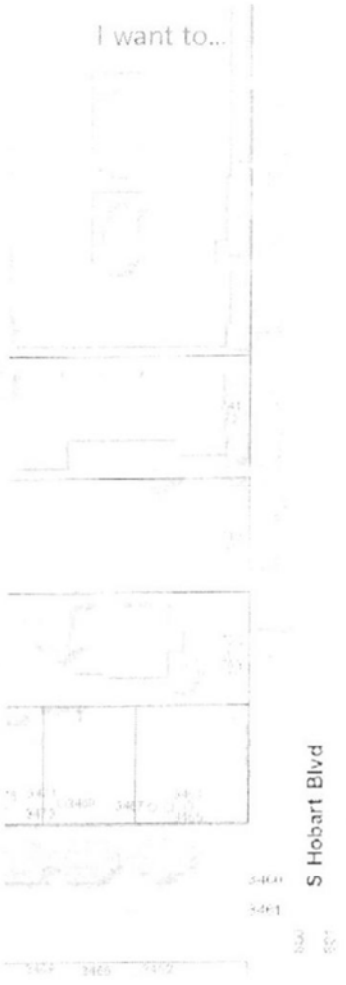
TRACT # 2189 S 30 FT OF LOT 200 AND N 35 FT OF LOT 201

Building Description

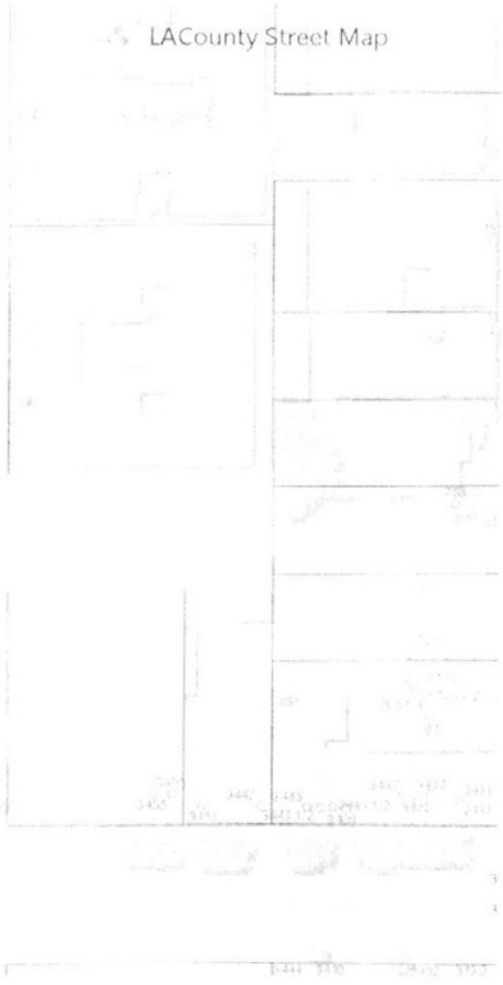
Building Improvement 1

Square Footage:	9,750
Year Build / Effective Year Built:	1966 / 1966
Bedrooms / Bathrooms	0 / 0
Units	0

I want to...



LACounty Street Map





Parcel Details

- Property records are kept at the West District Office
- How frequently is this site updated? (and other FAQs)

Property Information

Assessor's ID No:	5093-018-008
Address:	3451 W 8TH ST LOS ANGELES CA 90005
Property Type:	Commercial / Industrial
Region / Cluster:	25 / 25693
Tax Rate Area (TRA):	06657

- View Assessor Map
- View Index map

Recent Sales Information

Latest Sale Date:

Indicated Sale Price:

Search for Recent Sales

2017 Roll Values

Recording Date:	07/25/2011
Land:	$165,594
Improvements:	$152,991
Personal Property:	$0
Fixtures:	$0
Homeowners' Exemption:	$0
Real Estate Exemption:	$0
Personal Property Exemption:	$0
Fixture Exemptions:	$0

- 2017 Annual taxes
- Property tax payment FAQs
- Estimate supplemental taxes

Property Boundary Description

TRACT # 2189 LOT COM AT NE COR OF 8 ST AND HOBART BLVD TH N ON E LINE OF SD BLVD 135 FT TH E PARALLEL WITH N LINE OF LOT 201 100.59 FT TH S TO N LINE OF 8 ST TH W 100.67 FT TO BEG PART OF LOTS 201 AND LOT 202

Building Description

Building Improvement 1

Square Footage:	5,390
Year Build / Effective Year Built:	1940 / 1940
Bedrooms / Bathrooms	0 / 0
Units	0



0 50 100ft

Parcel Details

- Property records are kept at the West District Office
- How frequently is this site updated?
  Land Street (TACS)

Property Information

Assessor's ID No:	5093-018-009
Address:	3447 W 8TH ST LOS ANGELES CA 90005
Property Type:	Commercial / Industrial
Region / Cluster:	25 / 25693
Tax Rate Area (TRA):	06657

- View Assessor Map
- View Index map

Recent Sales Information

Latest Sale Date:

Indicated Sale Price:

Search for Recent Sales

2017 Roll Values

Recording Date:	07/25/2011
Land:	$81,935
Improvements:	$18,606
Personal Property:	$0
Fixtures:	$0
Homeowners' Exemption:	$0
Real Estate Exemption:	$0
Personal Property Exemption:	$0
Fixture Exemptions:	$0

- 2017 Annual taxes
- Property tax payment FAQs
- Estimate supplemental taxes

Property Boundary Description

TRACT # 2189 LOT ON N LINE OF 8 ST COM E 100.67 FT FROM E LINE OF HOBART BLVD TH E ON SD N LINE 49.88 FT TH N 0405' W 135 FT TH W PARALLEL WITH N LINE OF LOT 201 50 FT TH S TO BEG PART OF LOTS 201 AND LOT 202

Building Description

Building Improvement 1

Square Footage:	3,500
Year Build / Effective Year Built:	1941 / 1941
Bedrooms / Bathrooms	0 / 0
Units	0

I want to...

LACounty Street Map



0 50 100ft

Parcel Details

- Property records are kept at the West District Office
- How frequently is this site update.(If land other FAQs)

Property Information

Assessor's ID No:	5093-018-017
Address:	749 S HARVARD BLVD LOS ANGELES CA 90005
Property Type:	Single Family Residential
Region / Cluster:	09 / 09168
Tax Rate Area (TRA):	06657

- View Assessor Map
- View Index map

Recent Sales Information

Latest Sale Date:

Indicated Sale Price:

Search for Recent Sales

2017 Roll Values

Recording Date:	07/25/2011
Land:	$56,168
Improvements:	$10,112
Personal Property:	$0
Fixtures:	$0
Homeowners' Exemption:	$0
Real Estate Exemption:	$0
Personal Property Exemption:	$0
Fixture Exemptions:	$0

- 2017 Annual taxes
- Property tax payment FAQs
- Estimate supplemental taxes

Property Boundary Description

WILSHIRE HARVARD HEIGHTS
LOT 110

Building Description

Building Improvement 1

Square Footage:	1,909
Year Build / Effective Year Built:	1912 / 1915
Bedrooms / Bathrooms	3 / 2
Units	1

I want to...

LACounty Street Map



0 50 100ft

Parcel Details

- Property records are kept at the West District Office
- How frequently is this site updated?
  land other FAQs

Property Information

Assessor's ID No:	5093-018-018
Address:	753 S HARVARD BLVD LOS ANGELES CA 90005
Property Type:	Commercial / Industrial
Region / Cluster:	25 / 25693
Tax Rate Area (TRA):	06657

- View Assessor Map
- View Index map

Recent Sales Information

Latest Sale Date:

Indicated Sale Price:

Search for Recent Sales

2017 Roll Values

Recording Date:	07/25/2011
Land:	$67,365
Improvements:	$2,089
Personal Property:	$0
Fixtures:	$0
Homeowners' Exemption:	$0
Real Estate Exemption:	$0
Personal Property Exemption:	$0
Fixture Exemptions:	$0

- 2017 Annual taxes
- Property tax payment FAQs
- Estimate supplemental taxes

Property Boundary Description

WILSHIRE HARVARD HEIGHTS
LOT 111

Building Description

Building Improvement 1

Square Footage:	6,750
Year Build / Effective Year Built:	1963 / 1963
Bedrooms / Bathrooms	0 / 0
Units	0



0 50 100ft

Parcel Details

- Property records are kept at the West District Office
- How frequently is this site updated?
- Land Value FAQs

I want to...

LACounty Street Map

Property Information

Assessor's ID No:	5093-018-019
Address:	Address Not Available
Property Type:	Commercial / Industrial
Region / Cluster:	25 / 25693
Tax Rate Area (TRA):	06657

- View Assessor Map
- View Index Map

Recent Sales Information

Latest Sale Date:
Indicated Sale Price:

Search for Recent Sales

2017 Roll Values

Recording Date:	07/25/2011
Land:	$68,207
Improvements:	$2,721
Personal Property:	$0
Fixtures:	$0
Homeowners' Exemption:	$0
Real Estate Exemption:	$0
Personal Property Exemption:	$0
Fixture Exemptions:	$0

- 2017 Annual taxes
- Property tax payment FAQs
- Estimate supplemental taxes

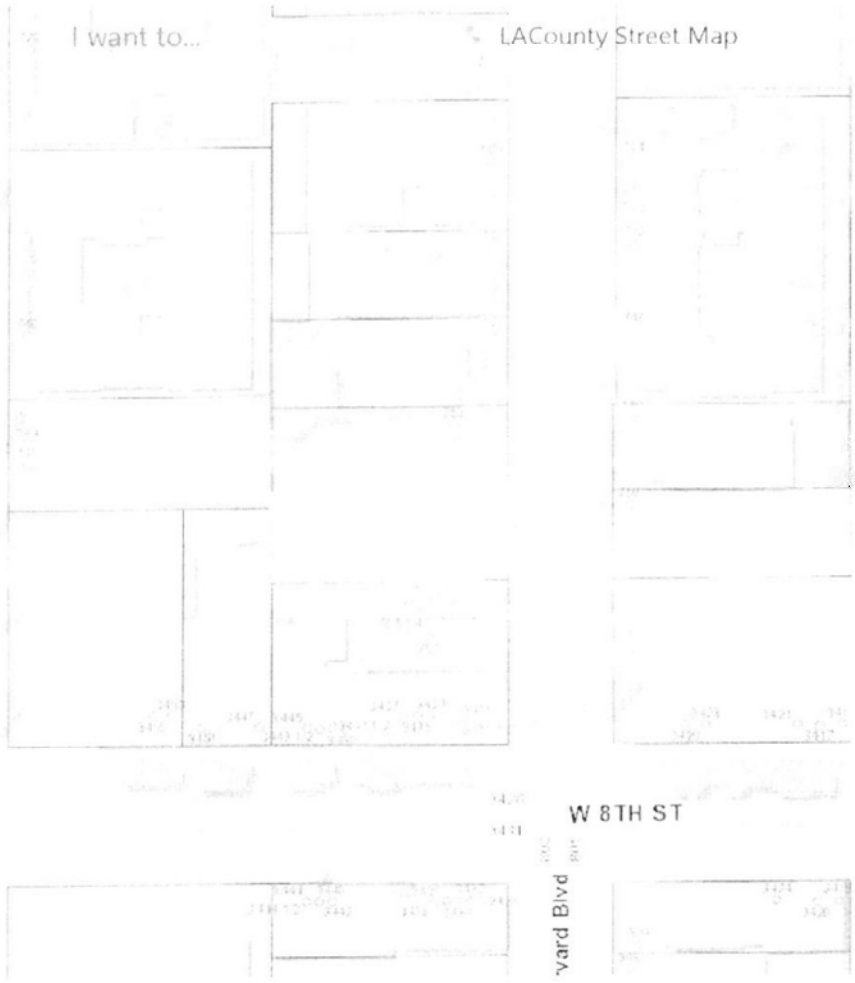
Property Boundary Description

WILSHIRE HARVARD HEIGHTS
LOT 112

Building Description

Building Improvement 1

Square Footage:	6,750
Year Build / Effective Year Built:	1951 / 1951
Bedrooms / Bathrooms	0 / 0
Units	0



0 50 100ft

Parcel Details

- Property records are kept at the West District Office
- How frequently is this site update if land other FAQs

Property Information

Assessor's ID No:	5093-018-020
Address:	3431 W 8TH ST LOS ANGELES CA 90005
Property Type:	Commercial / Industrial
Region / Cluster:	25 / 25693
Tax Rate Area (TRA):	06657

- View Assessor Map
- View Index map

Recent Sales Information

Latest Sale Date:

Indicated Sale Price:

Search for Recent Sales

2017 Roll Values

Recording Date:	07/25/2011
Land:	$168,762
Improvements:	$72,009
Personal Property:	$4,800
Fixtures:	$0
Homeowners' Exemption:	$0
Real Estate Exemption:	$0
Personal Property Exemption:	$0
Fixture Exemptions:	$0

- 2017 Annual taxes
- Property tax payment FAQs
- Estimate supplemental taxes

Property Boundary Description

WILSHIRE HARVARD HEIGHTS LOT 113 AND EX OF ST LOT 114

Building Description

Building Improvement 1

Square Footage:	13,859
Year Build / Effective Year Built:	1939 / 1942
Bedrooms / Bathrooms	0 / 0
Units	0



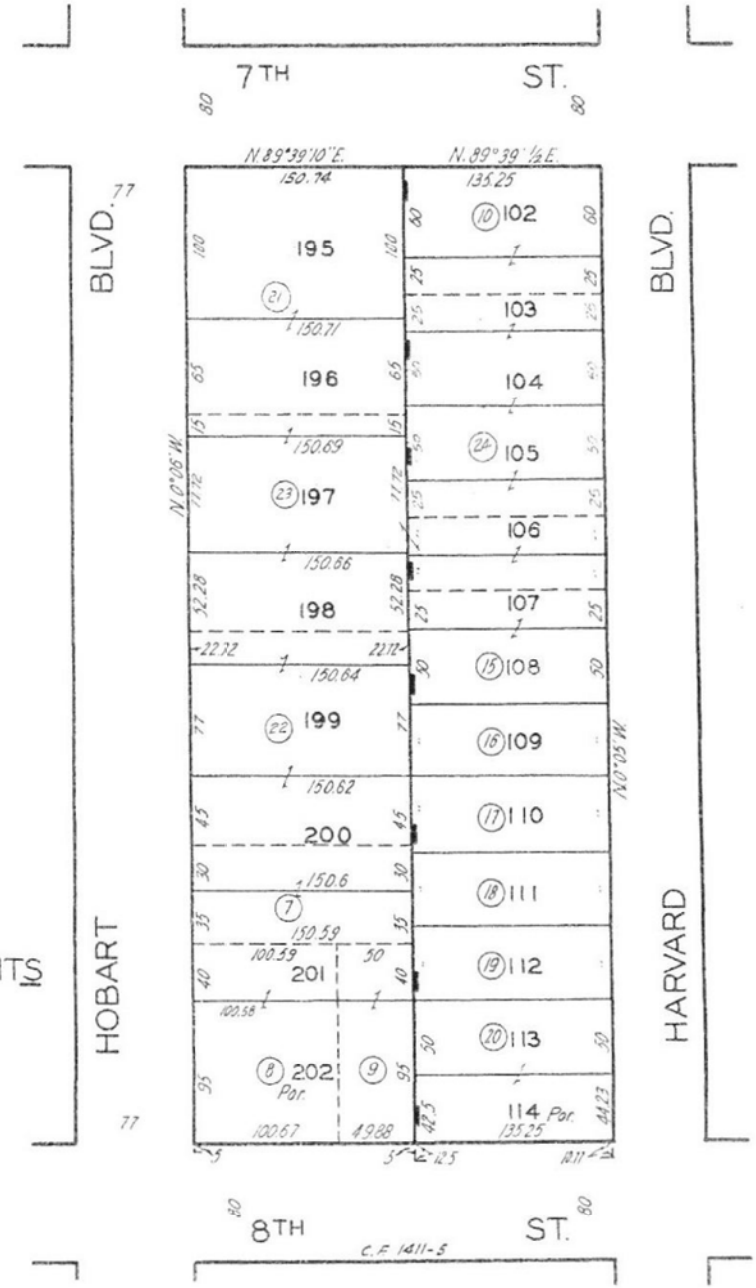
0 50 100ft

5093 | 18

SCALE 1" = 80'

2013

REVISED
2-7-62
12-17-62
680313
720418807
960131
2012111302008001-09



TRACT NO. 2189

M.B. 22-57

WILSHIRE HARVARD HEIGHTS

M.B. 8-113

CODE
6657

FOR PREV. ASSMT. SEE: 254 - 207
290 - 9

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

HISTORICAL TENANT REPORT

INTRODUCTION

The purpose of this Historical Tenant Report is to identify the tenants (be it the owner or lessee) of 3431-3455 W 8TH ST; 749-767 S HARVARD; 744-762 S HOBART, L over the last 50 years.

Sources for the research includes various city directories, street address directories and criss-cross directories published from 1920 forward. The actual site address as well as neighboring addresses on the same block are also investigated for informational purposes, and to cover a potential address change of the subject site.

BBL has used its best effort but makes no claims as to the completeness of the referenced sources or completeness of the search. For additional information call (619) 793-0641.

DIRECTORY INFORMATION

The three general types of directories researched for the Historical Tenant Report are the 1) city directory, 2) street address directory, and 3) criss-cross directory. All three either are devoted to or have sections that list the Tenant and telephone number of given street addresses by their street name and address. These telephone directories, not as readily available to the public as white pages or yellow pages, are excellent for uncovering names, business names and the nature of businesses as listed by street address.

In addition to the actual site address the following neighboring addresses have been researched for commercial listings as well:

3429 W 8TH ST
3436 W 8TH ST
3438 W 8TH ST
3440 W 8TH ST
3442 W 8TH ST
3444 W 8TH ST
3451 W 8TH ST
3460 W 8TH ST
3461 W 8TH ST
735 S HARVARD BLVD
742 S HARVARD BLVD
743 S HARVARD BLVD
744 S HOBART
749 S HARVARD BLVD
762 S HOBART
765 S HARVARD BLVD
767 S HARVARD BLVD
815 S HARVARD BLVD
825 S HARVARD BLVD
849 S HARVARD BLVD

855 S HARVARD BLVD
860 S HARVARD BLVD
900 S HARVARD BLVD
904 S HARVARD BLVD
909 S HARVARD BLVD
915 S HARVARD BLVD
922 S HARVARD BLVD
923 S HARVARD BLVD

The actual site address, as it is known presently, is marked by blue text in the findings of the search as reported on the following pages.

2017

3429 W 8TH ST	JSI FOODS LLC
3431 W 8TH ST	SEDCURE INC
3436 W 8TH ST	PRO TAILOR
3437 W 8TH ST	AVILA TAX SVC
3439 W 8TH ST	G Q TAILOR
3440 W 8TH ST	WORLD VISION UNIVERSITY
	Y LEE FINE ARTS GALLERY
3442 W 8TH ST	JECKE COMPUTER REPAIR
3444 W 8TH ST	CRUZ, MANUEL
3445 W 8TH ST	HIGH TOP
3447 W 8TH ST	TOP'S ART SUPPLIES
3453 W 8TH ST	LA FLEUR BY TRACY
3455 W 8TH ST	DONG IL JANG RESTAURANT
3460 W 8TH ST	DIDIM FOOD USA INC
3461 W 8TH ST	BRESSON INC
	KIM MIHEE KOREAN DRESS SHOP
735 S HARVARD BLVD	FAMIABLE PRO
749 S HARVARD BLVD	No Commercial Listings

Source: Combo1

2016

3429 W 8TH ST	JSI FOODS LLC
3431 W 8TH ST	SEDCURE INC
3433 W 8TH ST	GRAND BEAUTY SALON
3436 W 8TH ST	PRO TAILOR
3437 W 8TH ST	AVILA TAX SVC
3439 W 8TH ST	G Q TAILOR
3440 W 8TH ST	Y LEE FINE ARTS GALLERY
3442 W 8TH ST	JECKE COMPUTER REPAIR
3445 W 8TH ST	HIGH TOP
3447 W 8TH ST	ANDERSON & SON
	TOP'S ART SUPPLIES
3453 W 8TH ST	LA FLEUR BY TRACY
3455 W 8TH ST	DONG IL JANG RESTAURANT
3461 W 8TH ST	BRESSON INC
	KIM MIHEE KOREAN DRESS SHOP
749 S HARVARD BLVD	No Commercial Listings
765 S HARVARD BLVD	GIS INTERNATIONAL INC
	WORLD OF STRING ART
	YAOSOON HEALING ART CTR
767 S HARVARD BLVD	GRUV GROUP
	HANA LIMO
815 S HARVARD BLVD	815 HARVARD LLC
849 S HARVARD BLVD	HARVARD APARTMENTS
904 S HARVARD BLVD	KWACK, JIN GON
909 S HARVARD BLVD	HAN KI JA
922 S HARVARD BLVD	CAPSTONE CHURCH

Source: Combo1

2014

3429 W 8TH ST	CAC INVESTMENT
	HAN YANG KOREAN BBQ
	HAN, YANG G
	JSI FOODS LLC
3431 W 8TH ST	SEDCURE INC
3433 W 8TH ST	GRAND BEAUTY SALON
3436 W 8TH ST	PRO TAILOR
3437 W 8TH ST	AVILA TAX SVC
	LA SARANGBANG HOUSE OF EUMION
3439 W 8TH ST	G Q TAILOR
3440 W 8TH ST	Y LEE FINE ARTS GALLERY
3441 W 8TH ST	MALJJA'S
3442 W 8TH ST	JECKE COMPUTER REPAIR
3443 W 8TH ST	JEANNY CHU-ALLSTATE AGENT
3447 W 8TH ST	A1 GARAGE DOORS & GATES LOS

	LA WEDDING OFFICIANTS
	TOP'S ARTS SUPPLIES
3453 W 8TH ST	LA FLEUR BY TRACY
3455 W 8TH ST	DONG IL JANG RESTAURANT
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
749 S HARVARD BLVD	No Commercial Listings
765 S HARVARD BLVD	LINDA SKIN CARE
	WORLD OF STRING ART
	YOON JOHNNY
767 S HARVARD BLVD	HANA LIMO
	OAKY
	YOUNG RAK INSTRUMENT AMERICA
815 S HARVARD BLVD	815 HARVARD LLC
849 S HARVARD BLVD	HARVARD APARTMENTS
900 S HARVARD BLVD	H K N JEWELRY
922 S HARVARD BLVD	CAPSTONE CHURCH

Source: Combo1

2012

3429 W 8TH ST	JSI FOODS LLC
3431 W 8TH ST	SEDCURE INC
3436 W 8TH ST	PRO TAILOR
3437 W 8TH ST	LA SARANGBANG HOUSE OF EUMION
3439 W 8TH ST	G Q TAILOR
3440 W 8TH ST	Y LEE FINE ARTS GALLERY
3441 W 8TH ST	MALJJA'S
3442 W 8TH ST	MARQUEZ & ASSOC
3443 W 8TH ST	JEANNY CHU-ALLSTATE AGENT
3444 W 8TH ST	EL DORADO INVESTMENT ENT
3447 W 8TH ST	A1 GARAGE DOORS & GATES
	ANDERSON & SON
	LA WEDDING OFFICIANTS
	TOP'S ARTS SUPPLIES
3453 W 8TH ST	LA FLEUR BY TRACY
3455 W 8TH ST	DONG IL JANG RESTAURANT
3460 W 8TH ST	DONG-A BOOK PLAZA
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
742 S HARVARD BLVD	PS FOUR SEASONS PAINTING INC
	SD PARK PAINTING & MAINTENANCE
743 S HARVARD BLVD	IMS INFO MARKETING SERVIC
749 S HARVARD BLVD	No Commercial Listings
765 S HARVARD BLVD	WORLD OF STRING ART
	YOON JOHNNY
767 S HARVARD BLVD	HANA LIMO
	YOUNG RAK INSTRUMENT AMERICA
815 S HARVARD BLVD	815 HARVARD LLC
849 S HARVARD BLVD	HARVARD APARTMENTS
855 S HARVARD BLVD	FUSION LLC

Source: Combo1

2010

3431 W 8TH ST	No Commercial Listings
3433 W 8TH ST	GRAND BEAUTY SALON
3436 W 8TH ST	PRO TAILOR
3437 W 8TH ST	LA SARANGBANG HOUSE OF EUMION
3439 W 8TH ST	G Q TAILOR
3440 W 8TH ST	Y LEE FINE ARTS GALLERY
3442 W 8TH ST	MARQUEZ Y ASOCIADOS
3443 W 8TH ST	ALLSTATE INSURANCE CO
3445 W 8TH ST	ROBERT M LAWSON CO
3447 W 8TH ST	ANDERSON & SON
	LA WEDDING OFFICIANTS
	TOP'S ARTS SUPPLIES
3453 W 8TH ST	LA FLEUR BY TRACY
3455 W 8TH ST	DONG IL JANG RESTAURANT
3460 W 8TH ST	DONG-A BOOK PLAZA
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
749 S HARVARD BLVD	No Commercial Listings

765 S HARVARD BLVD	WORLD OF STRING ART
767 S HARVARD BLVD	LEE, BYUNG
	YOUNG RAK INSTRUMENT AMERICA
849 S HARVARD BLVD	HARVARD APARTMENTS
904 S HARVARD BLVD	SUN BLIND
Source:	Combo1

2008

3429 W 8TH ST	CAC INVESTMENT
	HAN, YANG GALBI
3431 W 8TH ST	No Commercial Listings
3433 W 8TH ST	DA LEE TRADING CO
3436 W 8TH ST	PRO TAILOR
3437 W 8TH ST	EBONY STYLE LLC
	LA SARANGBANG HOUSE OF EUMION
3439 W 8TH ST	G Q TAILOR
3440 W 8TH ST	WILLIAM M LAWSON CO
	Y LEE FINE ARTS GALLERY
3441 W 8TH ST	ZEN HEALING CTR
3442 W 8TH ST	MARQUEZ Y ASOCIADOS
3443 W 8TH ST	ALLSTATE INSURANCE CO
3445 W 8TH ST	ROBERT M LAWSON CO
3447 W 8TH ST	ANDERSON & SON
	TOP'S ARTS SUPPLIES
3453 W 8TH ST	LA FLEUR BY TRACY
3455 W 8TH ST	DONG IL JANG RESTAURANT
3460 W 8TH ST	DONG-A BOOK PLAZA
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
749 S HARVARD BLVD	No Commercial Listings
765 S HARVARD BLVD	GIS INTERNATIONAL INC
	J' SOLUTION
	WORLD OF STRING ART
767 S HARVARD BLVD	HANSON METAL
	YOUNG RAK INSTRUMENT AMERICA
825 S HARVARD BLVD	DOTTY ATTORNEY
855 S HARVARD BLVD	METRO HOUSING FOUNDATION
860 S HARVARD BLVD	KIM & CASEY LLC
904 S HARVARD BLVD	SUN BLIND
Source:	Combo1

2006

3429 W 8TH ST	CAC INVESTMENT
	HAN, YANG GALBI
3431 W 8TH ST	No Commercial Listings
3433 W 8TH ST	SZE BEAUTY SALON
3436 W 8TH ST	PRO TAILOR
3438 W 8TH ST	AMOREAN COSMETICS 8TH
3439 W 8TH ST	G Q TAILOR
3440 W 8TH ST	WILLIAM M LAWSON CO
	Y LEE FINE ARTS GALLERY
3441 W 8TH ST	SEVEN STAR CHEMICAL CO
	ZEN HEALING CTR
3442 W 8TH ST	KIMBY'S TRABEL
	MARQUEZ & ASSOC
3443 W 8TH ST	ALLSTATE INSURANCE CO
3444 W 8TH ST	URGENTE EXPRESS
3445 W 8TH ST	ROBERT M LAWSON CO
3447 W 8TH ST	ANDERSON & SON
	TOP'S ART & PATTERN SUPPLIES
3453 W 8TH ST	LA FLEUR BY TRACY
3455 W 8TH ST	DONG IL JANG RESTAURANT
3460 W 8TH ST	DONG-A BOOK PLAZA
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
749 S HARVARD BLVD	No Commercial Listings
765 S HARVARD BLVD	DONG EYE
	GIS INTERNATIONAL INC
	KIM'S ACUPUNCTURE
767 S HARVARD BLVD	ALCOHOLICS ANONYMOUS CENTRAL L

	DIGICELL
	YOUNG RAK INSTRUMENT AMERICA
855 S HARVARD BLVD	METRO HOUSING FOUNDATION
900 S HARVARD BLVD	DREYFUSS CONSTRUCTION
904 S HARVARD BLVD	SUN BLIND
923 S HARVARD BLVD	GIANT PAINTING CO
Source:	Combo1

2004

3429 W 8TH ST	CAC INVESTMENT
3431 W 8TH ST	No Commercial Listings
3433 W 8TH ST	SIZE BEAUTY SALON
3436 W 8TH ST	PRO TAILOR
3437 W 8TH ST	HANI
3438 W 8TH ST	AMOREAN COSMETICS 8TH
3439 W 8TH ST	G Q TAILOR
3440 W 8TH ST	WILLIAM M LAWSON CO
	Y LEE FINE ARTS GALLERY
3441 W 8TH ST	SEVEN STAR CHEMICAL CO
	ZEN ACUPUNCTURE & HERBS
3442 W 8TH ST	KIMBY'S TRABEL
3443 W 8TH ST	ALLSTATE INSURANCE
3444 W 8TH ST	URGENTE EXPRESS
3445 W 8TH ST	ROBERT M LAWSON CO
3447 W 8TH ST	ANDERSON & SON
	TOP'S ART & PATTERN SUPPLIES
3453 W 8TH ST	LA FLEUR BY TRACY
3455 W 8TH ST	DONG IL JANG RESTAURANT
3460 W 8TH ST	DONG-A BOOK PLAZA
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
749 S HARVARD BLVD	No Commercial Listings
765 S HARVARD BLVD	GIS INTERNATIONAL INC
	KIM'S ACUPUNCTURE
849 S HARVARD BLVD	SELAS TRADING CO
855 S HARVARD BLVD	FASHIONDISTRICT.NET
	METRO HOUSING FOUNDATION
915 S HARVARD BLVD	NAILL CO
923 S HARVARD BLVD	GIANT PAINTING CO
Source:	Combo1

2000

3429 W 8TH ST	X FACTOR
3431 W 8TH ST	No Commercial Listings
3433 W 8TH ST	SIZE BEAUTY SALON
3435 W 8TH ST	KATHY CHO POLA COSMETIC
3436 W 8TH ST	KIM'S CUSTOM TAILORING
3437 W 8TH ST	HO'S OFFICE OF TRANSLATION
3438 W 8TH ST	AMOREAN COSMETICS 8TH
3441 W 8TH ST	CHINUSA HERBS & ACUPUNCTURE
	SEVEN STAR CHEMICAL CO
3442 W 8TH ST	KIMBY'S TRABEL
3443 W 8TH ST	ALLSTATE INSURANCE
3444 W 8TH ST	URGENTE EXPRESS
3445 W 8TH ST	OLYMPIC LEARNING CTR
	ROBERT M LAWSON CO
3447 W 8TH ST	ANDERSON & SON CO
	TOP'S ART & PATTERN SUPPLIES
3453 W 8TH ST	HANARUM FLORISTS
3455 W 8TH ST	DONG IL JANG RESTAURANT
3460 W 8TH ST	DONG-A BOOK PLAZA
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
749 S HARVARD BLVD	No Commercial Listings
765 S HARVARD BLVD	KSB AMERICA INC
767 S HARVARD BLVD	RAK YOUNG INSTRUMENT AMERICA
	TEC INC
825 S HARVARD BLVD	HARVARD APARTMENTS
849 S HARVARD BLVD	SELAS TRADING CO
855 S HARVARD BLVD	FASHIONDISTRICT.NET

923 S HARVARD BLVD	GIANT PAINTING CO
Source:	Combo1

1998

3431 W 8TH ST	HAN KOOK PRINTING CO
3433 W 8TH ST	SIZE BEAUTY SALON
3436 W 8TH ST	KIMS CUSTOM TAILORING
	KIMS FASHION
3437 W 8TH ST	HOS OFFICE OF TRANSLATION
3438 W 8TH ST	AMOREAN COSMETICS 8TH
3439 W 8TH ST	G Q TAILOR
3441 W 8TH ST	CHINUSA HERBS & ACUPUNCTURE
	L A MUSIC
	SEVEN STAR CHEMICAL CO
3442 W 8TH ST	MCG IMMIGRATION CONSULTANTS
3444 W 8TH ST	URGENTE EXPRESS
3445 W 8TH ST	EXCELSIOR ENTERPRISES
3453 W 8TH ST	PHOTO OUTLET
3455 W 8TH ST	DONG IL JANG RESTAURANT
3460 W 8TH ST	DONG-A BOOK PLAZA
	KOREA PUBLISHING & TROPHY
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
749 S HARVARD BLVD	No Commercial Listings
765 S HARVARD BLVD	ANTON, PIERRE
	GROWING TOGETHER INC
825 S HARVARD BLVD	HARVARD APARTMENTS
923 S HARVARD BLVD	GIANT PAINTING CO
Source:	Combo1

1994

3429 W 8TH ST	WANG KUNG RESTAURANT
3431 W 8TH ST	No Commercial Listings
3433 W 8TH ST	SIZE BEAUTY SALON
3437 W 8TH ST	HOS OFC OF TRANSLATION
3438 W 8TH ST	AMOREAN COSMETICS 8TH
3441 W 8TH ST	CHINUSA HERBS & ACUPUNCTURE
	SEVEN STAR CHEMICAL CO
3442 W 8TH ST	M C G IMMIGRATION CONSULTANTS
3443 W 8TH ST	LANCASTER, K J
3444 W 8TH ST	URGENTE EXPRESS
3445 W 8TH ST	ROBERT M LAWSON CO
3455 W 8TH ST	DONG IL JANG RESTAURANT
3460 W 8TH ST	DONG A BOOK PLAZA
	KOREA PUBLISHING & TROPHY
3461 W 8TH ST	KIM MIHEE KOREAN DRESS SHOP
742 S HARVARD BLVD	MINUTE EXPRESS MESSENGER SVC
749 S HARVARD BLVD	No Commercial Listings
767 S HARVARD BLVD	ALCOHOLICS ANONYMOUS CTRL L
825 S HARVARD BLVD	HARVARD APARTMENTS
923 S HARVARD BLVD	GIANT PAINTING CO
Source:	Combo1

1990

3431 W 8TH ST	AL ANON
3433 W 8TH ST	SIZE BEAUTY SALON
3437 W 8TH ST	HOS OFC OF TRANSLATION
3441 W 8TH ST	CHINUSA HERBS & ACUPUNCTURE
	SEVEN STAR CHEMICAL CO
3443 W 8TH ST	LANCASTER, K J
3445 W 8TH ST	ROBERT M LAWSON CO
3455 W 8TH ST	DONG IL JANG RESTAURANT
742 S HARVARD BLVD	MINUTE EXPRESS MESSENGER SVC
744 S HOBART BLVD	No Listings
749 S HARVARD BLVD	No Commercial Listings
762 S HOBART BLVD	No Listings

767 S HARVARD BLVD	ALCOHOLICS ANONYMOUS CTRL L
825 S HARVARD BLVD	HARVARD APARTMENTS
825 S HARVARD BLVD	HARVARD APARTMENTS
923 S HARVARD BLVD	GIANT PAINTING CO
923 S HARVARD BLVD	GIANT PAINTING CO

1985

3431 W 8TH ST	AL ANON
3433 W 8TH ST	ANGEL BEAUTY SALON
3437 W 8TH ST	HOS OFC OF TRANSLATION
3441 W 8TH ST	CHINUSA HERBS & ACUPUNCTURE
	SEVEN STAR CHEMICAL CO
3443 W 8TH ST	LANCASTER, K J
3445 W 8TH ST	INDUSTRIAL MKT RESEARCH
3455 W 8TH ST	MEIER LINE AMERICA
744 S HOBART	No Listings
749 S HARVARD BLVD	No Commercial Listings
762 S HOBART BLVD	No Listings
767 S HARVARD BLVD	ALCOHOLICS ANONYMOUS CTRL L
	ALCOHOLICS ANONYMOUS CTRL L

1980

3431 W 8TH ST	AD IV
3433 W 8TH ST	BORA HAIR FASHIONS
3437 W 8TH ST	HOS OFC OF TRANSLATION
3441 W 8TH ST	No Listings
3443 W 8TH ST	LANCASTER, K J
3445 W 8TH ST	INDUSTRIAL MKT RESEARCH
3451 W 8TH ST	AL ANON
3455 W 8TH ST	DONG IL JANG REST
744 S HOBART	No Listings
749 S HARVARD BLVD	No Commercial Listings
762 S HOBART BLVD	No Listings
767 S HARVARD BLVD	ALCOHOLICS ANONYMOUS CTRL L

1975

3431 W 8TH ST	SERVICE ESCROW
3433 W 8TH ST	A & A BEAUTY SALON
3435 W 8TH ST	GUERRA CO
3437 W 8TH ST	HARVARD LIBRARY & GIFT
3439 W 8TH ST	HARVARD BEAUTY SALON
3441 W 8TH ST	PAN ASIA TRAVEL SERVICE
3443 W 8TH ST	LANCASTER, K J
3445 W 8TH ST	INDUSTRIAL MKT RESEARCH
3451 W 8TH ST	AL ANON
3453 W 8TH ST	EVANS SPECIALTY
3455 W 8TH ST	FOX BRIDGE CLUB
744 S HOBART	No Listings
749 S HARVARD BLVD	No Commercial Listings
762 S HOBART BLVD	No Listings
767 S HARVARD BLVD	ALCOHOLICS ANONYMOUS CTRL L

1970

3431 W 8TH ST	PLAYBOY SALON FOR MEN
3433 W 8TH ST	AILEEN SALON
3435 W 8TH ST	HARVARD INCOME TAX
3437 W 8TH ST	HARVARD LIBRARY & GIFT
3439 W 8TH ST	HARVARD BEAUTY SALON
3441 W 8TH ST	PAN ASIA TRAVEL SERVICE
3443 W 8TH ST	LANCASTER, K J
3445 W 8TH ST	INDUSTRIAL MKT RESEARCH
3451 W 8TH ST	AL ANON

3453 W 8TH ST	EVANS SPECIALTY
3455 W 8TH ST	No Listings
744 S HOBART	No Listings
749 S HARVARD BLVD	No Commercial Listings
762 S HOBART BLVD	No Listings
767 S HARVARD BLVD	ALCOHOLICS ANONYMOUS CTRL L

1965

3431 W 8TH ST	HARVARD BARBER SHOP
3433 W 8TH ST	AILEEN SALON
3435 W 8TH ST	HARVARD INCOME TAX
3437 W 8TH ST	HARVARD LIBRARY & GIFT
3439 W 8TH ST	HARVARD BEAUTY SALON
3441 W 8TH ST	EVELYN CLEANERS
3443 W 8TH ST	No Listings
3445 W 8TH ST	INDUSTRIAL MKT RESEARCH
3447 W 8TH ST	GRAPHIC PROCESS
3451 W 8TH ST	PIONEER MTGE SALES
3453 W 8TH ST	No Listings
3455 W 8TH ST	No Listings
744 S HOBART	No Listings
749 S HARVARD BLVD	No Commercial Listings
762 S HOBART BLVD	No Listings
767 S HARVARD BLVD	ALCOHOLICS ANONYMOUS CTRL L

1960

3431 W 8TH ST	HARVARD BARBER SHOP
3433 W 8TH ST	AILEEN SALON
3435 W 8TH ST	WESTERN INS SERV CO
3437 W 8TH ST	HARVARD LIBRARY & GIFT
3439 W 8TH ST	HARVARD BEAUTY SALON
3441 W 8TH ST	EVELYN CLEANERS
3443 W 8TH ST	No Listings
3445 W 8TH ST	INDUSTRIAL MKT RESEARCH
3447 W 8TH ST	GRAPHIC PROCESS
3451 W 8TH ST	PIONEER MTGE SALES
3453 W 8TH ST	No Listings
3455 W 8TH ST	No Listings
744 S HOBART	No Listings
749 S HARVARD BLVD	No Commercial Listings
762 S HOBART BLVD	No Listings
767 S HARVARD BLVD	ALCOHOLICS ANONYMOUS CTRL L

1956

3431 W 8TH ST	MILE HI ICE CREAM
	HARVARD BARBER SHOP
3433 W 8TH ST	SIDNEY LADIES TAILOR
3435 W 8TH ST	BUSH PROSETHETICS
3437 W 8TH ST	HARVARD LIBRARY & GIFT
3439 W 8TH ST	HARVARD BEAUTY SALON
3441 W 8TH ST	EVELYN CLEANERS
3443 W 8TH ST	No Listings
3445 W 8TH ST	FIBERGLASS CORP
	LAWSON REAL ESTATE
3447 W 8TH ST	GRAPHIC PROCESS
3451 W 8TH ST	PIONEER MTGE SALES
3453 W 8TH ST	No Listings
3455 W 8TH ST	EDYS CHARACTER CANDIES
744 S HOBART	No Listings
749 S HARVARD BLVD	No Commercial Listings
762 S HOBART BLVD	NL
767 S HARVARD BLVD	ALCOHOLICS ANONYMOUS CTRL L

APPENDIX D

PUBLIC AGENCY RECORDS / OTHER RELEVENT RECORD

Hansol Yoo

From: Hansol Yoo <yoo.hansol@weeco.net>
Sent: Monday, January 8, 2018 12:22 PM
To: 'Cpark@offlineinc.com'
Subject: Phase I Inspection
Attachments: User Questionnaire.pdf

Good Afternoon Mr. Park,

Regarding the Phase I for the property 744-762 S. Hobart Boulevard, 3431-3455 W. 8th Street, and 749-767 S. Harvard Boulevard, I will be at the site on tomorrow, January 9th, sometime between 1pm to 3pm for the inspection. The inspection will consist of me going around and taking pictures of the property, inside and outside.

If you could provide me with a tenant list and/or rent roll that would be greatly appreciated.

I have attached an User Questionnaire to this email.
Please find, fill out, and send back the attached questionnaire.

If you have any questions or concerns, please feel free to contact me.
Thank you.

Han sol Yoo
Project Engineer
Western Environmental Engineers Company (WEECO)
12610 Westminster Avenue, Unit C
Santa Ana, CA 92706
Phone: (714) 542-2644
Fax: (714) 542-2520
Email: yoo.hansol@weeco.net

SOUTH COAST AQMD

Facility INformation Detail (FIND)

Facility Details

Facility ID	73420
Company Name	DONG IL JANG RESTAURANT
Address	3455 W 8TH ST
	LOS ANGELES, CA 90005

Status ACTIVE

Are there any back fees due?
No.

SIC Code	Description
5812	EATING PLACES

SOUTH COAST AQMD

Facility INformation Detail (FIND)

Equipment List

Facility ID	73420
Company Name	DONG IL JANG RESTAURANT
Address	3455 W 8TH ST
	LOS ANGELES, CA 90005

Appl. No.	Permit No.	Issued Date	Permit Status	Fee Type	Equip. Description	Appl. Date	Appl. Status
350720	F29990	5/12/2000	ACTIVE	Basic	CHARBROILER - NATURAL GAS	6/24/1991	PERMIT TO OPERATE GRANTED
251079	D53505	5/20/1992	INACTIVE	Basic	CHARBROILER - NATURAL GAS	6/24/1991	PERMIT TO OPERATE GRANTED
363707				Basic	CHARBROILER - NATURAL GAS	6/24/1991	APPLICATION REJECTED
209895	D57975	6/22/1992	INACTIVE	Basic	CHARBROILER - NATURAL GAS	8/3/1989	PERMIT TO OPERATE GRANTED
350685	F29989	5/12/2000	INACTIVE	Basic	CHARBROILER - NATURAL GAS	8/3/1989	PERMIT TO OPERATE GRANTED
363667				Basic	CHARBROILER - NATURAL GAS	8/3/1989	APPLICATION REJECTED

First Prev Page 1 of 1 (6 records) Next Last Page 1 Export To Excel

SOUTH COAST AQMD

Facility INformation Detail (FIND)

Compliance

Facility ID	73420
Company Name	DONG IL JANG RESTAURANT
Address	3455 W 8TH ST
	LOS ANGELES, CA 90005

Notices Of Violaton: NONE

Notices To Comply: NONE

Bldg. Form 2

2

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Application for the Erection of a Building

OF

CLASS "D"

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

Lot No. Part Lot #114

Tract Wilshire Harvard Heights

Location of Building 771-773 S. Harvard Blvd N. W. Corner W. 8th St. & Harvard Blvd. (House Number and Street)

Between what cross streets Also 431-41 W. 8th St.

Approved by City Engineer [signature] Deputy.

USE INK OR INDELIBLE PENCIL

1. Purpose of building Store and office building (Store, Residence, Apartment House, Hotel, or any other purpose) Families ..... Rooms .....
2. Owner (Print Name) Permoid Process Co. Phone .....
3. Owner's address 1135 Van Nuys Blvd. 7th & Spring Sts.
4. Certificated Architect Stiles O. Clements State License No. B813 Phone TR. 7091
5. Licensed Engineer Edwin F. Rudolph State License No. 777 Phone Mi. 4926
6. Contractor None State License No. ..... Phone .....
7. Contractor's address None Stealey
8. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ 10,000.
9. State how many buildings NOW on lot and give use of each None 10,000.00 x 135'0" (Store, Residence, Apartment House, Hotel, or any other purpose)
10. Size of new building ~~44'-0"~~ 42'-8" No. Stories 2 Height to highest point 28' Size lot 44'3" x 135'3"
11. Type of soil Sandy loam Foundation (Material) Conc. Depth in ground 2'-0"
12. Width of footing See Det. Width of foundation wall See Det. Size of redwood sill ..... x .....
13. Material exterior wall 2" x 6" Size of studs: (Exterior) ..... x ..... (Interior bearing) ..... x .....
14. Joist: First floor conc. slab x ..... Second floor 2"x14"x12" x ..... Rafters 2" x 8" Material of roof Wood shingles
15. Chimney (Material) None Size Flue - x - No. inlets each flue -- Depth footing in ground .....

I have carefully examined and read the above completed Application and know the same is true and correct, and hereby certify and agree that if a permit is issued all the provisions of the Building Ordinance and State Laws will be complied with whether herein specified or not; I also certify that plans and specifications filed will conform to all the Building Ordinances and State Laws.

EY1164 M. Tarzan

Sign here Stiles O. Clements (Owner or Authorized Agent)

By Arthur E. Mann

Plans, Specifications and other data must be filed if required.

1-24-38

PERMIT NO.	FOR DEPARTMENT USE ONLY 7285			Fee 33.00
18199	Plans and Specifications checked W M Taggart	Zone R4	Fire District No. 3	Stamp here when Permit is issued
	Corrections verified W M Taggart	Bldg. Line ..... Ft.	Street Widening ..... Ft.	JUN 15 1938
	Plans, Specifications and Application rechecked and approved	Application checked and approved 6/15/38		
PLANS	For Plans See	Filed with	Specifications Required Specified	Inspector

79494

FOR DEPARTMENT USE ONLY

Application WMT	Fire District WMT	Bldg. Line ~~10 ft~~	Forced Draft Ventil
Construction WMT	Zoning WMT	Street Widening N	

(1) REINFORCED CONCRETE

Barrels of Cement 66

Tons of Reinforcing Steel 4 1/2

(2) The building referred to in this Application will be more than 100 feet from

..... Street

Sign Here ..... (Owner or Authorized Agent)

(3) This building will be not less than 10 feet from any other building used for residential purposes on this lot.

Sign here ..... (Owner or Authorized Agent)

(4) There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here ..... (Owner or Authorized Agent)

REMARKS: When Contract is let, Contractor will be a legally licenced contractor.

Stiles O. Clements
Per. A. E. Mann

Plan Approved by City Plan Commission
1/21/38 W N Thorpe

Council Resolution — OK in #3 FD and R 4 Zone

See Council Communications
4199(1936) + 2407(1937)

PLAN CHECKING
RECEIPT No. 18643
VALUATION $ 10000.00
FEE PAID $ 20.00

APPROVED March 4 1938
L. W. ARMSTRONG
ENGINEER OF STORM DRAINS
BY U. Swan
assistant Engr.

I hereby certify that there is no general contractor for this building or work.
(Signed) Robert M. Lawson Pres.

Items 3-4-5-6-7 Approved by City Plan Commission
W N Thorpe Div.

Bldg. Form 1

USE INK OR INDELIBLE PENCIL

3

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM	REMOVED TO
Lot	Lot
Tract	Tract

Present location of building: 771-773 S Howard Blvd 3431-41 W 8th St (House Number and Street)

New location of building: (House Number and Street)

Between what cross streets: N.W. Cor 8th & Howard Sts

Approved by City Engineer.

Deputy.

1. Purpose of PRESENT building: Store & Office (Store, Residence, Apartment House, Hotel, or any other purpose) Families ~~Rooms~~
2. Use of building AFTER alteration or moving: Store & Office Families Rooms
3. Owner (Print Name): PERMOLD PROCESS CO Phone
4. Owner's Address: 3431-41 W. 8th
5. Certificated Architect: None State License No. Phone
6. Licensed Engineer: E F Rudolph State License No. 777 Phone 111926
7. Contractor: None State License No. Phone
8. Contractor's Address: None OKWMT
9. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ 100.00
10. State how many buildings NOW on lot and give use of each: One (Residence, Hotel, Apartment House, or any other purpose)
11. Size of existing building ..... x ..... Number of stories high 2 Height to highest point
12. Class of building D Material of existing walls Stucco Exterior framework Wood (Wood or Steel)

Describe briefly and fully all proposed construction and work:

See plans — two 4"x6" posts eliminated - Entrance detail changed.

Fill in Application on other Side and Sign Statement (OVER)

PERMIT NO.	FOR DEPARTMENT USE ONLY 7785			Fee 1.50
759	Plans and Specifications checked: Taggart	Zone R4	Fire District No. 3	Stamp here when Permit is issued
	Corrections verified: Taggart	Bldg. Line No Ft.	Street Widening No Ft.	
PLANS	Plans, Specifications and Applications rechecked and approved: [illegible]	Application checked and approved: 1/6/39 [illegible]		JAN -5 1939
Rec'd	For Plans See	Filed with: 18199/38	Required Valuation Included	Specified Fee—No	[illegible]

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition.....x.....Size of Lot.....x.....Number of Stories when complete.....

Material of Foundation.....Width of Footing.....Depth of footing below ground.....

Width Foundation Wall.....Size of Redwood Sill.....x.....Material Exterior Walls.....

Size of Exterior Studs.....x.....Size of Interior Bearing Studs.....x.....

Joists: First Floor.....x.....Second Floor.....x.....Rafters.....x.....Roofing Material.....

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here.....Edwin F. Rudolph
(Owner or Authorized Agent)

By.....E. P. Popov

FOR DEPARTMENT USE ONLY

Application	Fire District.....	Bldg. Line	Termite Inspection.....
Construction.....	Zoning	Street Widening	Forced Draft Ventil.....

(1)
REINFORCED CONCRETE

Barrels of Cement.....

Tons of Reinforcing Steel.....

(2)
The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from

.....Street

Sign Here.....
(Owner or Authorized Agent)

(3)
No required windows will be obstructed.

Sign Here.....
(Owner or Authorized Agent)

(4)
There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here.....
(Owner or Authorized Agent)

REMARKS: .....

3

ELECT DIV
Line not read
Permit
Pos. filed

APPLICATION TO ALTER, REPAIR, or DEMOLISH AND FOR A Certificate of Occupancy

Form 8-3
CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Lot No. 112, 113 & 114 ~~& Wly 42' of Lot 112~~
Tract ~~& E 44.89' of 202 & E 50' of Sly 40' of 201 Tr 2189~~ Wilshire Harvard Heights Tr.

Location of Building 3431 - ~~3445~~ 3451 W. 8th ST. (House Number and Street)

Between what cross streets? HARVARD BL & HOBART BL

Approved by City Engineer
Deputy.

USE INK OR INDELIBLE PENCIL

1. Present use of building RETAIL STORES & OFFICES (Store, Dwelling, Apartment House, Hotel or other purpose) Families — Rooms —
2. State how long building has been used for present occupancy 12 YEARS
3. Use of building AFTER alteration or moving SAME Families — Rooms —
4. Owner PERMOID PROCESS Co (Print Name) Phone
5. Owner's Address 3142 Wilshire BL P. O. LA
6. Certificated Architect None State License No. Phone
7. Licensed Engineer John E. Mackel State License No. 3701 Phone DU 87183
8. Contractor JACKSON BROS State License No. Phone DU 72133
9. Contractor's Address 3475 W 8TH ST LA 5
10. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) $12000.00/100
11. State how many buildings NOW on lot and give use of each. (2) 1 Retail Stores 1 Offices (Store, Dwelling, Apartment House, Hotel or other purpose)
12. Size of existing building 40 x 135 Number of stories high 2 Height to highest point 29'
13. Material Exterior Walls Frame & Stucco (Wood, Steel or Masonry) Exterior framework WOOD (Wood or Steel)
14. Describe briefly all proposed construction and work:

Add 2 story Frame + Stucco addition to rear of Bldg (24 x 42)

NEW CONSTRUCTION

15. Size of Addition 24 x 42 Size of Lot 44 x 135 Number of Stories when complete 2
16. Footing: Width 1'-4 Depth in Ground 1'-6 Width of Wall 8 Size of Floor Joists 2 x 12
17. Size of Studs 2 x 4 Material of Floor Conc. Size of Rafters 2 x 6 Type of Roofing Compo

I hereby certify that to the best of my knowledge and belief the 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 Permoid Process Co (Owner or Authorized Agent)

DISTRICT OFFICE

By John E. Mackel

FOR DEPARTMENT USE ONLY

PLAN CHECKING		OCCUPANCY SURVEY	
Valuation $ 12,000		Area of Bldg. Sq. Ft.	Investigation Fee $
Fee $ 25.00		Fee $	Cert. of Occupancy Fee $
			Bldg. Permit Fee $
			Total $ 39.00

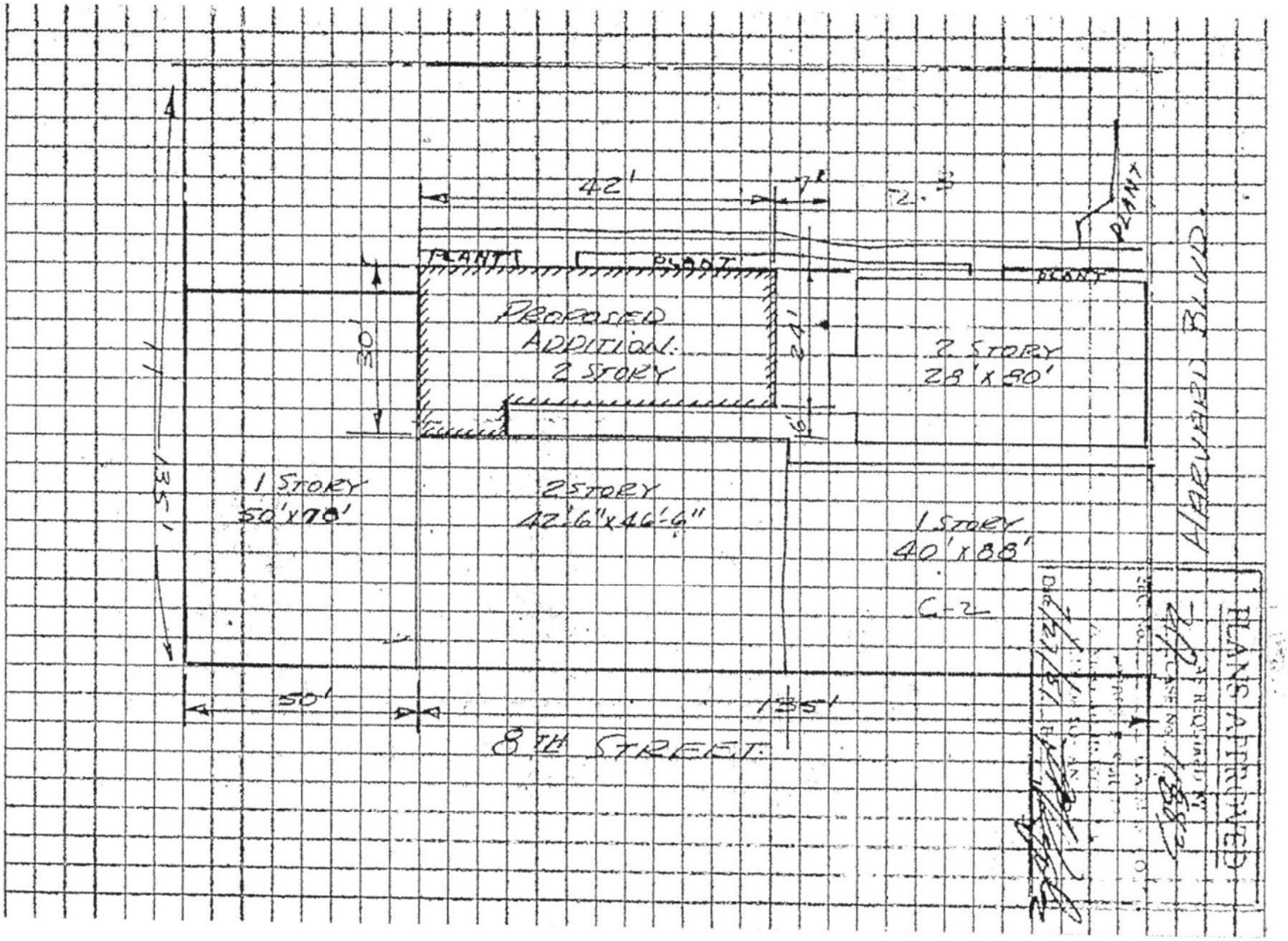
TYPE	Maximum No. Occupants	Inside Lot / Corner Lot	Key Lot / Corner Lot Keyed	Lot Size	Clerk
V	Add 20			185+ x 42+	Ft. side alley / Ft. side alley
GROUP	Plans and Specifications checked	Zone	Fire District		District Map No.
G-1	Manley	C-2a R-3	2 ZA 11583		7285
For Plans See	Correction Verified	Bldg. Line	Street Widening		Application checked and approved
	Manley	10' Ft.	Harvard Ft.		
Filed with	Plans, Specifications and Application rechecked and approved	Continuous Inspection	SPRINKLER Specified—Required Valuation Included Yes—No		Inspector
		None			

CASE NO. 6076-3056 DO NOT WRITE BELOW THIS LINE

TYPE OF RECEIPT	DATE ISSUED	TRACER NO. (M)	RECEIPT NO.	CODE	FEE PAID
Plan Checking	JUL 16 51		LA 6294		
Supplemental Plan Checking					
Building Permit	JUL 31 51		LA15451		

TYPE OF RECEIPT | DATE ISSUED | TRACER NO. (M) | RECEIPT NO. | CODE | FEE PAID

Certificate of Occupancy Survey


42'
7'
PLANT
PLANT
PLANT
PLANT
PROPOSED
ADDITION.
2 STORY
30'
24'
6'
2 STORY
28' x 80'
1 STORY
50' x 78'
2 STORY
42'-6" x 46'-6"
1 STORY
40' x 88'
C-2
135'
50'
135'
8TH STREET
HARVARD BLVD.
PLANS APPROVED
AS REQUIRED BY
CASE No.

3 V

APPLICATION TO ALTER - REPAIR - DEMOL[illegible]
AND FOR CERTIFICATE OF OCCUPANCY

B&S 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.

CENSUS TRACT

1. LEGAL DESCR. — LOT: 114 — BLK. — TRACT: Wilshire Harvard Heights — DIST. MAP: 7285
2. PRESENT USE OF BUILDING: (6) store — NEW USE OF BUILDING: (6) same — ZONE: C-2-2
3. JOB ADDRESS: 3441 W. 8th St. — FIRE DIST.: II
4. BETWEEN CROSS STREETS: Harvard AND Hobart — INSIDE (COR. LOT): 75/60 — KEY — REV. COR.
5. OWNER'S NAME: Pernoid Process Co. — PHONE: DU 91164 — LOT SIZE: 42.5x135.2
6. OWNER'S ADDRESS: 3431 W. 8th St. — P.O. BOX — ZIP
7. ARCHITECT OR DESIGNER: [redacted] Jack R. Partch - AIA — STATE LICENSE NO. — PHONE: 449-1150 — REAR ALLEY — SIDE ALLEY: /
8. ENGINEER: none — STATE LICENSE NO. — PHONE — BLDG. LINE: /
9. CONTRACTOR: Burt Johnson Co. — STATE LICENSE NO.: 181931 — PHONE: 678-6264 — AFFIDAVITS: ZA 5052, CE49-266, CE 42-17
10. SIZE OF EXISTING BLDG.: 200 x 50 — STORIES: 2 — HEIGHT: 30' — NO. OF EXISTING BUILDINGS ON LOT AND USE: one - store & offices
11. MATERIAL OF CONSTRUCTION — EXT. WALLS: stucco — ROOF: shingle — FLOOR: conc.

3
12. JOB ADDRESS: 3441 W. 8th St. — DISTRICT OFFICE: LA
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 900.00 — GRADING: /
14. NEW WORK: (Describe) new store front (Veneer & windows) — CRIT. SOIL: /

HIGHWAY DED.: yes

NEW USE OF BUILDING — SIZE OF ADDITION — STORIES — HEIGHT — FLOOD: /

TYPE — GROUP: N/C — SPRINKLERS REQ'D SPECIFIED — VALUATION APPROVED — CONS.: /

BLDG. AREA — MAX. OCC. — TOTAL — PLANS CHECKED — ZONED BY: H. Miller

DWELL. UNITS — GUEST ROOMS — SPACES REQ'D PARKING — PROVIDED — PLANS APPROVED — FILE WITH

P.C. No. 48140 — CONT. INSP. — APPLICATION APPROVED — INSPECTOR

P.C. 358 — S.P.C. / — G.P.I. / — B.P. 552 — I.F. / — O.S. — C/O — TYPIST KS

CASHIER'S USE ONLY

AC-2365 44848 C • 2671 X — 2 CK 3.58

AC-2365 44849 C • 2671 X — 1 CK 5.50

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 Vaughn Meadows (Owner or Agent)

		Name	Date
Bureau of Engineering	ADDRESS APPROVED		
	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		

3

APPLICATION TO ALTER - REPAIR - DEMOL[illegible]
AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

B&S Form B-3

AC 1

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only 2. Plot Plan Required on Back of Original.

CENSUS TRACT

1. LEGAL DESCR. — LOT: 114 — BLK. — TRACT: Wilshire Harvard Hts. — DIST. MAP: 7285

2. PRESENT USE OF BUILDING: (10 store) ICE CREAM STORE — NEW USE OF BUILDING: (17) RESTAURANT — ZONE: C-2-4

3. JOB ADDRESS: 3441 W 8th St. — FIRE DIST.: II

4. BETWEEN CROSS STREETS: Harvard AND Hobart — INSIDE (COR. LOT) KEY: 75/60 REV. COR.

5. OWNER'S NAME: Pernoil Process Co. — PHONE: DU 91164 — LOT SIZE: 42 5x135.2

6. OWNER'S ADDRESS: 3431 W 8th St. — P.O. BOX — ZIP

7. ARCHITECT OR DESIGNER: Jack R. Partch AIA — STATE LICENSE NO. — PHONE: 449-1150 — REAR ALLEY — SIDE ALLEY /

8. ENGINEER: none — STATE LICENSE NO. — PHONE — BLDG. LINE /

9. CONTRACTOR: Burt Johnson Co. — STATE LICENSE NO.: 181931 — PHONE: 678-6264 — AFFIDAVITS: ZA 5052, CE 49-266, CE 42-17

10. SIZE OF EXISTING BLDG.	STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE
200x50	2	30'	1-store&offices

11. MATERIAL OF CONSTRUCTION	EXT. WALLS	ROOF	FLOOR
	stucco	shingle	conc

3

12. JOB ADDRESS: 3441 W 8th St. — DISTRICT OFFICE: LA

13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 900.00 — GRADING /

14. NEW WORK: (Describe) interior partitions, change of occupancy — CRIT. SOIL /

C-2 to B-2 NEW TOILET PARTITIONS — HIGHWAY DED. yes

NEW USE OF BUILDING	SIZE OF ADDITION	STORIES	HEIGHT	FLOOD
RESTAURANT	NONE			/

TYPE	GROUP	SPRINKLERS REQ'D SPECIFIED	VALUATION APPROVED	CONS.
V	B-2			/

BLDG. AREA	MAX. OCC.	TOTAL	PLANS CHECKED	ZONED BY
	80		[illegible]	C Fry.

DWELL. UNITS	GUEST ROOMS	SPACES REQ'D PARKING	PROVIDED	PLANS APPROVED	FILE WITH
				[illegible]	LA2671/65

P.C. No.	CONT. INSP.	APPLICATION APPROVED	INSPECTOR
MM 2642		[illegible]	

P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O	TYPIST
3.58			5.50	/			ks

CASHIER USE

FEB-15-66	09009	•	W — 2 CK	3.58
FEB-21-66	09904	•19328	W — 1 CK	5.50

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 L. J. Marochek (Owner or Agent)

		Name	Date
Bureau of Engineering	ADDRESS APPROVED		
	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.-5700)	Charles Casper	2/18/66
Traffic	APPROVED FOR		

Address of Building: 3431-51 W. 8th St. 767 S. Harvard Blvd.

Permit No. and Year: LA 15451 - 1951

Certificate Issued: February 25, 1952

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy Must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

2 Story, Type V, 24x42, Retail Store and Office
Addition to existing Store, G-1 Occupancy

Owner: Permoid Process Co.

Owner's Address: 3142 Wilshire Blvd.
Los Angeles 5, California

JOHN D. MILLER msl

Form B-95a—20M—10-51 G. E. MORRIS, Superintendent of Building By .....

Matthew Rodriquez
Secretary for
Environmental Protection

Department of Toxic Substances Control

Barbara A. Lee , Director
1001 I Street
P.O. Box 806
Sacramento , CA 958120806

Edmund G. Brown Jr.
Governor

Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	744 S. Hobart
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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.

Report Generation Date: 01/11/2018

Matthew Rodriquez
Secretary for
Environmental Protection

Department of Toxic Substances Control

Barbara A. Lee , Director
1001 I Street
P.O. Box 806
Sacramento , CA 958120806

Edmund G. Brown Jr.
Governor

Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	748 S Hobart
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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.

Report Generation Date: 01/11/2018

Matthew Rodriquez
Secretary for
Environmental Protection

Department of Toxic Substances Control

Barbara A. Lee , Director
1001 I Street
P.O. Box 806
Sacramento , CA 958120806

Edmund G. Brown Jr.
Governor

Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	762 S. Hobart
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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.

Report Generation Date: 01/11/2018

Matthew Rodriquez
Secretary for
Environmental Protection

Department of Toxic Substances Control

Barbara A. Lee , Director
1001 I Street
P.O. Box 806
Sacramento , CA 958120806

Edmund G. Brown Jr.
Governor

Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	3431 W 8th
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	3433 W. 8th
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	3435 W 8th
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	3437 W. 8th
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Sacramento , CA 958120806

Edmund G. Brown Jr.
Governor

Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	3439 W. 8th
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Governor

Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	3441 W. 8th
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Edmund G. Brown Jr.
Governor

Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	3443 W. 8th
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Sacramento , CA 958120806

Edmund G. Brown Jr.
Governor

Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	3445 W. 8th
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Sacramento , CA 958120806

Edmund G. Brown Jr.
Governor

Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	3447 W. 8th
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Edmund G. Brown Jr.
Governor

EPA ID PROFILE

Map

ID Number:	CAC002834900	**Status:**	INACTIVE
Name:	ROBERT M LAWSON	**Inactive Date:**	1/23/2016 3:00:29 AM
County:	LOS ANGELES	**Record Entered:**	10/23/2015 11:11:26 AM
NAICS:	N/A	**Last Updated:**	1/23/2016 3:00:29 AM

	Name	Address	City	State	Zip Code	Phone
Location	ROBERT M LAWSON	3451 W 8TH ST	LOS ANGELES	CA	900052517	
Mailing		3451 W 8TH ST	LOS ANGELES	CA	900052517	
Owner	ROBERT M LAWSON	3451 W 8TH ST	LOS ANGELES	CA	900052517	6267992157
Operator/Contact	ROBERT M LAWSON	3451 W 8TH ST	LOS ANGELES	CA	900052517	6267992157

Based Only Upon ID Number: CAC002834900

Calif. Manifests?	Non Calif. Manifests?	Transporter Registration?
Yes	N/A	INACTIVE

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

Top line represents Manifest Count and Bottom line represents Total Tonnage

Year	Generator	Trans. 1	Trans. 2	TSDF	ALT. TSDF
2015	1 0.92000	0 0.00000	0 0.00000	0 0.00000	0 0.00000

Non California Manifest Total Tonnage

No Records Found

Waste Code Matrix

California	Generator	Trans. 1	Trans. 2	TSDF	Alt. TSDF
RCRA	Generator	Trans. 1	Trans. 2	TSDF	Alt. TSDF

Waste Code Matrix as a spreadsheet

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Report Generation Date: 01/10/2018

California Waste Code by Year Matrix

ID Number: CAC002834900
Entity Type: Generator

2015 2018 Select Years

Calif. Code	Description	2015
151	ASBESTOS-CONTAINING WASTE	0.92000
	Grand Total	**0.92000**

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Report Generation Date: 01/10/2018

RCRA Waste Code by Year Matrix

ID Number: **CAC002834900**
Entity Type: **Generator**

2015 ∨ 2018 ∨ Select Years

RCRA Code	Federal Waste Description	2015
	Blank/Unknown	0.92000
	Grand Totals	**0.92000**

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Edmund G. Brown Jr.
Governor

Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	3453 W. 8th
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Governor

Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	3455 W. 8th
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	749 S Harvard
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	753 S. Harvard
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	757 S. Harvard
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	759 S. Harvard
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	761 S. Harvard
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	763 S. Harvard
City:	Los Angeles
Zip:	90005
County:	UNKNOWN
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	765 S. Harvard
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Facility Search Results

Selection Criteria:

Facility:	
Search on:	Physical Address
Street:	767 S. Harvard
City:	Los Angeles
Zip:	90005
Status:	Active and Inactive
Sort Direction:	asc
Sorted By:	EPA ID
Records Found:	0

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Report Generation Date: 01/11/2018

Chicago Title Company

725 South Figueroa Street, Suite 200, Los Angeles, CA 90017
Phone: (213) 488-4300 • Fax: (213) 488-4377

Issuing Policies of Chicago Title Insurance Company

ORDER NO.: **00069444-994-LT2-JC**

Escrow/Customer Phone: **(213) 488-4300**

Burts & Associates
5124 Vesper Ave.
Sherman Oaks, CA 91403
ATTN: Cynthia Burts
Email: cburts@sbcglobal.net
Ref:

Title Officer: **Jordan Curiel (LA/Comm)**
Title Officer Phone: **(213) 488-4371**
Title Officer Fax: **(213) 612-4171**
Title Officer Email: **UnitX23@ctt.com**

PROPERTY: **748 SOUTH HOBART BOULEVARD & 3431, 3447, 3451 WEST 8TH STREET & 749, 753 SOUTH HARVARD BOULEVARD, LOS ANGELES, CA**

PRELIMINARY REPORT

*In response to the application for a policy of title insurance referenced herein, **Chicago Title Company** hereby reports that it is prepared to issue, or cause to be issued, as of the date hereof, a policy or policies of title insurance describing the land and the estate or interest therein hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an exception herein or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations or Conditions of said policy forms.*

The printed Exceptions and Exclusions from the coverage and Limitations on Covered Risks of said policy or policies are set forth in Attachment One. The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than that set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. Limitations on Covered Risks applicable to the CLTA and ALTA Homeowner's Policies of Title Insurance which establish a Deductible Amount and a Maximum Dollar Limit of Liability for certain coverages are also set forth in Attachment One. Copies of the policy forms should be read. They are available from the office which issued this report.

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby. If it is desired that liability be assumed prior to the issuance of a policy of title insurance, a Binder or Commitment should be requested.

The policy(s) of title insurance to be issued hereunder will be policy(s) of Chicago Title Insurance Company, a Florida corporation.

Please read the exceptions shown or referred to herein and the exceptions and exclusions set forth in Attachment One of this report carefully. The exceptions and exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.

It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects and encumbrances affecting title to the land.

Chicago Title Company

By: _____
Authorized Signature

By
_____
Randy Quirk, President

Attest
_____
Michael Gravelle, Secretary

Chicago Title Company

725 South Figueroa Street, Suite 200, Los Angeles, CA 90017
Phone: (213) 488-4300 • Fax: (213) 488-4377

PRELIMINARY REPORT

EFFECTIVE DATE: **December 14, 2017 at 7:30 a.m.**

ORDER NO.: 00069444-994-LT2-JC

The form of policy or policies of title insurance contemplated by this report is:

ALTA Extended Owner's Policy (6-17-06)
ALTA Extended Loan Policy (6-17-06)

1. THE ESTATE OR INTEREST IN THE LAND HEREINAFTER DESCRIBED OR REFERRED TO COVERED BY THIS REPORT IS:

   A FEE

2. TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

   ROBERT M. LAWSON, JR. & ANNA L. LAWSON, Trustees, Robert M. Lawson, Jr. and Anna L. Lawson 2010 Trust, dated 12/24/2010, separate property of Husband

3. THE LAND REFERRED TO IN THIS REPORT IS DESCRIBED AS FOLLOWS:

   See Exhibit A attached hereto and made a part hereof.

EXHIBIT "A"

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 (APN: 5093-018-020):

LOTS 113 AND 114 OF WILSHIRE HARVARD HEIGHTS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 8, PAGE 113 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2 (APN: 5093-018-008):

THOSE PORTIONS OF LOT 202 AND THE SOUTHERLY 40 FEET OF LOT 201 OF TRACT NO. 2189, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE 57 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING WESTERLY OF A STRAIGHT LINE PASSING THROUGH A POINT IN THE NORTHERLY LINE OF 8TH STREET, 80 FEET WIDE, DISTANT EASTERLY ALONG SAID LINE 100.67 FEET FROM THE WESTERLY LINE OF SAID LOT 202 AND A POINT IN THE NORTHERLY LINE OF THE SOUTHERLY 40 FEET OF SAID LOT 201, DISTANT EASTERLY ALONG SAID LINE 100.59 FEET FROM THE WESTERLY LINE OF SAID LOT 201.

PARCEL 3 (APN: 5093-018-009):

THOSE PORTIONS OF LOT 202 AND THE SOUTHERLY 40 FEET OF LOT 201 OF TRACT NO. 2189, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE 57 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING EASTERLY OF A STRAIGHT LINE PASSING THROUGH A POINT IN THE NORTHERLY LINE OF 8TH STREET, 80 FEET WIDE, DISTANT EASTERLY ALONG SAID LINE 100.67 FEET FROM THE WESTERLY LINE OF SAID LOT 202 AND A POINT IN THE NORTHERLY LINE OF THE SOUTHERLY 40 FEET OF SAID LOT 201, DISTANT EASTERLY ALONG SAID LINE 100.59 FEET FROM THE WESTERLY LINE OF SAID LOT 201.

PARCEL 4 (APN: 5093-018-019):

LOT 112 OF WILSHIRE HARVARD HEIGHTS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 8, PAGE 113 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 5 (APN: 5093-018-018):

LOT 111 OF WILSHIRE HARVARD HEIGHTS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 8, PAGE 113 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 6 (APN: 5093-018-017):

LOT 110 OF WILSHIRE HARVARD HEIGHTS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 8, PAGE 113 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXHIBIT A
(Continued)

PARCEL 7 (APN: 5093-018-007):

THE SOUTH 30 FEET OF LOT 200 AND THE NORTH 35 FEET OF LOT 201 OF TRACT NO. 2189, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE 57 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTIONS

AT THE DATE HEREOF, ITEMS TO BE CONSIDERED AND EXCEPTIONS TO COVERAGE IN ADDITION TO THE PRINTED EXCEPTIONS AND EXCLUSIONS IN SAID POLICY FORM WOULD BE AS FOLLOWS:

A. Property taxes, including any personal property taxes and any assessments collected with taxes, are as follows:

Tax Identification No.:	5093-018-007
Fiscal Year:	2017-2018
1st Installment:	$747.70, PAID
2nd Installment:	$747.70, OPEN (Delinquent after April 10)
Penalty and Cost:	$84.77
Homeowners Exemption:	$0.00
Code Area:	06657
Affects:	Parcel 7

B. Property taxes, including any personal property taxes and any assessments collected with taxes, are as follows:

Tax Identification No.:	5093-018-008
Fiscal Year:	2017-2018
1st Installment:	$2,344.71, PAID
2nd Installment:	$2,344.71, OPEN (Delinquent after April 10)
Penalty and Cost:	$244.47
Homeowners Exemption:	$0.00
Code Area:	06657
Affects:	Parcel 2

C. Property taxes, including any personal property taxes and any assessments collected with taxes, are as follows:

Tax Identification No.:	5093-018-009
Fiscal Year:	2017-2018
1st Installment:	$838.01, PAID
2nd Installment:	$838.01, OPEN (Delinquent after April 10)
Penalty and Cost:	$93.80
Homeowners Exemption:	$0.00
Code Area:	06657
Affects:	Parcel 3

D. Property taxes, including any personal property taxes and any assessments collected with taxes, are as follows:

Tax Identification No.:	5093-018-017
Fiscal Year:	2017-2018
1st Installment:	$521.08, PAID
2nd Installment:	$521.06, OPEN (Delinquent after April 10)
Penalty and Cost:	$62.10
Homeowners Exemption:	$0.00
Code Area:	06657
Affects:	Parcel 6

EXCEPTIONS
(Continued)

E. Property taxes, including any personal property taxes and any assessments collected with taxes, are as follows:

Tax Identification No.:	5093-018-018
Fiscal Year:	2017-2018
1st Installment:	$516.85, PAID
2nd Installment:	$516.85, OPEN (Delinquent after April 10)
Penalty and Cost:	$61.68
Homeowners Exemption:	$0.00
Code Area:	06657
Affects:	Parcel 5

F. Property taxes, including any personal property taxes and any assessments collected with taxes, are as follows:

Tax Identification No.:	5093-018-019
Fiscal Year:	2017-2018
1st Installment:	$525.65, PAID
2nd Installment:	$525.64, OPEN (Delinquent after April 10)
Penalty and Cost:	$62.56
Homeowners Exemption:	$0.00
Code Area:	06657
Affects:	Parcel 4

G. Property taxes, including any personal property taxes and any assessments collected with taxes, are as follows:

Tax Identification No.:	5093-018-020
Fiscal Year:	2017-2018
1st Installment:	$2,229.06, PAID
2nd Installment:	$2,171.80, OPEN (Delinquent after April 10)
Penalty and Cost:	$227.18
Homeowners Exemption:	$0.00
Code Area:	06657
Affects:	Parcel 1

H. The lien of supplemental or escaped assessments of property taxes, if any, made pursuant to the provisions of Chapter 3.5 (commencing with Section 75) or Part 2, Chapter 3, Articles 3 and 4, respectively, of the Revenue and Taxation Code of the State of California as a result of the transfer of title to the vestee named in Schedule A or as a result of changes in ownership or new construction occurring prior to Date of Policy.

1. Water rights, claims or title to water, whether or not disclosed by the public records.

2. Covenants, conditions and restrictions but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, citizenship, immigration status, primary language, ancestry, source of income, gender, gender identity, gender expression, medical condition or genetic information, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth in the document

Recording No: Book 7016, Page 11 of Deeds

Said covenants, conditions and restrictions provide that a violation thereof shall not defeat the lien of any mortgage or deed of trust made in good faith and for value.

EXCEPTIONS
(Continued)

3. Covenants, conditions and restrictions but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, citizenship, immigration status, primary language, ancestry, source of income, gender, gender identity, gender expression, medical condition or genetic information, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth in the document

   Recording No: Book 7178, Page 233 of Deeds

   Said covenants, conditions and restrictions provide that a violation thereof shall not defeat the lien of any mortgage or deed of trust made in good faith and for value.

4. The effect of an easement for ingress and egress as granted over a portion of property by an instrument recorded in Book 17786, Page 268 of Official Records.

5. Matters contained in that certain document

   Entitled: Consent to Encumbrance of Lease and Amendment to Lease
   Recording Date: January 22, 1979
   Recording No: 79-91394 of Official Records

   Reference is hereby made to said document for full particulars.

6. The Land described herein is included within a project area of the Redevelopment Agency shown below, and that proceedings for the redevelopment of said project have been instituted under the Redevelopment Law (such redevelopment to proceed only after the adoption of the Redevelopment Plan) as disclosed by a document.

   Redevelopment Agency: Community Redevelopment Agency of the City of Los Angeles
   Recording Date: December 26, 1995
   Recording No: 95-2040205 of Official Records

7. A deed of trust to secure an indebtedness in the amount shown below,

   Amount: Not Shown
   Dated: June 24, 1996
   Trustor/Grantor Robert M. Lawson, Jr.
   Trustee: First American Title Insurance Company, a California corporation
   Beneficiary: William Lawson
   Recording Date: July 02, 1996
   Recording No: 96-1046916 of Official Records

   The document referenced below which purports to reconvey/release the above deed of trust is not sufficient for the reason stated:

   Reason: Not signed by Beneficiary of record
   Recording Date: September 10, 2010
   Recording No: 20101278501 of Official Records

   It appears of record that one of the beneficiaries of said deed of trust is now deceased. The interest of the beneficiary named below should be terminated in the public records.

   Beneficiary: William Lawson

EXCEPTIONS
(Continued)

8. Matters which may be disclosed by an inspection and/or by a correct ALTA/NSPS Land Title Survey of said Land that is satisfactory to the Company, and/or by inquiry of the parties in possession thereof.

9. 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.

   The Company will require, for review, a full and complete copy of any unrecorded agreement, contract, license and/or lease, together with all supplements, assignments and amendments thereto, before issuing any policy of title insurance without excepting this item from coverage.

   The Company reserves the right to except additional items and/or make additional requirements after reviewing said documents.

10. Any right, interest or claim that may exist, arise or be asserted against the Title under or pursuant to the Perishable Agricultural Commodities Act of 1930, as amended, 7 USC 499a et seq., the Packers and Stockyard Act of 1921, as amended, 7 USC 181 et seq., or any similar state laws.

PLEASE REFER TO THE "INFORMATIONAL NOTES" AND "REQUIREMENTS" SECTIONS WHICH FOLLOW FOR INFORMATION NECESSARY TO COMPLETE THIS TRANSACTION.

END OF EXCEPTIONS

REQUIREMENTS SECTION

1. Unrecorded matters which may be disclosed by an Owner's Affidavit or Declaration. A form of the Owner's Affidavit/Declaration is attached to this Preliminary Report/Commitment. This Affidavit/Declaration is to be completed by the record owner of the land and submitted for review prior to the closing of this transaction. Your prompt attention to this requirement will help avoid delays in the closing of this transaction. Thank you.

   The Company reserves the right to add additional items or make further requirements after review of the requested Affidavit/Declaration.

2. 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.

   If title is to be insured in the trustee(s) of a trust, (or if their act is to be insured), this Company will require a Trust Certification pursuant to California Probate Code Section 18100.5.

   The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

3. The Company will require a complete copy of the trust agreement and any amendments thereto, certified by the trustee(s) to be a true and complete copy, with respect to the hereinafter named trust.

   Name of Trust: The Robert M. Lawson, Jr. and Anna L. Lawson 2010 Trust, dated 12/24/2010

4. In order to complete this report, the Company requires a Statement of Information to be completed by the following party(s),

   Party(s): Al Parties

   The Company reserves the right to add additional items or make further requirements after review of the requested Statement of Information.

   NOTE: The Statement of Information is necessary to complete the search and examination of title under this order. Any title search includes matters that are indexed by name only, and having a completed Statement of Information assists the Company in the elimination of certain matters which appear to involve the parties but in fact affect another party with the same or similar name. Be assured that the Statement of Information is essential and will be kept strictly confidential to this file.

END OF REQUIREMENTS

INFORMATIONAL NOTES SECTION

1. None of the items shown in this report will cause the Company to decline to attach CLTA Endorsement Form 100 to an Extended Coverage Loan Policy, when issued.

2. The Company is not aware of any matters which would cause it to decline to attach CLTA Endorsement Form 116 indicating that there is located on said Land a commercial property, known as 748 South Hobart Boulevard, Los Angeles, CA, to an Extended Coverage Loan Policy.

   Affects: Parcel 7

   The Company is not aware of any matters which would cause it to decline to attach CLTA Endorsement Form 116 indicating that there is located on said Land a commercial property, known as 3451 West 8th Street, Los Angeles, CA, to an Extended Coverage Loan Policy.

   Affects: Parcel 2

   The Company is not aware of any matters which would cause it to decline to attach CLTA Endorsement Form 116 indicating that there is located on said Land a commercial property, known as 3447 West 8th Street, Los Angeles, CA, to an Extended Coverage Loan Policy.

   Affects: Parcel 3

   The Company is not aware of any matters which would cause it to decline to attach CLTA Endorsement Form 116 indicating that there is located on said Land a single family residence, known as 749 South Harvard Boulevard, Los Angeles, CA, to an Extended Coverage Loan Policy.

   Affects: Parcel 6

   The Company is not aware of any matters which would cause it to decline to attach CLTA Endorsement Form 116 indicating that there is located on said Land a commercial property, known as 753 South Harvard Boulevard, Los Angeles, CA, to an Extended Coverage Loan Policy.

   Affects: Parcel 5

   The Company is not aware of any matters which would cause it to decline to attach CLTA Endorsement Form 116 indicating that there is located on said Land a commercial property, known as Parking Lots – Patron or Employee, Los Angeles, CA, to an Extended Coverage Loan Policy.

   Affects: Parcel 4

   The Company is not aware of any matters which would cause it to decline to attach CLTA Endorsement Form 116 indicating that there is located on said Land a commercial property, known as 3431 West 8th Street, Los Angeles, CA, to an Extended Coverage Loan Policy.

   Affects: Parcel 1

3. The policy of title insurance will include an arbitration provision. The Company or the insured may demand arbitration. Arbitrable matters may include, but are not limited to, any controversy or claim between the Company and the insured arising out of or relating to this policy, any service of the Company in connection with its issuance or the breach of a policy provision or other obligation. Please ask your escrow or title officer for a sample copy of the policy to be issued if you wish to review the arbitration provisions and any other provisions pertaining to your Title Insurance coverage.

4. There are NO conveyances affecting said Land recorded within 24 months of the date of this report.

END OF INFORMATIONAL NOTES

Jordan Curiel (LA/Comm)/ah1

FIDELITY NATIONAL FINANCIAL

PRIVACY NOTICE

At Fidelity National Financial, Inc., we respect and believe it is important to protect the privacy of consumers and our customers. This Privacy Notice explains how we collect, use, and protect any information that we collect from you, when and to whom we disclose such information, and the choices you have about the use of that information. A summary of the Privacy Notice is below, and we encourage you to review the entirety of the Privacy Notice following this summary. You can opt-out of certain disclosures by following our opt-out procedure set forth at the end of this Privacy Notice.

Types of Information Collected. You may provide us with certain personal information about you, like your contact information, address demographic information, social security number (SSN), driver's license, passport, other government ID numbers and/or financial information. We may also receive browsing information from your Internet browser, computer and/or mobile device if you visit or use our websites or applications.	**How Information is Collected.** We may collect personal information from you via applications, forms, and correspondence we receive from you and others related to our transactions with you. When you visit our websites from your computer or mobile device, we automatically collect and store certain information available to us through your Internet browser or computer equipment to optimize your website experience.
Use of Collected Information. We request and use your personal information to provide products and services to you, to improve our products and services, and to communicate with you about these products and services. We may also share your contact information with our affiliates for marketing purposes.	**When Information Is Disclosed.** We may disclose your information to our affiliates and/or nonaffiliated parties providing services for you or us, to law enforcement agencies or governmental authorities, as required by law, and to parties whose interest in title must be determined.
Choices With Your Information. Your decision to submit information to us is entirely up to you. You can opt-out of certain disclosure or use of your information or choose to not provide any personal information to us.	**Information From Children.** We do not knowingly collect information from children who are under the age of 13, and our website is not intended to attract children.
Privacy Outside the Website. We are not responsible for the privacy practices of third parties, even if our website links to those parties' websites.	**International Users.** By providing us with your information, you consent to its transfer, processing and storage outside of your country of residence, as well as the fact that we will handle such information consistent with this Privacy Notice.
The California Online Privacy Protection Act. Some FNF companies provide services to mortgage loan servicers and, in some cases, their websites collect information on behalf of mortgage loan servicers. The mortgage loan servicer is responsible for taking action or making changes to any consumer information submitted through those websites.	
Your Consent To This Privacy Notice. By submitting information to us or by using our website, you are accepting and agreeing to the terms of this Privacy Notice.	**Access and Correction; Contact Us.** If you desire to contact us regarding this notice or your information, please contact us at privacy@fnf.com or as directed at the end of this Privacy Notice.

FIDELITY NATIONAL FINANCIAL, INC.
PRIVACY NOTICE

Fidelity National Financial, Inc. and its majority-owned subsidiary companies providing title insurance, real estate- and loan-related services (collectively, "FNF", "our" or "we") respect and are committed to protecting your privacy. We will take reasonable steps to ensure that your Personal Information and Browsing Information will only be used in compliance with this Privacy Notice and applicable laws. This Privacy Notice is only in effect for Personal Information and Browsing Information collected and/or owned by or on behalf of FNF, including Personal Information and Browsing Information collected through any FNF website, online service or application (collectively, the "Website").

Types of Information Collected

We may collect two types of information from you: Personal Information and Browsing Information.

Personal Information. FNF may collect the following categories of Personal Information:

- contact information (e.g., name, address, phone number, email address);
- demographic information (e.g., date of birth, gender, marital status);
- social security number (SSN), driver's license, passport, and other government ID numbers;
- financial account information; and
- other personal information needed from you to provide title insurance, real estate- and loan-related services to you.

Browsing Information. FNF may collect the following categories of Browsing Information:

- Internet Protocol (or IP) address or device ID/UDID, protocol and sequence information;
- browser language and type;
- domain name system requests;
- browsing history, such as time spent at a domain, time and date of your visit and number of clicks;
- http headers, application client and server banners; and
- operating system and fingerprinting data.

How Information is Collected

In the course of our business, we may collect *Personal Information* about you from the following sources:

- applications or other forms we receive from you or your authorized representative;
- the correspondence you and others send to us;
- information we receive through the Website;
- information about your transactions with, or services performed by, us, our affiliates or nonaffiliated third parties; and
- information from consumer or other reporting agencies and public records maintained by governmental entities that we obtain directly from those entities, our affiliates or others.

If you visit or use our Website, we may collect *Browsing Information* from you as follows:

- Browser Log Files. Our servers automatically log each visitor to the Website and collect and record certain browsing information about each visitor. The Browsing Information includes generic information and reveals nothing personal about the user.
- Cookies. When you visit our Website, a "cookie" may be sent to your computer. A cookie is a small piece of data that is sent to your Internet browser from a web server and stored on your computer's hard drive. When you visit a website again, the cookie allows the website to recognize your computer. Cookies may store user preferences and other information. You can choose whether or not to accept cookies by changing your Internet browser settings, which may impair or limit some functionality of the Website.

Use of Collected Information

Information collected by FNF is used for three main purposes:

- To provide products and services to you or any affiliate or third party who is obtaining services on your behalf or in connection with a transaction involving you.
- To improve our products and services.
- To communicate with you and to inform you about our, our affiliates' and third parties' products and services, jointly or independently.

When Information Is Disclosed

We may provide your Personal Information (excluding information we receive from consumer or other credit reporting agencies) and Browsing Information to various individuals and companies, as permitted by law, without obtaining your prior authorization. Such laws do not allow consumers to restrict these disclosures. Please see the section "Choices With Your Personal Information" to learn how to limit the discretionary disclosure of your Personal Information and Browsing Information.

Disclosures of your Personal Information may be made to the following categories of affiliates and nonaffiliated third parties:

- to third parties to provide you with services you have requested, and to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure;
- to our affiliate financial service providers for their use to market their products or services to you;
- to nonaffiliated third party service providers who provide or perform services on our behalf and use the disclosed information only in connection with such services;
- to nonaffiliated third party service providers with whom we perform joint marketing, pursuant to an agreement with them to market financial products or services to you;
- to law enforcement or other governmental authority in connection with an investigation, or civil or criminal subpoena or court order;

- to lenders, lien holders, judgment creditors, or other parties claiming an interest in title whose claim or interest must be determined, settled, paid, or released prior to closing; and
- other third parties for whom you have given us written authorization to disclose your Personal Information.

We may disclose Personal Information and/or Browsing Information when required by law or in the good-faith belief that such disclosure is necessary to:

- comply with a legal process or applicable laws;
- enforce this Privacy Notice;
- investigate or respond to claims that any material, document, image, graphic, logo, design, audio, video or any other information provided by you violates the rights of a third party; or
- protect the rights, property or personal safety of FNF, its users or the public.

We maintain reasonable safeguards to keep your Personal Information secure. When we provide Personal Information to our affiliates or third party service providers as discussed in this Privacy Notice, we expect that these parties process such information in compliance with our Privacy Notice or in a manner that is in compliance with applicable privacy laws. The use of your information by a business partner may be subject to that party's own Privacy Notice. Unless permitted by law, we do not disclose information we collect from consumer or credit reporting agencies with our affiliates or others without your consent.

We reserve the right to transfer your Personal Information, Browsing Information, and any other information, in connection with the sale or other disposition of all or part of the FNF business and/or assets, or in the event of our bankruptcy, reorganization, insolvency, receivership or an assignment for the benefit of creditors. You expressly agree and consent to the use and/or transfer of the foregoing information in connection with any of the above described proceedings. We cannot and will not be responsible for any breach of security by a third party or for any actions of any third party that receives any of the information that is disclosed to us.

Choices With Your Information

Whether you submit Personal Information or Browsing Information to FNF is entirely up to you. If you decide not to submit Personal Information or Browsing Information, FNF may not be able to provide certain services or products to you. The uses of your Personal Information and/or Browsing Information that, by law, you cannot limit, include:

- for our everyday business purposes – to process your transactions, maintain your account(s), to respond to law
- enforcement or other governmental authority in connection with an investigation, or civil or criminal subpoenas or court
- orders, or report to credit bureaus;
- for our own marketing purposes;
- for joint marketing with financial companies; and
- for our affiliates' everyday business purposes – information about your transactions and experiences.

You may choose to prevent FNF from disclosing or using your Personal Information and/or Browsing Information under the following circumstances ("opt-out"):

- for our affiliates' everyday business purposes – information about your creditworthiness; and
- for our affiliates to market to you.

To the extent permitted above, you may opt-out of disclosure or use of your Personal Information and Browsing Information by notifying us by one of the methods at the end of this Privacy Notice. We do not share your personal information with non-affiliates for their direct marketing purposes.

For California Residents: We will not share your Personal Information and Browsing Information with nonaffiliated third parties, except as permitted by California law. Currently, our policy is that we do not recognize "do not track" requests from Internet browsers and similar devices.

For Nevada Residents: You may be placed on our internal Do Not Call List by calling (888) 934-3354 or by contacting us via the information set forth at the end of this Privacy Notice. Nevada law requires that we also provide you with the following contact information: Bureau of Consumer Protection, Office of the Nevada Attorney General, 555 E. Washington St., Suite 3900, Las Vegas, NV 89101; Phone number: (702) 486-3132; email: BCPINFO@ag.state.nv.us.

For Oregon Residents: We will not share your Personal Information and Browsing Information with nonaffiliated third parties for marketing purposes, except after you have been informed by us of such sharing and had an opportunity to indicate that you do not want a disclosure made for marketing purposes.

For Vermont Residents: We will not share your Personal Information and Browsing Information with nonaffiliated third parties, except as permitted by Vermont law, such as to process your transactions or to maintain your account. In addition, we will not share information about your creditworthiness with our affiliates except with your authorization. For joint marketing in Vermont, we will only disclose your name, contact information and information about your transactions.

Information From Children

The Website is meant for adults and is not intended or designed to attract children under the age of thirteen (13).We do not collect Personal Information from any person that we know to be under the age of thirteen (13) without permission from a parent or guardian. By using the Website, you affirm that you are over the age of 13 and will abide by the terms of this Privacy Notice.

Privacy Outside the Website

The Website may contain links to other websites. FNF is not and cannot be responsible for the privacy practices or the content of any of those other websites.

International Users

FNF's headquarters is located within the United States. If you reside outside the United States or are a citizen of the European Union, please note that we may transfer your Personal Information and/or Browsing Information outside of your country of residence or the European Union for any of the purposes described in this Privacy Notice. By providing FNF with your Personal Information and/or Browsing Information, you consent to our collection and transfer of such information in accordance with this Privacy Notice.

The California Online Privacy Protection Act

For some FNF websites, such as the Customer CareNet ("CCN"), FNF is acting as a third party service provider to a mortgage loan servicer. In those instances, we may collect certain information on behalf of that mortgage loan servicer via the website. The information which we may collect on behalf of the mortgage loan servicer is as follows:

- first and last name;
- property address;
- user name and password;
- loan number;
- social security number - masked upon entry;
- email address;
- three security questions and answers; and
- IP address.

The information you submit through the website is then transferred to your mortgage loan servicer by way of CCN. **The mortgage loan servicer is responsible for taking action or making changes to any consumer information submitted through this website. For example, if you believe that your payment or user information is incorrect, you must contact your mortgage loan servicer.**

CCN does not share consumer information with third parties, other than (1) those with which the mortgage loan servicer has contracted to interface with the CCN application, or (2) law enforcement or other governmental authority in connection with an investigation, or civil or criminal subpoenas or court orders. All sections of this Privacy Notice apply to your interaction with CCN, except for the sections titled "Choices with Your Information" and "Access and Correction." If you have questions regarding the choices you have with regard to your personal information or how to access or correct your personal information, you should contact your mortgage loan servicer.

Your Consent To This Privacy Notice

By submitting Personal Information and/or Browsing Information to FNF, you consent to the collection and use of the information by us in compliance with this Privacy Notice. Amendments to the Privacy Notice will be posted on the Website. Each time you provide information to us, or we receive information about you, following any amendment of this Privacy Notice will signify your assent to and acceptance of its revised terms for all previously collected information and information collected from you in the future. We may use comments, information or feedback that you submit to us in any manner that we may choose without notice or compensation to you.

Accessing and Correcting Information; Contact Us

If you have questions, would like to access or correct your Personal Information, or want to opt-out of information sharing with our affiliates for their marketing purposes, please send your requests to privacy@fnf.com or by mail or phone to:

Fidelity National Financial, Inc.
601 Riverside Avenue
Jacksonville, Florida 32204
Attn: Chief Privacy Officer
(888) 934-3354

Notice of Available Discounts

Pursuant to Section 2355.3 in Title 10 of the California Code of Regulations Fidelity National Financial, Inc. and its subsidiaries ("FNF") must deliver a notice of each discount available under our current rate filing along with the delivery of escrow instructions, a preliminary report or commitment. Please be aware that the provision of this notice does not constitute a waiver of the consumer's right to be charged the field rate. As such, your transaction may not qualify for the below discounts.

You are encouraged to discuss the applicability of one or more of the below discounts with a Company representative. These discounts are generally described below; consult the rate manual for a full description of the terms, conditions and requirements for each discount. These discounts only apply to transaction involving services rendered by the FNF Family of Companies. This notice only applies to transactions involving property improved with a one-to-four family residential dwelling.

FNF Underwritten Title Company
CTC - Chicago Title Company

FNF Underwriter
CTIC - Chicago Title Insurance Company

Available Discounts

CREDIT FOR PRELIMINARY REPORTS AND/OR COMMITMENTS ON SUBSEQUENT POLICIES (CTIC)
Where no major change in the title has occurred since the issuance of the original report or commitment, the order may be reopened within 12 months and all or a portion of the charge previously paid for the report or commitment may be credited on a subsequent policy charge within the following time period from the date of the report.

DISASTER LOANS (CTIC)
The charge for a lender's Policy (Standard or Extended coverage) covering the financing or refinancing by an owner of record, within 24 months of the date of a declaration of a disaster area by the government of the United States or the State of California on any land located in said area, which was partially or totally destroyed in the disaster, will be 50% of the appropriate title insurance rate.

CHURCHES OR CHARITABLE NON-PROFIT ORGANIZATIONS (CTIC)
On properties used as a church or for charitable purposes within the scope of the normal activities of such entities, provided said charge is normally the church's obligation the charge for an owner's policy shall be 50% to 70% of the appropriate title insurance rate, depending on the type of coverage selected. The charge for a lender's policy shall be 40% to 50% of the appropriate title insurance rate, depending on the type of coverage selected.

EMPLOYEE RATE (CTC and CTIC)
No charge shall be made to employees (including employees on approved retirement) of the Company or its underwritten, subsidiary title companies for policies or escrow services in connection with financing, refinancing, sale or purchase of the employees' bona fide home property. Waiver of such charges is authorized only in connection with those costs which the employee would be obligated to pay, by established custom, as a party to the transaction.

ATTACHMENT ONE

CALIFORNIA LAND TITLE ASSOCIATION
STANDARD COVERAGE POLICY – 1990

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

1. (a) Any law, ordinance or governmental regulation (including but not limited to building or zoning laws, ordinances, or regulations) restricting, regulating, prohibiting or relating (i) the occupancy, use, or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien, or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
   (b) Any governmental police power not excluded by (a) above, except to the extent that a notice of the exercise thereof or notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
2. Rights of eminent domain unless notice of the exercise thereof has been recorded in the public records at Date of Policy, but not excluding from coverage any taking which has occurred prior to Date of Policy which would be binding on the rights of a purchaser for value without knowledge.
3. Defects, liens, encumbrances, adverse claims or other matters:
   (a) whether or not recorded in the public records at Date of Policy, but created, suffered, assumed or agreed to by the insured claimant;
   (b) not known to the Company, not recorded in the public records at Date of Policy, but known to the insured claimant and not disclosed in writing to the Company by the insured claimant prior to the date the insured claimant became an insured under this policy;
   (c) resulting in no loss or damage to the insured claimant;
   (d) attaching or created subsequent to Date of Policy; or
   (e) resulting in loss or damage which would not have been sustained if the insured claimant had paid value for the insured mortgage or for the estate or interest insured by this policy.
4. Unenforceability of the lien of the insured mortgage because of the inability or failure of the insured at Date of Policy, or the inability or failure of any subsequent owner of the indebtedness, to comply with the applicable doing business laws of the state in which the land is situated.
5. Invalidity or unenforceability of the lien of the insured mortgage, or claim thereof, which arises out of the transaction evidenced by the insured mortgage and is based upon usury or any consumer credit protection or truth in lending law.
6. Any claim, which arises out of the transaction vesting in the insured the estate of interest insured by this policy or the transaction creating the interest of the insured lender, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws.

EXCEPTIONS FROM COVERAGE - SCHEDULE B, PART I

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records.
   Proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Any facts, rights, interests, or claims which are not shown by the public records but which could be ascertained by an inspection of the land or which may be asserted by persons in possession thereof.
3. Easements, liens or encumbrances, or claims thereof, not shown by the public records.
4. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other facts which a correct survey would disclose, and which are not shown by the public records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b) or (c) are shown by the public records.
6. Any lien or right to a lien for services, labor or material not shown by the public records.

CLTA HOMEOWNER'S POLICY OF TITLE INSURANCE (12-02-13)
ALTA HOMEOWNER'S POLICY OF TITLE INSURANCE

EXCLUSIONS

In addition to the Exceptions in Schedule B, You are not insured against loss, costs, attorneys' fees, and expenses resulting from:

1. Governmental police power, and the existence or violation of those portions of any law or government regulation concerning:
   a. building;
   b. zoning;
   c. land use;
   d. improvements on the Land;
   e. land division; and
   f. environmental protection.
   This Exclusion does not limit the coverage described in Covered Risk 8.a., 14, 15, 16, 18, 19, 20, 23 or 27.
2. The failure of Your existing structures, or any part of them, to be constructed in accordance with applicable building codes. This Exclusion does not limit the coverage described in Covered Risk 14 or 15.
3. The right to take the Land by condemning it. This Exclusion does not limit the coverage described in Covered Risk 17.
4. Risks:
   a. that are created, allowed, or agreed to by You, whether or not they are recorded in the Public Records;
   b. that are Known to You at the Policy Date, but not to Us, unless they are recorded in the Public Records at the Policy Date;

c. that result in no loss to You; or
d. that first occur after the Policy Date - this does not limit the coverage described in Covered Risk 7, 8.e., 25, 26, 27 or 28.

5. Failure to pay value for Your Title.
6. Lack of a right:
   a. to any land outside the area specifically described and referred to in paragraph 3 of Schedule A; and
   b. in streets, alleys, or waterways that touch the Land.
   This Exclusion does not limit the coverage described in Covered Risk 11 or 21.
7. The transfer of the Title to You is invalid as a preferential transfer or as a fraudulent transfer or conveyance under federal bankruptcy, state insolvency, or similar creditors' rights laws.
8. Contamination, explosion, fire, flooding, vibration, fracturing, earthquake, or subsidence.
9. Negligence by a person or an Entity exercising a right to extract or develop minerals, water, or any other substances.

LIMITATIONS ON COVERED RISKS

Your insurance for the following Covered Risks is limited on the Owner's Coverage Statement as follows:

- For Covered Risk 16, 18, 19, and 21 Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A.

The deductible amounts and maximum dollar limits shown on Schedule A are as follows:

	Your Deductible Amount	Our Maximum Dollar Limit of Liability
Covered Risk 16:	1.00% % of Policy Amount Shown in Schedule A or $2,500.00 (whichever is less)	$ 10,000.00
Covered Risk 18:	1.00% % of Policy Amount Shown in Schedule A or $5,000.00 (whichever is less)	$ 25,000.00
Covered Risk 19:	1.00% of Policy Amount Shown in Schedule A or $5,000.00 (whichever is less)	$ 25,000.00
Covered Risk 21:	1.00% of Policy Amount Shown in Schedule A or $2,500.00 (whichever is less)	$ 5,000.00

2006 ALTA LOAN POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions, or location of any improvement erected on the Land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13 or 14); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
   (a) a fraudulent conveyance or fraudulent transfer, or
   (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

(Except as provided in Schedule B - Part II,(t(or T)his policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees or expenses, that arise by reason of:

(PART I

(The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor or material not shown by the Public Records.

PART II

In addition to the matters set forth in Part I of this Schedule, the Title is subject to the following matters, and the Company insures against loss or damage sustained in the event that they are not subordinate to the lien of the Insured Mortgage:)

2006 ALTA OWNER'S POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions, or location of any improvement erected on the Land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
   (a) a fraudulent conveyance or fraudulent transfer; or
   (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees or expenses, that arise by reason of:
(The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests, or claims that are not shown in the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and that are not shown by the Public Records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor or material not shown by the Public Records.
7. (Variable exceptions such as taxes, easements, CC&R's, etc. shown here.)

ALTA EXPANDED COVERAGE RESIDENTIAL LOAN POLICY (12-02-13)

EXCLUSIONS FROM COVERAGE

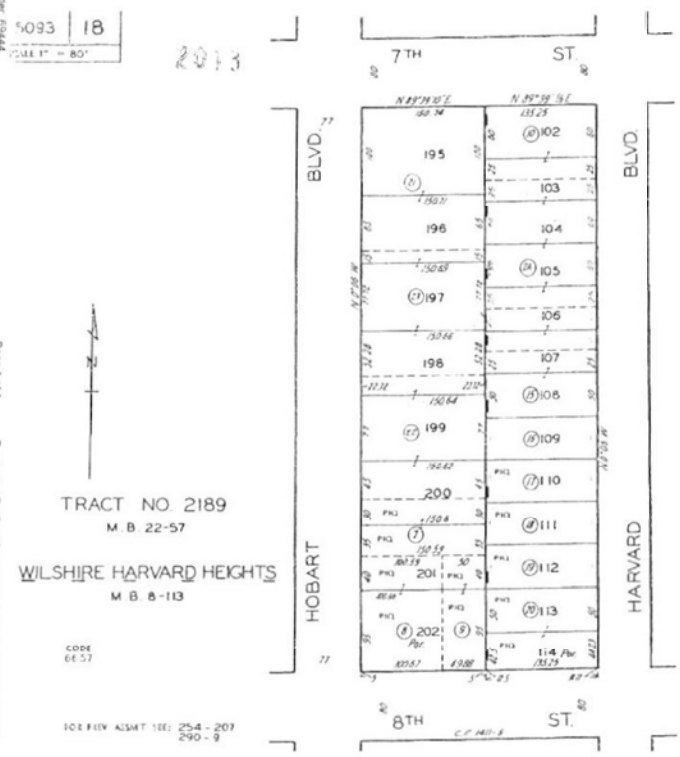
The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions, or location of any improvement erected on the Land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 16, 17, 18, 19, 20, 21, 22, 23, 24, 27 or 28); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury, or any consumer credit protection or truth-in-lending law. This Exclusion does not modify or limit the coverage provided in Covered Risk 26.
6. Any claim of invalidity, unenforceability or lack of priority of the lien of the Insured Mortgage as to Advances or modifications made after the Insured has Knowledge that the vestee shown in Schedule A is no longer the owner of the estate or interest covered by this policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching subsequent to Date of Policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11(b) or 25.
8. The failure of the residential structure, or any portion of it, to have been constructed before, on or after Date of Policy in accordance with applicable building codes. This Exclusion does not modify or limit the coverage provided in Covered Risk 5 or 6.
9. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
   (a) a fraudulent conveyance or fraudulent transfer, or
   (b) a preferential transfer for any reason not stated in Covered Risk 27(b) of this policy.
10. Contamination, explosion, fire, flooding, vibration, fracturing, earthquake, or subsidence.
11. Negligence by a person or an Entity exercising a right to extract or develop minerals, water, or any other substances.

Order 69444
Doc 5093-18 MAP ASSESSOR

5093 | 18
SCALE 1" = 80'

2013



Page 1 of 1
Requested By Pam Speakman Printed 3/16/2017 9:19 AM

REVISED

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

OWNER'S DECLARATION

The undersigned hereby declares as follows:

1. (Fill in the applicable paragraph and strike the other)

   a. Declarant ("Owner") is the owner or lessee, as the case may be, of certain premises located at _____, further described as follows: See Preliminary Report/Commitment No. 00069444-994-LT2-JC for full legal description (the "Land").

   b. Declarant is the _____ of _____ ("Owner"), which is the owner or lessee, as the case may be, of certain premises located at _____, further described as follows: See Preliminary Report/Commitment No. 00069444-994-LT2-JC for full legal description (the "Land").

2. (Fill in the applicable paragraph and strike the other)

   a. During the period of six months immediately preceding the date of this declaration no work has been done, no surveys or architectural or engineering plans have been prepared, and no materials have been furnished in connection with the erection, equipment, repair, protection or removal of any building or other structure on the Land or in connection with the improvement of the Land in any manner whatsoever.

   b. During the period of six months immediately preceding the date of this declaration certain work has been done and materials furnished in connection with _____ upon the Land in the approximate total sum of $_____, but no work whatever remains to be done and no materials remain to be furnished to complete the construction in full compliance with the plans and specifications, nor are there any unpaid bills incurred for labor and materials used in making such improvements or repairs upon the Land, or for the services of architects, surveyors or engineers, except as follows: _____. Owner, by the undersigned Declarant, agrees to and does hereby indemnify and hold harmless Chicago Title Company against any and all claims arising therefrom.

3. Owner has not previously conveyed the Land; is not a debtor in bankruptcy (and if a partnership, the general partner thereof is not a debtor in bankruptcy); and has not received notice of any pending court action affecting the title to the Land.

4. Except as shown in the above-referenced Preliminary Report/Commitment, there are no unpaid or unsatisfied mortgages, deeds of trust, Uniform Commercial Code financing statements, regular assessments, special assessments, periodic assessments or any assessment from any source, claims of lien, special assessments, or taxes that constitute a lien against the Land or that affect the Land but have not been recorded in the public records. There are no violations of the covenants, conditions and restrictions as shown in the above-referenced Preliminary Report/Commitment.

5. The Land is currently in use as _____; _____occupy/occupies the Land; and the following are all of the leases or other occupancy rights affecting the Land:

   _____

6. There are no other persons or entities that assert an ownership interest in the Land, nor are there unrecorded easements, claims of easement, or boundary disputes that affect the Land.

7. There are no outstanding options to purchase or rights of first refusal affecting the Land.

This declaration is made with the intention that Chicago Title Company (the "Company") and its policy issuing agents will rely upon it in issuing their title insurance policies and endorsements. Owner, by the undersigned Declarant, agrees to indemnify the Company against loss or damage (including attorneys fees, expenses, and costs) incurred by the Company as a result of any untrue statement made herein.

I declare under penalty of perjury that the foregoing is true and correct and that this declaration was executed on ____ at _____.

Signature: _____

Rent Roll

lawsonr - 3431-3455 W. 8th Street

As of Date: 10/31/2017

Select By: Move In Date

Unit	Unit Type	Tenant Code	Tenant Name	Unit Sqft	Market Rent	Actual Rent	Deposit	Move In	Move Out
3431	retail	seedcure	Seedcure, Inc	0.0	[illegible]	[illegible]	[illegible]	[illegible]	
3431-B	retail	sinh	Han Chong Sin	0.0	[illegible]	[illegible]	[illegible]	[illegible]	
3433	retail	gbeautys	G. Beauty Salon	0.0	[illegible]	[illegible]	0.00	[illegible]	
3435	retail	ganttn	Nicholas Gantt	0.0	[illegible]	[illegible]	[illegible]	[illegible]	
3437	retail	carcamom	Maritza Carcamo	0.0	[illegible]	[illegible]	[illegible]	[illegible]	
3439	retail	gqcleane	GQ Cleaners	0.0	[illegible]	[illegible]	[illegible]	[illegible]	
3441	retail	matmunkh	Haserdene Batmunkh	0.0	[illegible]	[illegible]	[illegible]	[illegible]	
3441-B	retail	duangchs	Suthus Duangchudra	0.0	[illegible]	[illegible]	[illegible]	[illegible]	
3443	retail	songm	Min Song	0.0	[illegible]	[illegible]	[illegible]	[illegible]	
3445	retail	lawsonro	Robert Lawson	0.0	[illegible]	0.00	0.00	[illegible]	
3447	retail	topsoffi	Top's Office & Art Supplies	0.0	[illegible]	[illegible]	0.00	[illegible]	
3451	retail	lawsorob	Robert M. Lawson	0.0	[illegible]	0.00	0.00	[illegible]	
3453	retail	lafleur	La Fleur by Tracy	0.0	[illegible]	[illegible]	[illegible]	[illegible]	
3455	retail	dongilja	Dong Il Jang Restaurant	0.0	[illegible]	[illegible]	0.00	[illegible]	
749	house	aguilama	Martin Aguilar	0.0	[illegible]	[illegible]	[illegible]	[illegible]	
765	retail	kimmy	Myung Hwa Kim	0.0	[illegible]	[illegible]	0.00	[illegible]	
767	retail	jskcomp1	J.S.K Company	0.0	[illegible]	[illegible]	[illegible]	[illegible]	
767-B	retail	jskcomp2	J.S.K. Company	0.0	[illegible]	[illegible]	[illegible]	[illegible]	
18			Total	0.0	[illegible]				
18			Total Occupied	0.0	[illegible]				
100.00			% Occupied		[illegible]				
0			Total Vacant	0.0	0.00				
0.00			% Vacant		0.00				

APPENDIX E

QUALIFICATIONS

JAMES YOON
Senior Project Manager
Registered Environmental Property Assessor No. 128283
(National Environmental Property Assessor)

Masters Degree	**Cal State University, Long Beach** Environmental Engineering
Bachelor of Science	**Cal State University, Long Beach** Chemistry

RESPONSIBILITIES:

- Wastewater Specialist/Treatment
- Soil/Groundwater Remediation
- Hazardous Waste Handling
- Air Pollution Control
- PHASE-I, II & III Environmental Site Assessment
- Site Remediation technology
- Environmental Cleaning/Compliance Issues
- Soil and Groundwater Sampling and Analysis

EXPERIENCE:

- Pre-Transaction Screen Real Estate Assessment for Environmental Issues
- Phase I, II & III Environmental Site Audit investigations, including site reconnaissance, interviews, governmental record search, and report writing.
- Project estimations for tank removal, site assessment and site remediation
- Project managing for tank removal and installation
- Hazardous Waste Profiling and Removal
- Soil and Groundwater Remediation
- Defining soil/groundwater contamination size and extent
- Hydrogeologic study and plume migration
- Wastewater and drinking water treatment process designs
- Soil Sampling/Groundwater Monitoring Systems installation
- Safety and Health Training

APPENDIX I
Phase II Environmental Site Assessment Report

WEECO WESTERN ENVIRONMENTAL ENGINEERS CO.

12610 Westminster Ave., Unit C
Santa Ana, CA 92706

(714) 542-2644
Fax: (714) 542-2520

January 29, 2018

Mr. Bryan Kim
Open Bank / CLC III
1000 Wilshire Boulevard, Suite 100
Los Angeles, CA 90017

RE: Phase II Environmental Site Assessment
3441 & 3441½ W. 8th Street
Los Angeles, CA 90005
WEECO Project No.: 2018-6646B

Dear Mr. Kim:

Western Environmental Engineers Company (WEECO) has completed a Phase II Environmental Site Assessment at the former dry cleaners facility at 3441 & 3441½ W. 8th Street, Los Angeles, California (the Site). The purpose of this assessment was to investigate soil quality at the Site.

WEECO appreciates the opportunity to work on this investigation project. Should you have any questions concerning the information provided herein or in the accompanying report, please contact James Yoon or Sin H. Kim at (714) 542-2644.

Respectfully,
Western Environmental Engineers Company



James Yoon, REPA
Project Manager

Sin Han Kim, P.E.
Principal Engineer
Registered Civil Engineer
California Registration No. C62688

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Appendix A. Optimal Technology Soil Gas Report

1.0 INTRODUCTION

This report presents the results of Phase II Environmental Site Assessment activities conducted by Western Environmental Engineers Company (WEECO) for former dry cleaners facility located at 3441 & 3441½ W. 8th Street, Los Angeles, California (the Site) (Figure 1).

The purpose of this site investigation was to gather detailed information about the contaminants in the former dry cleaners facility, and to determine the contaminants existing on site and to approximate the volume of the contaminants' plumes, if necessary. This Environmental Site Assessment report contains a brief history of the existing site characteristics, sample collection procedures, analytical results and other supporting data, as well as conclusions and recommendations.

2.0 BACKGROUND

2.1 SITE DESCRIPTION

The subject property located at 744-762 S. Hobart Boulevard, 3431-3455 W. 8th Street, and 749-767 S. Harvard Boulevard, in the City of Los Angeles, is legally described by the assessor's parcel numbers: 5093-018-007, 5093-018-008, 5093-018-009, 5093-018-017, 5093-018-018, 5093-018-019, and 5093-018-020. According to the Los Angeles County, Office of the Assessor, the subject site is an approximately 63,152 square foot lot, and has been developed with seven (7) commercial and residential buildings approximately 47,908 square feet in size total. The subject buildings were constructed in 1912/1915, 1939/1942, 1940, 1941, 1951, 1963, and 1966, respectively.

The subject property is currently occupied by "Seedcure, Inc" (3431 W. 8th Street), "Han Chong Sin" (3431-B W. 8th Street), "G Beauty Salon" (3433 W. 8th Street), "Nicholas Gant" (3435 W. 8th Street), "Avila Tax Service" (3437 W. 8th Street), "G Q Tailor" (3439 W. 8th Street), "Shipyn" (3441 W. 8th Street), Vacant Unit (3441½ W. 8th Street), "My Love Golf" (3443 W. 8th Street), "Robert Lawson" (3445 W. 8th Street), "Top's Office & Art Supplies" (3447 W. 8th Street), "Robert M. Lawson" (3451 W. 8th Street), "La Fleur" (3453 W. 8th Street), "Dong Il Jang Restaurant" (3455 W. 8th Street), Residential Building (749 W. 8th Street), "World of String Art" (765 S. Harvard Boulevard), and "J.S.K. Company" (767 S. Harvard Boulevard). The subject property consists of a total of six (6) buildings: three (3) single-story commercial buildings, one (1) single-story residential building, and two (2) two-story commercial buildings. Onsite operations include a restaurant, office tenants, commercial tenants, and residential dwelling. Two (2) storage enclosures were observed at the subject site. In addition to the current structures, the subject property is also improved with an asphalt paved parking area.

2.2 SITE ENVIRONMENTAL HISTORY

2.2.1 HISTORIC OPERATIONS

According to the Historical Tenant Report, the subject site at 3441 W. 8th Street is occupied by a dry cleaners prior to 1965.

2.2.2 PREVIOUS INVESTIGATIONS

Based on the Phase I ESA report dated January 24, 2018, the subject site at 3441 W. 8th Street is occupied by a dry cleaners prior to 1965. Therefore, WEECO recommended that further investigation is necessary to characterize the subsurface soil condition at this time.

2.2.3 Adjacent Properties

During the Site Reconnaissance, WEECO's field assessor has visually inspected and documented the use of the adjacent properties, and findings are as follows:

NORTH

- The properties to the north of the subject site are used for residential purposes (Residential / 740 S. Hobart Boulevard and 743 S. Harvard Boulevard).

EAST

- The properties to the east of the subject site across Harvard Boulevard are used for commercial and residential purposes (Multi-Tenant Commercial Building and Residential / 3411-3429 W. 8th Street and 742-758 S. Harvard Boulevard).

SOUTH

- The properties to the south of the subject site across 8th Street are used for commercial and residential purposes (Multi-Tenant Commercial Building and Residential / 3428-3444 W. 8th Street and 808 S. Hobart Boulevard).

WEST

- The properties to the west of the subject site across Hobart Boulevard are used for commercial purposes (Multi-Tenant Commercial Building and "Heyri Coffee House" / 3461-3467 W. 8th Street and 755 S. Hobart Boulevard) and parking area.

3.0 GEOLOGY AND HYDROGEOLOGY

Based on soil borings advanced to assess the Site, subsurface soil generally consists of silt (surface to 5 feet bgs). The color of the soil ranged from medium brown to dark brown; the consistency of the soil was moist. Groundwater was not encountered during drilling activities.

The subject site is in the Los Angeles Forebay Area, located in the northern part of the Central Basin. In general, it is a free groundwater area; however, in the course of this investigation it became evident that the Bellflower aquiclude extends into the southerly portion of the forebay area. The aquiclude extends in this area contains a high percentage of sand, and vertical percolation of water is apparently more rapid here than in other portions of the basin covered by it. Where the Bellflower aquiclude is missing within the forebay area, the aquifers are in direct hydraulic continuity with the surface.

The Los Angeles Forebay Area is overlain by parts of the La Brea, Los Angeles and Montebello Plains. The known water-bearing sediments extend to a depth of 1600 feet (1440 feet below sea level) and include recent alluvium, the Lakewood formation and the San Pedro formation. Some fresh water also may be present in the Pliocene and Miocene rocks underlying these formations in this area.

Recent alluvium in the Los Angeles Forebay Area is found on the Los Angeles Plain and in the Los Angeles Narrows. It attains a maximum thickness of 160 feet, and includes the western arm of Gaspur aquifer and the parts of the Semi-perched aquifer and Bellflower aquiclude lying west and south of the Los Angeles River.

The Semi-perched aquifer is defined as the area where sand and gravel overlying the Bellflower aquiclude is more than 20 feet in thickness. This semi-perched aquifer is also present in the Lakewood formation just south of the Repetto Hill. Although the aquifer can be defined in well logs, water levels in well indicate that it contains little or no water.

The groundwater depth of the subject site ranges from approximately 14.1 to 34.07 feet bgs (data obtained from GeoTracker from a closed LUST site, 3401 8th Street). The regional groundwater flow is expected to follow the topographic gradient; which is towards the southwesterly.

4.0 SOIL GAS SURVEY METHODOLOGY

4.1 GENERAL DISCUSSION

Soil volatile organic compound (VOC) contamination can be detected by analyzing trace gases in soil below grade surface. This technique is possible because many VOCs will volatilize and move by molecular diffusion away from source areas toward regions of lower concentrations. A gas phase concentration gradient from the source to adjacent area is established.

Soil gas surveys are often used in conjunction with other site-specific data. In this case, the soil gas survey was employed to screen potential areas of VOC concentrations.

The soil gas sample collection was conducted in general accordance with the "Department of Toxic Substances Control Advisory– Active Soil Gas Investigation" in July 2015.

4.2 SAMPLING PROBE INSTALLATION

On January 29, 2018, soil vapor sampling was performed by hydraulically pushing soil gas probes to a depth of approximately 5-feet bgs for boring locations SV-1 through SV-4 as following respective locations:

SV-1: near back of the former dry cleaners (3441½ W. 8th Street)
SV-2: near front of the dry cleaners (3441½ W. 8th Street)
SV-3: near back of the former dry cleaners (3441 W. 8th Street)
SV-4: near front of the dry cleaners (3441 W. 8th Street)

An electric rotary hammer drill was used to drill a 1.0-inch diameter hole through the overlying concrete/asphalt to allow probe placement when required. The same electric hammer drill was used to push probes in areas of resistance during placement.

4.3 SAMPLE COLLECTION AND HANDLING

On January 29, 2018, Optimal Technology collected soil vapor samples and analyzed the samples using an onsite mobile laboratory. To achieve the objective of this investigation a total of 4 vapor samples were collected from 4 locations at the site. Sampling depths, vacuum readings, purge volume and sampling volumes are given on the analytical results page.

Vapor sampling was performed by hydraulically pushing soil gas probes to a depth of 5-feet feet below ground surface (bgs). One-quarter inch Nylaflow tubing was installed at depth in a one-foot sand pack. Hydrated bentonite filled the hole from the top of the sand pack to the surface. An electric rotary hammer drill was used to drill a 1.0-inch diameter hole through the overlying surface to allow probe placement when required. The same electric hammer drill was used to push probes in areas of resistance during placement.

At each sampling location an electric vacuum pump set to draw 0.2 liters per minute (L/min) of soil vapor was attached to the probe and purged prior to sample collection. Vapor samples were obtained in SGE gas-tight syringes by drawing the sample through a luer-lock connection which connects the sampling probe and the vacuum pump. Samples were immediately injected into the gas chromatograph/purge and trap after collection. New tubing was used at each sampling point to prevent cross contamination.

All analyses were performed on a laboratory grade Hewlett Packard model 5890 Series II gas chromatograph equipped with a Hewlett Packard model 5971 Mass Spectra Detector and Tekmar LSC 2000 Purge and Trap. An SGE capillary column using helium as the carrier gas was used to perform all analysis. All results were collected on a personal computer utilizing Hewlett Packard's 5971 MS and chromatographic data collection and handling system.

4.3.1 Quality Assurance

5-Point Calibration
The initial five point calibration consisted of 20, 50, 100, 200 and 500 µl injections of the calibration standard. A calibration factor on each analyte was generated using a best fit line method using the HP data system. If the r2 factor generated from this line was not greater than 0.990, an additional five point calibration would have been performed. Method reporting limits were calculated to be 0.01-1.0 micrograms per Liter (µg/L) for the individual compounds. A daily calibration check and end of run calibration check was performed using a pre-mixed standard supplied by Scotty Analyzed Gases. The standard contained common halogenated solvents and aromatic hydrocarbons (see Table). The individual compound concentrations in the standards ranged between 0.025 nanograms per microliter (ng/µl) and 0.25 ng/µl.

TABLE
Common Halogenated Solvents and Aromatic Hydrocarbons

Dichlorodifluoromethane	Carbon Tetrachloride	Chloroethane
Trichlorofluoromethane	1,2-Dichloroethane	Benzene
1,1-Dichloroethene	Trichloroethene	Toluene
Methylene Chloride	1,1,2-Trichloroethane	Ethylbenzene
trans-1,2-Dichloroethene	Tetrachloroethene	m-/p-Xylene
1,1-Dichloroethane	Chloroform	o-Xylene
cis-1,2-Dichloroethene	1,1,1,2-Tetrachloroethane	Vinyl Chloride
1,1,1-Trichloroethane	1,1,2,2-Tetrachloroethane	Freon 113
4-Methyl-2-Pentanone	Cyclohexane	Acetone
Chlorobenzene	2-Butanone	Isobutane

Sample Replicates
A replicate analysis (duplicate) was run to evaluate the reproducibility of the sampling system and instrument. The difference between samples did not vary more than 20%.

Equipment Blanks
Blanks were run at the beginning of each workday and after calibrations. The blanks were collected using an ambient air sample. These blanks checked the septum, syringe, GC column, GC detector and the ambient air. Contamination was not found in any of the blanks analyzed during this investigation. Blank results are given along with the sample results.

Tracer Gas Leak Test
A tracer gas was applied to the soil gas probes at each point of connection in which ambient air could enter the sampling system. These points include the top of the sampling probe where the tubing meets the probe connection and the surface bentonite seals. Isobutane was used as the tracer gas. No Isobutane was found in any of the samples collected.

Purge Volume
The standard purge volume of three volumes was purged in accordance with the July 2015 DTSC/RWQCB Advisory for Active Soil Gas Investigations.

Shut-in Test
A shut-in test was conducted prior to purging or sampling each location to check for leaks in the above-ground sampling system. The system was evaluated to a minimum measured vacuum of 100 inches of water. The vacuum gauge was calibrated and sensitive enough to indicate a water pressure change of at least 0.5 inches.

5.0 DISCUSSION OF RESULTS

5.1 SITE HYDROGEOLOGIC CONDITIONS

The soil material encountered throughout the borings was generally silt (surface to 5 feet bgs). The color of the soil ranged from medium brown to dark brown; and the consistency of the soil was moist.

5.2 REGULATORY AGENCY GUIDANCE

Department of Toxic Substances Control Attenuation Factor and Regional Screening Levels

Regional Screening Levels (RSLs) [formerly Preliminary Remediation Goals (PRGs)] are generic, risk-based chemical concentrations developed by the EPA Region 9 for use in initial screening-level evaluations. RSLs combine human health toxicity values with standard exposure factors to estimate contaminant concentrations that are considered to be health protective of human exposures over a lifetime through direct-contact exposure pathways (e.g., via inhalation and/or ingestion of and/or dermal contact with impacted soil and/or indoor air). RSLs are not legally enforceable standards, but rather are considered guidelines to evaluate if potential risks associated with encountered chemical impacts may warrant further evaluation.

The DTSC Office of Human and Ecological Risk (HERO) developed California-Modified RSLs based on a review of 1) the differences in methodology between Preliminary Remediation Goals (PRGs) and RSLs 2) RSL concentrations, and 3) recent toxicity values.

While soil gas detections are not immediately comparable to the indoor air quality guidelines within the RSLs, the DTSC issued recommended default attenuation factors of 0.05 (sub-slab sampling locations) and 0.002/0.001 (residential/commercial contaminant source sampling locations) for sites where the attenuation factor for the building slab is unknown or cannot be determined in the October 2011 document Guidance for the Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air. With the subsurface contaminant concentrations and default attenuation factors, the associated contaminant concentrations in indoor air can be estimated as Calculated Residential and Commercial/Industrial Soil Gas Screening Levels (SGSLs).

5.3 ANALYTICAL RESULTS

5.3.1 SOIL GAS CHEMICAL

In accordance with the current laboratory results for soil gas samples, concentrations of tetrachloroethene (PCE) were found to be within a range between 0.11 µg/L and 0.15 µg/L; concentration of ethylbenzene were found a 0.58 µg/L; concentrations of m/p-xylene were found to be within a range between 1.23 µg/L and 4.45 µg/L; and concentrations of o-xylene were found to be within a range between 1.11 µg/L and 2.01 µg/L, respectively. None of the other compounds were detected above the listed reporting limits. The results of laboratory analyses are presented in Table 1. A copy of the laboratory analytical report is included in Appendix A.

EPA Method	VOCs via 8260B						
Unit	($\mu g/m^3$)						
Constituent	Residential SGSL[1]	Industrial SGSL[1]	SV-1	SV-2	SV-3	SV-4	SV-4 Dup
Tetrachloroethene (PCE)	240	2,100	150	ND	110	ND	ND

EPA Method	VOCs via 8260B						
Unit	($\mu g/m^3$)						
Constituent	Residential SGSL[(1)]	Industrial SGSL[(1)]	SV-1	SV-2	SV-3	SV-4	SV-4 Dup
Ethylbenzene	**550**	**4,900**	580	ND	110	ND	ND
m/p-xylene	**50,000**	**440,000**	4,450	1,230	ND	2,350	2,280
o-xylene	**50,000**	**440,000**	2,010	ND	ND	1,110	1,110

Notes:
[(1)] Calculated soil gas screening levels (SGSLs) for soil gas concentrations were derived by dividing the June 2016 Department of Toxic Substances Control (DTSC) or May 2016 United States Environmental Protection Agency (EPA) Regional Screening Level (RSL) for each compound with an attenuation factor of 0.05 for sub-slab samples or with an attenuation factor of 0.002 for residential settings and 0.001 for commercial/industrial settings for soil gas samples deeper than sub-slab samples. DTSC RSLs are provided in the June 2016 DTSC Human and Ecological Risk Office (HERO) Human Health Risk Assessment (HHRA) Note 3. Where DTSC RSLs were not available, EPA Region 9 RSLs were utilized.

VOCs = volatile organic compounds
EPA = United States Environmental Protection Agency
mg/m3 = micrograms per cubic meter
ND = below listed reporting limit.

The analytical result for soil gas sample for PCE, ethylbenzene, m/p-xylene, and o-xylene was lower than the soil gas screening levels (SGSLs) for commercial/industrial scenario as shown in the table "California DTSC Human and Ecological Risk Office (HERO) Human Health Risk Assessment (HHRA) Note 3, Table 3, dated June, 2016, and United State Environmental Protection Agency Region IX "Regional Screening Levels (RSLs)" June 2017".

6.0 CONCLUSIONS AND RECOMMENDATIONS

6.1 CONCLUSIONS

The site assessment and previous investigations have led to the following conclusions, which are subject to the standard limitations discussed in Section 7.0:

- In accordance with the current laboratory results for soil gas samples, concentrations of tetrachloroethene (PCE) were found to be within a range between 0.11 µg/L and 0.15 µg/L; concentration of ethylbenzene were found a 0.58 µg/L; concentrations of m/p-xylene were found to be within a range between 1.23 µg/L and 4.45 µg/L; and concentrations of o-xylene were found to be within a range between 1.11 µg/L and 2.01 µg/L, respectively.None of the other compounds were detected above the listed reporting limits.

- The analytical result for soil gas sample for PCE, ethylbenzene, m/p-xylene, and o-xylene was lower than the soil gas screening levels (SGSLs) for commercial/industrial scenario as shown in the table "California DTSC Human and Ecological Risk Office (HERO) Human Health Risk Assessment (HHRA) Note 3, Table 3, dated June, 2016, and United State Environmental Protection Agency Region IX "Regional Screening Levels (RSLs)" June 2017".

6.2 RECOMMENDATIONS

The results of this investigation indicated that the former dry cleaners site operations has not resulted in a threat to human health or groundwater beneath the Site. Therefore, WEECO does not recommend any further action regarding the soil contaminant concentrations based on the results of current environmental site assessments.

7.0 STANDARD LIMITATIONS

WEECO has prepared this report for the exclusive use of ***Open Bank*** as it pertains to the former dry cleaners site, located at **3441 & 3441½ W. 8th Street, Los Angeles, California**. WEECO's investigation has been performed with the degree of skill generally exercised by practicing engineers and professional civil engineer in the environmental field. WEECO makes no other warranty, either expressed or implied, concerning the conclusions and professional advice, which is contained within the body of this report. *Any use of or reliance on this report by a third party shall be at such a party's sole risk.*

Inherent in most projects performed in a heterogeneous subsurface environment, excavation or continuing assessments may reveal findings that are different than those presented herein. This facet of the environmental profession should be considered when formulating professional opinions on the limited data collected on these projects.

The information presented in this report is valid as of the date our exploration was performed. Site conditions may alter with time; consequently, the findings presented herein are subject to change.

This report has been issued with the clear understanding that it is the responsibility of the owner, or their representative, to make appropriate notifications to regulatory agencies. It is specifically not the responsibility of WEECO to conduct appropriate notifications as specified by current county and state regulations.

WEECO can offer no assurances and assumes no responsibility for site conditions or activities that were outside the scope of the inquiry requested by ***Open Bank*** as outlined in this document. It should be understood by ***Open Bank*** that WEECO has relied on the accuracy of documents, oral information, and other material and information provided by ***Open Bank*** and other associated parties. It is recognized that regulatory requirements may change, including the revision of accepted action levels, which could necessitate a review of the discussion, findings, recommendations or conclusions of this report. Any subsequent modification, revision or verification of this report must be provided in writing by WEECO.

TABLES

TABLE 1:
Summary of Laboratory Results for Soil Gas Samples

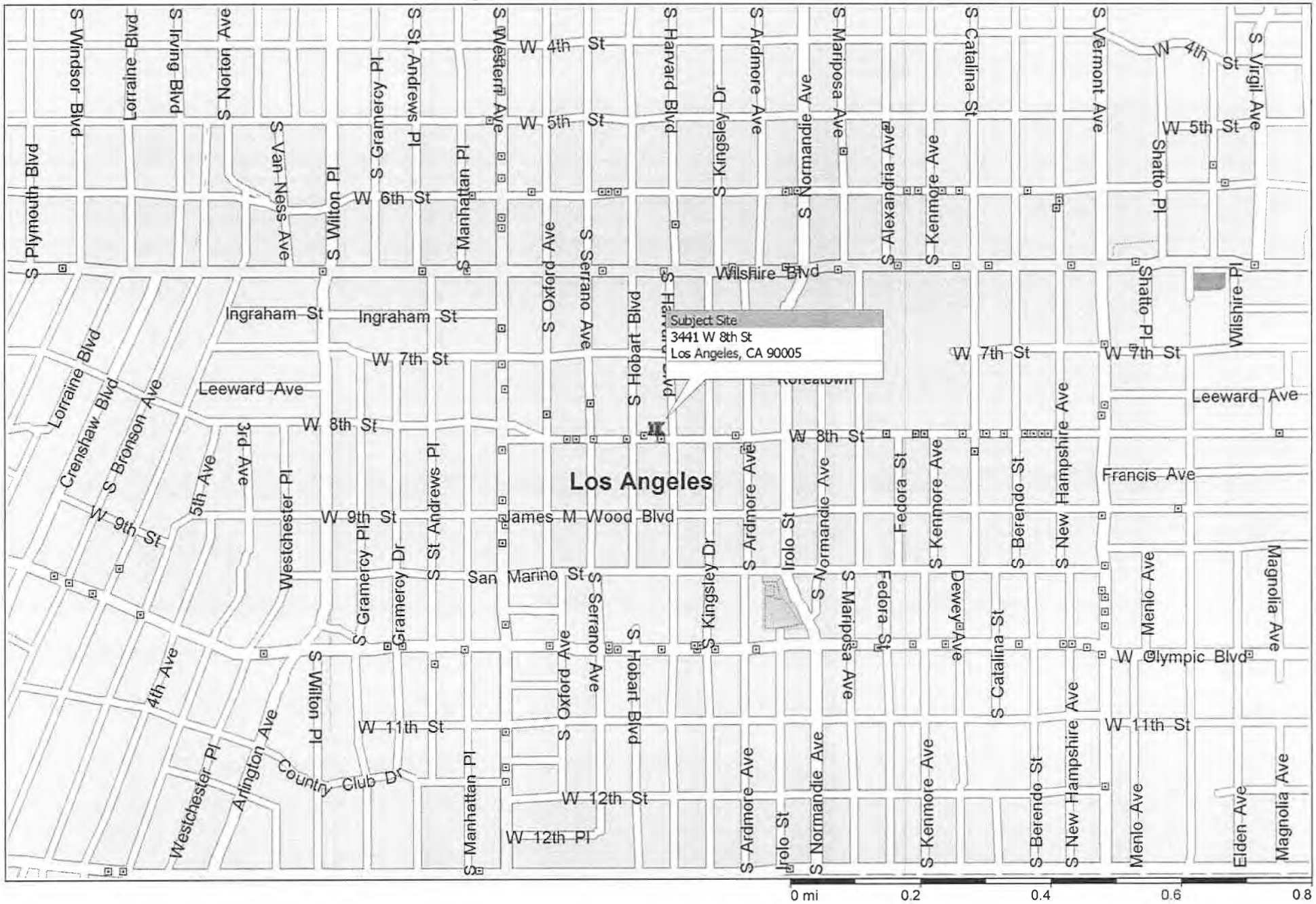
(unit: µg/L)

Constituents	SV-1	SV-2	SV-3	SV-4	SV-4 Dup
Dichlorofloromethane	ND	ND	ND	ND	ND
Chloroethane	ND	ND	ND	ND	ND
Trichlorofluromethane	ND	ND	ND	ND	ND
Freon 113	ND	ND	ND	ND	ND
Methylene Chloride	ND	ND	ND	ND	ND
1,1-Dichloroethane	ND	ND	ND	ND	ND
Chloroform	ND	ND	ND	ND	ND
1,1,1-Trichloroethane	ND	ND	ND	ND	ND
Carbon Tetrachloride	ND	ND	ND	ND	ND
1,2-Dichloroethane	ND	ND	ND	ND	ND
Trichloroethene (TCE)	**0.15**	ND	**0.11**	ND	ND
1,1,2-Trichloroethane	ND	ND	ND	ND	ND
Tetrachloroethene (PCE)	ND	ND	ND	ND	ND
1,1,1,2-Tetrachloroethane	ND	ND	ND	ND	ND
1,1,2,2-Tetrachloroethane	ND	ND	ND	ND	ND
Vinyl Chloride	ND	ND	ND	ND	ND
Acetone	ND	ND	ND	ND	ND
1,1-Dichloroethene	ND	ND	ND	ND	ND
Trans-1,2-Dichloethene	ND	ND	ND	ND	ND
2-Butanone (MEK)	ND	ND	ND	ND	ND
Cis-1,2-Dichloethene	ND	ND	ND	ND	ND
Cyclohexane	ND	ND	ND	ND	ND
Benzene	ND	ND	ND	ND	ND
4-Methyl-2-Pentanone	ND	ND	ND	ND	ND
Toluene	ND	ND	ND	ND	ND
Chlorobenzene	ND	ND	ND	ND	ND
Ethylbenzene	**0.58**	ND	ND	ND	ND
m/p-Xylene	**4.45**	**1.23**	ND	**2.35**	**2.28**
o-Xylene	**2.01**	ND	ND	**1.11**	**1.11**
Isobutane	ND	ND	ND	ND	ND

Note:
ND = not detected (below laboratory reporting limit)

FIGURES

Figure (1) Subject Site Location Map



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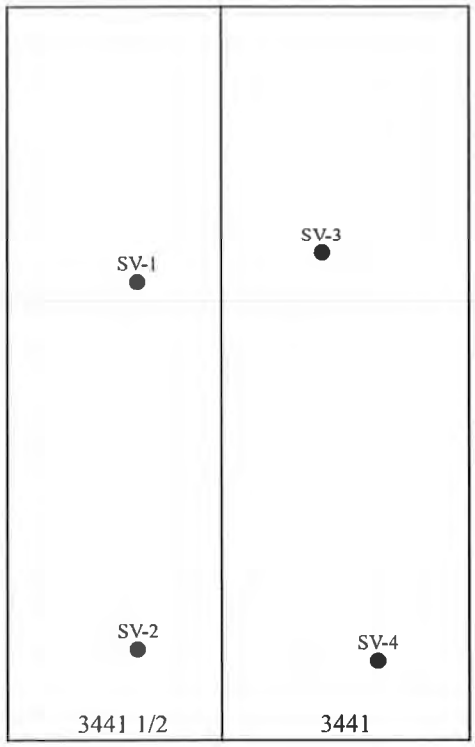

N

0 5 10

Approximate Scale

Legend

SV-1 - Soil Vapor Sample Number

● - Soil Vapor Sample Location

Optimal Technology
1667 Cross Bridge Place
Thousand Oaks, CA 91362
Toll-free (877) SOIL GAS
*Tel: (818) 734-6230 * Fax: (818) 734-6235*

DATE: January 29, 2018	**APPROXIMATE SCALE:** 1" = 10'	**FIGURE**
COMPANY: WEECO	**TITLE:** Soil Vapor Sampling Location Map 3441 W. 8th St., Los Angeles, CA	**1**

APPENDIX A

Optimal Technology Report

OPTIMAL TECHNOLOGY
Specializing in Environmental Field Services

January 30, 2018

Mr. James Yoon
WEECO
12610 Westminster Avenue, Unit C
Santa Ana, CA 92706

Dear Mr. Yoon:

This letter presents the results of the soil vapor investigation conducted by Optimal Technology (Optimal), for WEECO on January 29, 2018. The study was performed at 3441 W. 8th St., Los Angeles, California.

Optimal was contracted to perform a soil vapor survey at this site to screen for possible chlorinated solvents and aromatic hydrocarbons. The primary objective of this soil vapor investigation was to determine if soil vapor contamination is present in the subsurface soil.

Gas Sampling Method

Gas sampling was performed by hydraulically pushing soil gas probes to a depth of 5.0 feet below ground surface (bgs). An electric rotary hammer drill was used to drill a 1.0-inch diameter hole through the overlying surface to allow probe placement when required. The same electric hammer drill was used to push probes in areas of resistance during placement.

At each sampling location, an electric vacuum pump set to draw 0.2 liters per minute (L/min) of soil vapor was attached to the probe and purged prior to sample collection. All vapor samples were collected in gas-tight syringes. Samples were immediately injected into the gas chromatograph/purge and trap after collection. New tubing was used at each sampling point to prevent cross contamination.

All analyses were performed on a laboratory grade Hewlett Packard model 5890 Series II gas chromatograph equipped with a Hewlett Packard model 5971 Mass Spectra Detector and Tekmar LSC 2000 Purge and Trap. An SGE capillary column using helium as the carrier gas was used to perform all analysis. All results were collected on a personal computer utilizing Hewlett Packard's 5971 MS and chromatographic data collection and handling system.

Quality Assurance

5-Point Calibration

The initial five-point calibration consisted of 20, 50, 100, 200 and 500 ul injections of the calibration standard. A calibration factor on each analyte was generated using a best fit line method using the HP data system. If the r^2 factor generated from this line was not greater than 0.990, an additional five-point calibration would have been performed. Method reporting limits were calculated to be 0.004-1.0 micrograms per Liter (ug/L) for the individual compounds.

A daily calibration check was performed using a pre-mixed standard supplied by Scotty Analyzed Gases. The standard contained common halogenated solvents and aromatic hydrocarbons (see Table 1). The individual compound concentrations in the standards ranged between 0.025 nanograms per microliter (ng/ul) and 0.25 ng/ul.

TABLE 1

Dichlorodifluoromethane	Carbon Tetrachloride	Chloroethane
Trichlorofluoromethane	1,2-Dichloroethane	Benzene
1,1-Dichloroethene	Trichloroethene	Toluene
Methylene Chloride	1,1,2-Trichloroethane	Ethylbenzene
trans-1,2-Dichloroethene	Tetrachloroethene	m-/p-Xylene
1,1-Dichloroethane	Chloroform	o-Xylene
cis-1,2-Dichloroethene	1,1,1,2-Tetrachloroethane	Vinyl Chloride
1,1,1-Trichloroethane	1,1,2,2-Tetrachloroethane	Freon 113
4-Methyl-2-Pentanone	Cyclohexane	Acetone
Chlorobenzene	2-Butanone	Isobutane

Sample Replicates

A replicate analysis (duplicate) was run to evaluate the reproducibility of the sampling system and instrument. The difference between samples did not vary more than 20%.

Equipment Blanks

Blanks were run at the beginning of each workday and after calibrations. The blanks were collected using an ambient air sample. These blanks checked the septum, syringe, GC column, GC detector and the ambient air. Contamination was not found in any of the blanks analyzed during this investigation. Blank results are given along with the sample results.

Tracer Gas Leak Test

A tracer gas was applied to the soil gas probes at each point of connection in which ambient air could enter the sampling system. These points include the top of the sampling probe where the tubing meets the probe connection and the surface bentonite seals. Isobutane was used as the tracer gas. No Isobutane was found in any of the samples collected.

Purge Volume

The standard purge volume of three volumes was purged in accordance with the July 2015 DTSC/RWQCB Advisory for Active Soil Gas Investigations.

Shut-in Test
A shut-in test was conducted prior to purging or sampling each location to check for leaks in the above-ground sampling system. The system was evaluated to a minimum measured vacuum of 100 inches of water. The vacuum gauge was calibrated and sensitive enough to indicate a water pressure change of at least 0.5 inches.

Scope of Work

To achieve the objective of this investigation a total of 5 vapor samples were collected from 4 locations at the site. Sampling depths, vacuum readings, purge volume and sampling volumes are given on the analytical results page. All the collected vapor samples were analyzed on-site using Optimal's mobile laboratory.

Subsurface Conditions

Subsurface soil conditions at this site offered sampling flows at 0" water vacuum. Depth to groundwater was unknown at the time of the investigation.

Results

During this vapor investigation, two samples contained levels of Tetrachloroethene (PCE) ranging from 0.11 ug/L to 0.15 ug/L. Four samples contained levels of m/p-Xylene ranging from 1.23 ug/L to 4.45 ug/L. Three samples contained levels of o-Xylene ranging from 1.11 ug/L to 2.01 ug/L. One sample contained 0.58 ug/L of Ethylbenzene. None of the other compounds listed in Table 1 above were detected above the listed reporting limits. A complete table of analytical results is included with this report.

Disclaimer

All conclusions presented in this letter are based solely on the information collected by the soil vapor survey conducted by Optimal Technology. Soil vapor testing is only a subsurface screening tool and does not represent actual contaminant concentrations in either the soil and/or groundwater. We enjoyed working with you on this project and look forward to future projects. If you have any questions please contact me at (877) 764-5427.

Sincerely,

John Rice

John Rice
Project Manager

OPTIMAL TECHNOLOGY
Specializing in Environmental Field Services

SOIL VAPOR RESULTS

Site Name: 3441 W. 8th St., Los Angeles, CA
Analyst: J. Rice **Collector:** J. Rice
Method: Modified EPA 8260B

Lab Name: Optimal Technology
Inst. ID: HP-5890 Series II
Detector: HP-5971 Mass Spectrometer

Date: 1/29/18
Page: 1 of 1

SAMPLE ID	BLANK-1	SV-1	SV-2	SV-3	SV-4	SV-4 Dup		
Sampling Depth (Ft.)	N/A	5.0	5.0	5.0	5.0	5.0		
Purge Volume (ml)	N/A	1,500	1,500	1,500	1,500	1,500		
Vacuum (in. of Water)	N/A	0	0	0	0	0		
Injection Volume (ml)	50	50	50	50	50	50		
Dilution Factor	1	1	1	1	1	1		

COMPOUND	REP. LIMIT	CONC (ug/L)	CONC (ug/L)	CONC (ug/L)	CONC (ug/L)	CONC (ug/L)	CONC (ug/L)		
Dichlorodifluoromethane	1.00	ND	ND	ND	ND	ND	ND		
Chloroethane	1.00	ND	ND	ND	ND	ND	ND		
Trichlorofluoromethane	1.00	ND	ND	ND	ND	ND	ND		
Freon 113	1.00	ND	ND	ND	ND	ND	ND		
Methylene Chloride	0.50	ND	ND	ND	ND	ND	ND		
1,1-Dichloroethane	0.80	ND	ND	ND	ND	ND	ND		
Chloroform	0.06	ND	ND	ND	ND	ND	ND		
1,1,1-Trichloroethane	1.00	ND	ND	ND	ND	ND	ND		
Carbon Tetrachloride	0.02	ND	ND	ND	ND	ND	ND		
1,2-Dichloroethane	0.04	ND	ND	ND	ND	ND	ND		
Trichloroethene (TCE)	0.10	ND	ND	ND	ND	ND	ND		
1,1,2-Trichloroethane	0.08	ND	ND	ND	ND	ND	ND		
Tetrachloroethene (PCE)	0.10	ND	**0.15**	ND	**0.11**	ND	ND		
1,1,1,2-Tetrachloroethane	0.18	ND	ND	ND	ND	ND	ND		
1,1,2,2-Tetrachloroethane	0.02	ND	ND	ND	ND	ND	ND		
Vinyl Chloride	0.004	ND	ND	ND	ND	ND	ND		
Acetone	1.00	ND	ND	ND	ND	ND	ND		
1,1-Dichloroethene	1.00	ND	ND	ND	ND	ND	ND		
trans-1,2-Dichloroethene	1.00	ND	ND	ND	ND	ND	ND		
2-Butanone (MEK)	1.00	ND	ND	ND	ND	ND	ND		
cis-1,2-Dichloroethene	1.00	ND	ND	ND	ND	ND	ND		
Cyclohexane	1.00	ND	ND	ND	ND	ND	ND		
Benzene	0.03	ND	ND	ND	ND	ND	ND		
4-Methyl-2-Pentanone	1.00	ND	ND	ND	ND	ND	ND		
Toluene	1.00	ND	ND	ND	ND	ND	ND		
Chlorobenzene	1.00	ND	ND	ND	ND	ND	ND		
Ethylbenzene	0.50	ND	**0.58**	ND	ND	ND	ND		
m/p-Xylene	1.00	ND	**4.45**	**1.23**	ND	**2.35**	**2.28**		
o-Xylene	1.00	ND	**2.01**	ND	ND	**1.11**	**1.11**		
Isobutane (Tracer Gas)	1.00	ND	ND	ND	ND	ND	ND		

Note: ND = Below Listed Reporting Limit

1667 Cross Bridge Place, Thousand Oaks, CA 91362 • Toll Free (877) SOIL GAS (764-5427) • (818) 734-6230 • Fax (818) 734-6235

APPENDIX J
Noise Impact Analysis

NOISE STUDY

The Parks in LA Project

City of Los Angeles
Wilshire Community Plan Area

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Envicom Project # 19-002-001

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APPENDIX

Appendix A	Noise Study – Product Specification Sheets

1.0 INTRODUCTION

1.1 Purpose of Study

The purpose of this study is to describe and evaluate the noise and groundborne vibration impacts of The Parks in L.A (project), proposed by CORBeL Architects, in the context of the City of Los Angeles (City) regulatory framework.

1.2 Project Summary

The proposed project would develop a 1.45-acre infill site (site) comprised of seven parcels, with addresses including 3433 West 8th Street, which will remain the address of the project, as shown in **Figure 1-1, Regional Location Map**. The proposed project consists of the construction and operation of a new 8-story, 88.5-ft high, 293,820 square foot (sq. ft.), 251-unit mixed-use development with 11% affordable housing units set aside for very low incomes.

Land uses adjacent to the project site consist of existing residences to the north, residential and commercial uses to the east, commercial uses to the south of W. 8th Street, and commercial uses to the west. Construction of the project would require demolition of existing commercial buildings, surface parking lots, and a separate one-story residence. Grading of the project site would require the excavation and export of approximately 58,300 cubic yards of soil for the proposed subterranean parking.

2.0 NOISE AND VIBRATION FUNDAMENTALS

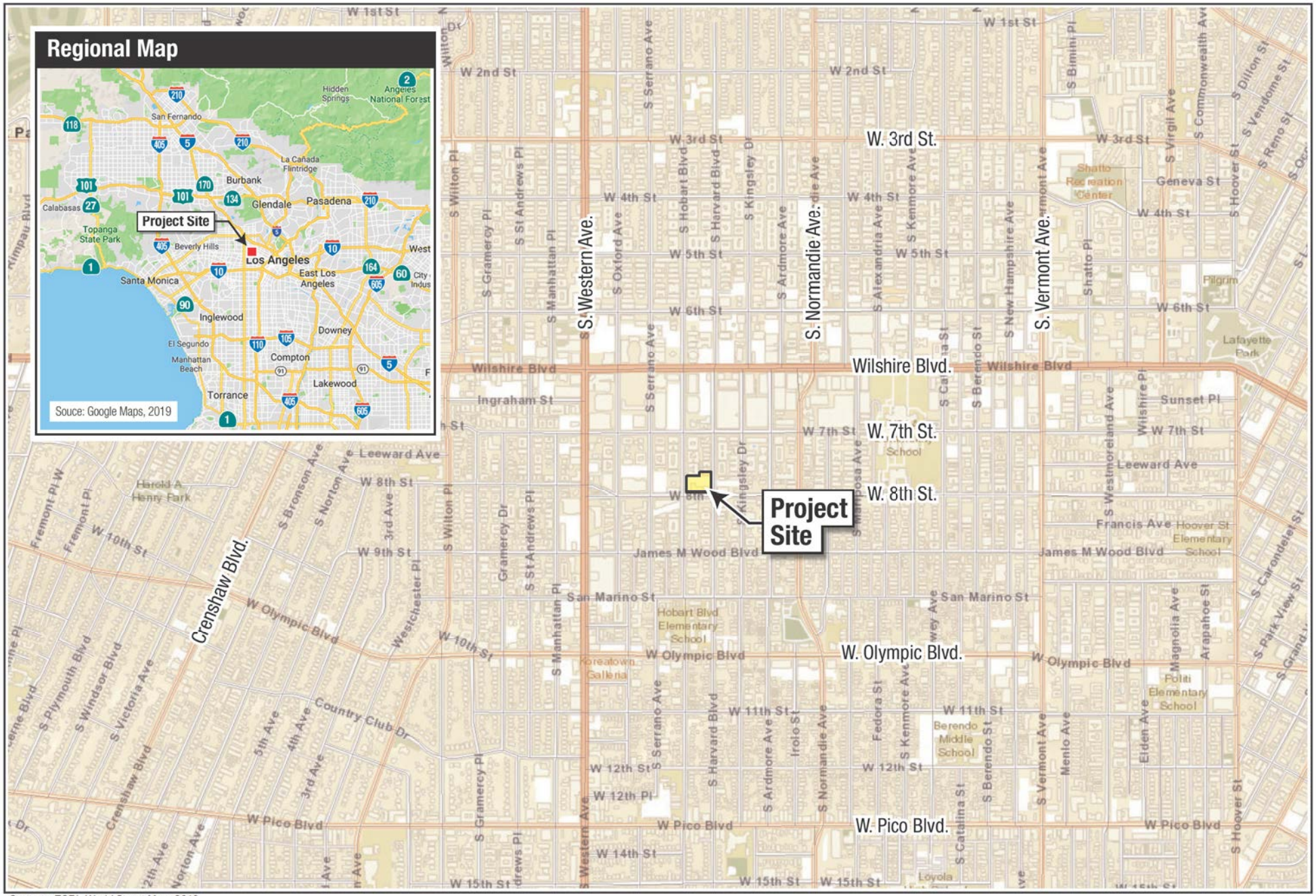
The following introduces the fundamental definitions and concepts used to qualify and quantify noise and vibration impacts used throughout this study.

2.1 Noise Characteristics

In a basic sense, noise is unwanted sound as perceived by a receptor. Sound is energy transmitted in waves through a compressible medium such as air. There are a variety of parameters that describe the rates of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level, or energy content, of a given sound wave. Sound pressure level is the most common descriptor used to describe the perceived “loudness” of an ambient sound level. The standard measurement unit of sound pressure is called a decibel (dB).

Given that sound pressure levels can vary in intensity by over one million times within the range of human hearing, a logarithmic scale similar to the Richter Scale used to measure seismicity is used to keep sound intensity numbers convenient and manageable. The ear is not equally sensitive to all sound frequencies within the entire spectrum, so sound pressure levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called "A-weighting", written as dBA. Subsequent references to decibels in this discussion written as "dB" should be understood as A-weighted.

Variations in noise exposure over time are expressed in terms of a steady-state energy level equivalent to the energy content of the time period, called Leq. Because human receptors are more sensitive to unwanted noise intrusion during the evening and at night hours, California statute requires, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) which adds a penalty of 5 dB added for the evening hours of 7:00 p.m. to 10:00 p.m., and a penalty of 10 dB for the nighttime hours of 10:00 p.m. to 07:00 a.m.



Sources: ESRI, World Street Map, 2016.

THE PARKS IN L.A. - NOISE STUDY

envicom

Regional Location Map

0 750 1,500 Feet

FIGURE 1-1

2.2 Vibration Characteristics

As described in the California Department of Transportation (CalTrans) Transportation and Construction Vibration Guidance Manual, the operation of construction equipment generates ground-borne vibration. Maintenance operations and traffic traveling on roadways can also be a source of such vibration. If its amplitudes are high enough, ground vibration has the potential to damage structures, cause cosmetic damage (e.g., crack plaster), or disrupt the operation of vibration-sensitive equipment such as electron microscopes. Ground vibration and ground-borne noise can also be a source of annoyance to individuals who live or work close to vibration-generating activities. Pile driving, demolition activity, blasting, and crack-and-seat operations are the primary sources of vibration addressed by Caltrans.

Traffic, including heavy trucks traveling on a highway, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. However, heavy trucks traveling over potholes or other discontinuities in the pavement may cause vibration levels high enough to result in complaints from nearby residents. These types of issues typically can be resolved by smoothing the roadway surface. In describing vibration in the ground and in structures, the motion of a particle (i.e., a point in or on the ground or structure) is used. The concepts of particle displacement, velocity, and acceleration are used to describe how the ground or structure responds to excitation. Displacement is rarely used to describe ground and structure borne vibration because most transducers used to measure vibration directly measure velocity or acceleration, not displacement. Accordingly, vibratory motion is commonly described by identifying the peak particle velocity (PPV) or peak particle acceleration (PPA). PPV is generally accepted as the most appropriate descriptor for evaluating the potential for building damage.

3.0 REGULATORY SETTING

Los Angeles General Plan

The Noise Element of the City General Plan applies to the City as a whole. This element addresses noise mitigation regulations, strategies and programs, and delineates federal, state and City jurisdiction relative to rail, automotive, aircraft, and nuisance noise. The noise and land use compatibility guidelines from Exhibit I of the Noise Element are provided in **Table 3-1, Land Use Compatibility Guidelines**. As noted in the Noise Element, this element references the City's noise standards contained in Los Angeles Municipal Code (LAMC) Section 111 et seq.

As shown below in Table 3-1, for commercial uses an exterior sound level of up to 65 dB CNEL is normally acceptable for land use compatibility, and up to 70 dB CNEL is conditionally acceptable for new construction after a detailed analysis of noise mitigation is made and needed noise insulation features are included in the project design. Conventional construction with closed windows and fresh air supply systems or air conditioning normally will suffice as adequate insulation features for land use compatibility of residences within a noise environment of 65 dB CNEL. Noise levels above 75 dB CNEL are considered normally unacceptable for commercial uses, where new construction is discouraged and requires a detailed analysis of noise reduction requirements and noise insulation features in project design.

Table 3-1
Land Use Compatibility Guidelines

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB) 50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Ampitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

A = Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.

C = Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.

N = Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.

U = Clearly unacceptable. New construction or development generally should not be undertaken.

California Building Code

Title 24 of the California Code of Regulations for multiple family dwellings, hotel and motel rooms, requires an interior CNEL of 45 dBA. In 1988, the State Building Standards Commission expanded that standard to include all habitable rooms in residential use, including single-family dwelling units. Since typical noise attenuation within older, existing residential structures with closed windows is at least 20 dBA, an exterior noise exposure of 65 dBA CNEL is generally the noise land-use compatibility guideline for residential dwellings in California. However, newer construction practices with standard features such as mandatory double paned windows typically offer about 30 dB of noise attenuation, which would provide sufficient noise reduction to meet the residential interior noise requirement of 45 dBA CNEL for projects with an exterior noise exposure of up to 75 dBA. Projects that would require windows and doors to remain closed to achieve an acceptable interior noise level will typically necessitate the use of air conditioning and mechanical ventilation. The exterior noise exposure standard for less sensitive land uses such as commercial or industrial is less stringent because commercial uses are not occupied on a 24-hour basis.

Therefore, interior residential noise exposure may not exceed 45 dBA CNEL with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level will typically necessitate the use of air conditioning and mechanical ventilation. For commercial uses, an indoor noise level of 50 dB CNEL is appropriate.

Noise Ordinance

The City's noise standards for non-transportation sources are articulated in Chapter XI, Noise Regulation, of the LAMC, which contains the City's Noise Ordinances. This Chapter of the LAMC restricts the level of noise that one type of land use or activity may broadcast across the property line of an adjacent land use. Noise ordinance standards are stated with respect to ambient levels found without the contribution of an identified noise source, such as a piece of construction equipment.

Section 111.03 of the LAMC establishes presumed ambient noise levels as a function of zoning and times of day provided in **Table 3-2, Presumed Ambient Noise Levels in the City Noise Ordinance**. As noted in LAMC Section 111.03, in the absence of site-specific ambient noise measurements, these presumed ambient noise levels may be used as a baseline for the evaluation of noise increases.

Table 3-2
Presumed Ambient Noise Levels in the City Noise Ordinance

Zone	Presumed Ambient Noise Level dB(A)	
	DAY [1]	NIGHT [2]
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, & R5	50	40
P, **PB**, CR, C1, C1.5, **C2**, C4, C5, and CM	60	55
M1, MR1, and MR2	60	55
M2 and M3	65	65

Source: Los Angeles Municipal Code, Section 111.03.
[1] Daytime levels apply from 7:00 a.m. to 10:00 p.m.
[2] Nighttime levels apply from 10:00 p.m. to 7:00 a.m.

As shown in Table 3-2, the presumed ambient daytime noise level for the project site, which is zoned PB-1 and C2-1 is 60 dB(A) and the nighttime noise level is 55 dB(A). Some deviation from these noise levels is allowed during the daytime for short-term (less than 15 minute) noise generation. The LAMC provides the following regulatory requirements related to noise generation in the City.

Operational Noise

- LAMC Section 111.03 establishes presumed ambient noise levels as a function of zoning and times of day to be used as a baseline for evaluating noise increases. The site is zoned Parking Building (PB-1) and C2-1 (Commercial), which the LAMC indicates would have a presumed ambient noise level of 60 dBA in daytime hours (7:00 a.m. to 10:00 p.m.) and 55 dBA in nighttime hours (10:00 p.m. to 7:00 a.m.).
- LAMC Section 112.02 prohibits any heating, ventilation, and air conditioning (HVAC) systems within any zone of the City from causing an increase in ambient noise levels on any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dBA.

- LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence between 10:00 p.m. and 7:00 a.m.

Construction Noise

- LAMC Section 41.40(a) and (c) restricts construction activity to the hours below:
  - Monday through Friday between 7:00 a.m. to 9:00 p.m.
  - Saturdays and National Holidays between 8:00 a.m. to 6:00 p.m.
  - Sundays, no construction except for individual residents.
- LAMC Section 112.05 limits the maximum noise level of powered equipment or powered hand tools (e.g., construction equipment, including off-highway trucks). According to LAMC Section 112.05, any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA within 500 feet of a residential zone, when measured at a distance of 50 feet from the source, is prohibited unless compliance is technically infeasible.

LAMC Section 112.05 states the following:

> Between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:
>
> (a) 75dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;
>
> (b) 75dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools; and
>
> (c) 65dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.
>
> The noise limits for particular equipment listed above in (a), (b), and (c) shall be deemed to be superseded and replaced by noise limits for such equipment from and after their establishment by final regulations adopted by the Federal Environmental Protection Agency and published in the Federal Register.
>
> Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

Pursuant to LAMC Section 112.05, the impact analysis of construction noise presented in Chapter Six is based on the potential for the project to result in construction noise levels exceeding 75 dBA at a distance of 50 feet.

Groundborne Vibration

When construction equipment travels over unpaved surfaces or engages in soil movement, construction activities generate groundborne vibration. As described in the Federal Transit Administration, Transit Noise and Vibration Impact Assessment report, the effects of ground-borne vibration include discernible movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration related problems generally occur due to resonances in the structural components of a building that amplify groundborne vibration. The "soft" sedimentary conditions of much of southern California dampen ground borne vibration over a relatively short distance. Because vibration is typically not an issue, few local jurisdictions have adopted regulatory standards specifically pertaining to groundborne vibration.

Federal and state transportation agencies have adopted vibration thresholds for large public works projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance. PPV is the maximum instantaneous positive or negative peak of the vibration signal. PPV is often used in monitoring blasting vibration because PPV is related to the stresses experienced by buildings. **Table 3-3**, **Human Response to Groundborne Vibration Guidelines** provides vibration potential criteria as a guideline to consider for vibration annoyance in terms of human response.

Table 3-3
Human Response to Groundborne Vibration Guidelines

Human Response	Maximum PPV (in/sec)	
	Transient [1]	Intermittent [2]
Severe	2.0	0.4
Strongly perceptible	0.9	0.1
Distinctly perceptible	0.25	0.04
Barely perceptible	0.04	0.01

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, September 2013.

[1] Sources of transient vibration create a single isolated vibration event, such as blasting or drop balls.

[2] Frequent or intermittent sources include impact or vibratory pile drivers, pogo-stick compactors, crack-and-seat equipment, and vibratory compaction equipment.

As shown in Table 3-3, human responses to groundborne vibration vary depending on whether the source is transient or intermittent and range from severe responses at 2.0 PPV for transient sources to barely perceptible levels of 0.01 PPV for intermittent sources. Groundborne vibration from construction activities rarely reach levels that can damage structures. Although the local lead agency has no officially-adopted regulatory standards for the point at which groundborne vibration levels could cause structural damage, the CalTrans provides guidelines found in **Table 3-4, Vibration Damage Criteria Guidelines**.

Table 3-4
Vibration Damage Criteria Guidelines

Structure and Condition	Maximum PPV (in/sec)	
	Transient [1]	Intermittent [2]
Extremely fragile historic buildings	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, September 2013.

[1] Transient sources create a single isolated vibration event, such as blasting or drop balls.

[2] Frequent or intermittent sources include impact or vibratory pile drivers, pogo-stick compactors, crack-and-seat equipment, and vibratory compaction equipment.

As shown in Table 3-4, a potential threshold for structural vibration damage for modern structures is 0.5 in/sec for intermittent sources, which include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. The damage criterion of 0.3 in/sec is appropriate for intermittent vibration in older residential structures. Below this level there is virtually no risk of building damage.

4.0 EXISTING CONDITIONS

4.1 Ambient Noise Levels

LAMC Chapter XI, Noise Regulation, Section 111.03 provides presumed ambient noise levels based on zoning. The presumed ambient daytime noise level for the project site, which is zoned PB and C2, is 60 dBA and the presumed ambient nighttime noise level is 55 dBA. LAMC Section 111.03 notes that where the [measured] ambient noise level is less than the presumed ambient noise level, the presumed ambient noise shall be deemed to be the minimum ambient noise level. Where the actual ambient noise level is measured, and is found to be higher, City Planning directs that this actual ambient level may be used as the existing conditions baseline for CEQA analysis. To obtain existing ambient noise levels at the project site, Envicom Corporation measured ambient noise levels on Monday, July 1, 2019, in 15 minute intervals Leq[15][1] at four locations on the project site as shown in **Figure 4-1, Noise Measurement Locations**. **Table 4-1, Ambient Noise Measurements**, shows the ambient noise levels measured at these locations.

As shown below in Table 4-1, measured ambient noise levels ranged from Leq[15] 67.1 dB(A) to 56.7 dB(A). Therefore, the average of the measured noise levels, 62.7 dB(A), was used as the existing ambient noise level for the purpose of this study.

[1] In accordance with LAMC Section 111.01, Definitions, subsection (a), "Ambient Noise," that states "ambient noise shall be over a period of at least 15 minutes."



Aerial Source: Google Earth Pro, March 14, 2018.

envicom

Noise Measurement Locations

FEET 0 62.5 125

FIGURE 4-1

Figure 4-1, Noise Measurement Locations

Table 4-1
Ambient Noise Measurements

Location #	Location Name	Times	Leq [15] dB(A) [1]
M1	Project Property – Southwest Corner	1:4 p.m. – 1:56 p.m.	66.8
M2	Project Property – Northwest Corner	1:57 p.m. – 2:12 p.m.	60
M3	Project Property – Eastern Corner	2:17 p.m. – 2:32 p.m.	56.7
M4	Project Property – Southeast Corner	2:34 p.m. – 2:49 p.m.	67.1
		Average Leq [15] dB(A)	**62.7**

Source: Envicom Corporation, field visit July 1, 2019. Measured using a Casella Type 1 Sound Level Meter (Model: CEL-63X) meeting American National Standards Institute (ANSI) Standard S1.4 & S1.43.

[1] (Leq) is the average noise level equivalent to the energy content of the time period. The readings presented are 15-minute Leq measurements (Leq[15]).

4.2 Ambient Transportation Noise Levels

As noted in the Noise Element of the City General Plan, transportation systems are a primary source of urban noise. Management of noise from the most significant of these sources (aircraft, trains and freeways) is generally preempted by federal and state authority. Primary municipal authority is regulation of land use. Management of noise emanating from freeways is generally within the authority of federal and state jurisdictions, namely, the Federal Highway Administration and CalTrans.

5.0 THRESHOLDS OF SIGNIFICANCE

This Chapter presents thresholds of significance for noise from the State CEQA Guidelines approved by the California Office of Administrative Law on December 28, 2018. Project noise and vibration impacts are measured against these thresholds of significance. Local standards codified in the LAMC refine these thresholds by establishing standards.

5.1 Thresholds of Significance

Appendix G of the State CEQA Guidelines presents the following thresholds related to noise:

> **XIII. NOISE.** Would the project result in:
>
> a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
>
> b) Generation of excessive groundborne vibration or groundborne noise levels?
>
> c) For a project located within the vicinity of a private airstrip or an airport land use plan, or where such plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

5.1.1 Standards Established in the Local General Plan and Noise Ordinance

Operational Noise

Local General Plan

In considering whether operation of the project could exceed noise standards, the Noise Element of the City General Plan provides an exterior target for residential multi-family uses of equal to or less than 55 dB

CNEL. However, such a level may not always be possible in urban areas of constant, heavy traffic flow. Therefore, sound exposure up to 65 dB CNEL for multi-family residential uses remain conditionally acceptable if all measures to reduce such exposure have been taken.

Noise Ordinances

LAMC Section 112.02 prohibits any HVAC systems within any zone of the City from causing an increase in the ambient noise levels on any other occupied property by more than 5 dBA. For a condominium, apartment house, duplex, or attached business, an HVAC system may not increase the ambient noise within any adjoining unit level by more than 5 dBA.

LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence between 10:00 p.m. and 7:00 a.m..

Construction Noise

In considering whether project construction could generate a substantial temporary increase in ambient noise levels in excess of established standards, LAMC Section 112.05 sets a construction noise standard of 75 dBA at 50 feet, which is used as a threshold of significance in this noise study.

5.1.2 Standards for Excessive Groundborne Vibration

For the purpose of analyzing human response to groundborne vibration impacts, the following analysis relies on a "strongly perceptible" level for intermittent sources of 0.1 PPV in/sec from the Caltrans Transportation and Construction Vibration Guidance Manual as a guideline.

For the purpose of analyzing structural damage from groundborne vibration, the following analysis relies on a criterion for older residential structures of 0.3 PPV in/sec from the Caltrans Transportation and Construction Vibration Guidance Manual as the threshold of significance.

5.1.3 Standards for Location Within Two Miles of A Public Airport

For projects located within two miles of a public airport, a conditionally acceptable sound exposure up to 65 dB CNEL for multi-family residential uses is the threshold of significance from the Noise Element of the City General Plan.

6.0 IMPACT ANALYSIS

The following analysis evaluates the noise and groundborne vibration impacts resulting from both construction and operation of the proposed project. Expected construction noise levels are based on reference noise levels for comparable construction equipment provided in the Federal Highway Administration Construction Noise Handbook. Expected operational noise levels are based on manufacturer's specifications for the proposed HVAC units and the guidance in the CalTrans Technical Noise Supplement to the Traffic Noise Analysis Protocol. Groundborne vibration impacts are based on guidance in the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual. The analysis then considers whether these impacts would exceed thresholds of significance and provides measures to reduce these impacts where warranted.

6.1 Substantial Temporary or Permanent Increase in Ambient Noise Levels in Excess of Standards Impacts

Temporary increases in ambient noise levels would be due to mobile and stationary equipment used while constructing the proposed project. Permanent increases in ambient noise levels would be due to operation of project components such as roof-mounted HVAC units and vehicle trips generated on local roadways. The following impact analysis considers each of these types of noise impacts by topic.

Construction

The Construction Noise Handbook prepared by the Federal Highway Administration includes a national database of construction equipment noise levels. The Federal Highway Administration uses these reference noise emission levels in the Roadway Construction Noise Model. **Table 6-1, Maximum Construction Equipment Noise,** identifies highest (Lmax) noise levels associated with the quantity and type of construction equipment. Table 6-1 lists equipment types and quantities confirmed by the project applicant.[2] Table 6-1 is organized by equipment and describes the noise level for each individual piece of equipment at a 50-foot distance between the equipment and receptor as specified in LAMC Section 112.05.

As shown in Table 6-1, the construction equipment that could generate the highest sound pressure level is a concrete saw with a sound pressure level (Lmax) of 90 dB(A) at 50 ft between the source and receptor. Construction proceeds in phases such as demolition, site preparation, rough grading, final grading, and vertical construction of the building. Each phase involves the use of different types of construction equipment. Therefore, at any particular phase of construction, contractors would use only the types of equipment needed as shown in Table 6-1, rather than using all the equipment throughout all phases.

Acoustical Usage Factor Methodology

The Federal Highway Administration Construction Noise Handbook includes a national database of construction equipment reference noise emissions levels. The database provides an acoustical usage factor to estimate the fraction of time each piece of equipment is operating at full power during construction. The acoustical usage factor, abbreviated (U.F.), is a key input used to calculate sound levels averaged over time expressed as Leq. **Table 6-2, Acoustical Usage Factor Calculations – Construction,** adjusts the highest (Lmax) sound pressure levels from Table 6-1 for the U.F. published in the Federal Highway Administration Construction Noise Handbook. The sound level prediction equation is expressed as follows for the hourly average sound level (Leq) at distance (D) between the source and receiver.

$$Leq = Lmax\ @\ 50' - 20 \bullet \log (D/50') + 10 \bullet \log (U.F./100) - I.L.$$

Where:

Lmax @ 50' is the published reference noise level at 50 feet
U.F. is the acoustical usage factor for full power operation per hour
I.L. is the insertion loss for intervening barriers

[2] Mick Choi, Corbel Architects, Email communication with Envicom Corporation, June 25, 2019

Table 6-1
Maximum Construction Equipment Noise

Phase	Quantity and Equipment Type [1]	Type	Lmax @ 50 ft (dBA) [2]
Demolition	1 Concrete/Industrial Saw	Stationary	90
	3 Tractor/Loader/Backhoes	Mobile	84
	1 Rubber-tired Dozer	Mobile	82
Site Preparation	1 Rubber-tired Dozer	Mobile	82
	1 Grader	Mobile	85
	1 Tractor/Loader/Backhoe	Mobile	84
Grading	1 Grader	Mobile	85
	1 Rubber-tired Dozer	Mobile	82
	1 Tractor/Loader/Backhoe	Mobile	84
Building Construction	1 Crane	Mobile	81
	1 Forklift (man lift)	Mobile	75
	1 Generator Set	Stationary	81
	1 Loader/Backhoe	Mobile	79
	3 Welders	Mobile	74
Paving	1 Cement/Mortar Mixer	Mobile	79
	1 Paver	Mobile	77
	1 Paving Equipment	Mobile	77
	1 Roller	Mobile	80
	1 Tractor/Loader/Backhoe	Mobile	84
Architectural Coating	Air Compressor	Stationary	78

[1] Construction Equipment List provided by Mick Choi, CORBeL Architects, Email communication with Envicom Corporation, June 25, 2019.
[2] Source: Federal Highway Administration, Construction Noise Handbook, 2006, Ch. 9, Construction Equipment Noise Levels and Ranges.

Table 6-2
Acoustical Usage Factor Calculations – Construction

Equipment (Quantity)	Lmax @ 50 ft. (dB) [2]	U.F. [1, 2]	U.F. Calculation	Reduction	Hourly Leq (dBA)
Concrete Saw	90	20%	10 • log (20/100)	-6.99	83
Tractor/Loader/Backhoe	84	40%	10 • log (40/100)	-3.98	80
Rubber Tired Dozer	82	40%	10 • log (40/100)	-3.98	78
Grader	85	40%	10 • log (40/100)	-3.98	81
Crane	81	16%	10 • log (16/100)	-7.96	73
Forklift (man lift)	75	20%	10 • log (20/100)	-6.99	64
Generator Set	81	50%	10 • log (50/100)	-3.01	78
Loader/Backhoe	79	40%	10 • log (40/100)	-3.98	75
Welder	74	40%	10 • log (20/100)	-6.99	67
Cement Mixer	79	40%	10 • log (40/100)	-3.98	75
Paver	77	50%	10 • log (50/100)	-3.01	74
Paving Equipment	77	50%	10 • log (50/100)	-3.01	74
Roller	80	20%	10 • log (20/100)	-6.99	73
Air Compressor	78	40%	10 • log (40/100)	-3.98	74

[1] Usage Factor (U.F.) is the portion of time equipment is operating at full power during construction.
[2] Data Source: Federal Highway Administration, Construction Noise Handbook, Chapter 9, Construction Equipment Noise Levels and Ranges, accessed August 28, 2018. Noise levels (Lmax @ 50 feet dB) are calculated based on the maximum number of each type of equipment to be used (shown in parenthesis in column one), assuming as a worst-case that they operate simultaneously in the same location.

As shown in Table 6-2, based on the acoustical U.F. for the time each piece of equipment is operating at full power during construction, the loudest piece of equipment would be a concrete saw at 83 dBA at a distance of 50 feet from the source. This would exceed the construction noise threshold of 75 dBA at a distance of 50 feet specified in LAMC Section 112.05.

The loudest expected sound pressure level of a concrete saw is 83 dBA at 50 feet. The City construction noise threshold is 75 dBA at 50 feet from the source unless compliance is "technically infeasible" despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment (LAMC Section 112.05). **Table 6-3, Construction Equipment Noise with Regulatory Compliance**, shows the effect of standard noise reduction features and techniques in the use of construction equipment on the project site at a distance of 50 feet. Standard noise reduction techniques include the use of industrial-grade mufflers on mobile equipment or sound transmission obscuring products, such as noise shield barriers or equivalent around the construction site or equipment.

Table 6-3
Construction Equipment Noise with Regulatory Compliance

Equipment	Hourly LEQ (dBA)	Reduction for 75 dBA	LAMC Compliance [1]	LEQ at 50 Feet (dBA)
Concrete Saw	83	8	Enclosure	73
Tractor/Loader/Backhoe	80	5	Industrial Muffler	65
Rubber Tired Dozer	78	3	Industrial Muffler	63
Grader	81	6	Industrial Muffler	66
Crane	73	-	N/A	73
Forklift (man lift)	64	-	N/A	75
Generator Set	78	3	Enclosure	68
Loader/Backhoe	75	-	N/A	75
Welder	67	-	N/A	67
Cement Mixer	75	-	N/A	75
Paver	74	-	N/A	74
Paving Equipment	74	-	N/A	74
Roller	73	-	N/A	73
Air Compressor	74	-	N/A	74

[1] Pursuant to LAMC Section 112.05, compliance refers to the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.
Source: Federal Highway Administration, Construction Noise Handbook, 2006, Chapter 9, Construction Equipment Noise Levels and Ranges.

As shown in Table 6-3, regulatory compliance with LAMC Section 112.05 standards requiring mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment would reduce the construction noise levels from the equipment to less than 75 dBA at 50 feet through industrial-grade mufflers on mobile equipment and enclosures formed by sound transmission obscuring products around stationary equipment. Specification sheets documenting the reasonably expected effectiveness of mufflers and enclosures for reducing noise levels are provided in **Appendix A**. Mufflers and sound transmission obscuring products, like enclosures, are available from a variety of manufacturers, the examples provided in Appendix A show the reasonably expected effectiveness of these products in reducing noise levels.

Operation

Heating, Ventilation, and Air Conditioning Units

The project proposes 255 stationary noise sources, roof-mounted HVAC units manufactured by Midea (Model #: MCHSU) or equivalent HVAC units. This analysis assumes all 255 roof-mounted HVAC units, shown in Architectural Plan Sheet A1.01 prepared by CORBeL Architects, are in simultaneous use as a "worst-case" scenario although actual HVAC use will depend on weather conditions and tenant occupancy. Given that decibels are expressed in logarithmic units, they cannot be added or subtracted arithmetically. The following formula converts decibels from logarithmic units to linear units for addition of the decibels and to calculate the increase in ambient noise.

$$L = 10\ log_{10} (\sum_{i=1}^{n} 10^{Li/10})$$

Where:

L = existing ambient noise level plus construction or operational noise
n = number of individual noise measurements being summed
L_i = reference noise level or existing ambient noise level

Based on the sound pressure levels for the model of HVAC unit specified in the manufacturer's specification sheet, **Table 6-4, HVAC Noise Levels,** provides the dB calculations to find the total noise level due to HVAC use in project operations.

Table 6-4
HVAC Noise Levels

HVAC Unit Make and Model [a]	Sound Pressure Level (dBA) [a]	Qty [b]	Decibel Calculation (dBA)
Midea Outdoor Unit #MCHSU-18PHH2	57	255	$10 \cdot \text{Log}_{10} (10^{5.7} \times 255) = 76.4$

[a] Midea, North America 2017 Residential and Light Commercial Ductless Product, Outdoor Unit: MCHSU-18PHH2. https://us.midea.com/dam/jcr:ced48070-33af-49f8-ade8-8ebd6a59fb9f/Midea_North_ America_Ductless _Catalog_v1.2_81784.pdf
[b] CORBeL Architects, Site Plan, 6/25/2019, Sheet No. A1.01.

As shown in Table 6-4, the simultaneous operation of 255 HVAC units would result in a noise level of 76.4 dB(A) at the source. The proposed HVAC units would be required to comply with the City's noise ordinance standards. LAMC Section 112.02, prohibits any HVAC unit from exceeding the ambient noise level on any other occupied property by more than 5 dBA. Attenuation for the proposed HVAC units was calculated using the following formula used to calculate the sound pressure level (L_2) in dB depending on distance (r_2) based on specification sheets from the HVAC unit manufacturer.

$$L_2 = L_1 - |20 \log (r_1 / r_2)|$$

Where:

L2 = sound pressure level at a given distance
L1 = reference sound pressure level
r1 = reference distance of 3 feet
r2 = given distance

The attenuation calculations for HVAC noise provided in **Table 6-5, Attenuation Calculations for Estimated Operational HVAC Noise**, were based on a noise levels 76.4 dBA (L_1) for operations at a distance of one meter (3.3 ft) (r_1) from the source.

Table 6-5
Attenuation Calculations for Estimated Operational HVAC Noise

Lmax (L_1) at 1 meter (3.3 ft.) [a]	Distance (r_2) (ft.) [b]	Attenuation Calculation
76.4 dB(A)	16 ft	$L_2 = 76.4$ dB - | 20 • log (3.3 ft / 16 ft) | $L_2 = 76.4$ dB - | 20 • log (0.0206 ft) | $L_2 = 76.4$ dB - | 20 • -0.686 | $L_2 = 76.4$ dB - | -13.7 | $L_2 = 62.7$ dB
Insertion Loss for Roof Parapet [c]		-5 dB
Total		**57.7 dB**

[a] Based on correspondence with Media, the manufacturer, specifications are based on measurement at 1 meter.
[b] Architectural Plan Sheet A1.01 by CORBeL Architects shows a 16-foot setback from the northern property line.
[c] Based on the Entitlement Set Architectural Plans prepared by CORBeL Architects, Sheet A3.02, Elevations, the building would feature a parapet (low wall) rising three feet, six inches, above the roof level.

As shown in Table 6-5, the estimated operative sound pressure level from the 255 proposed HVAC units would be 57.7 dB Leq after attenuating for distance and insertion loss for the parapet. Similar to construction equipment that would not be operating at full power during a typical eight-hour work day, HVAC units operate on and off during the day depending on weather conditions. **Table 6-6, Acoustical Usage Factor Calculations – Operations**, gives acoustical usage factor calculations for the operation of HVAC units.

Table 6-6
Acoustical Usage Factor Calculations – Operations

Equipment (Quantity)	Lmax @ 16 ft. (dB)	U.F. [1]	U.F. Calculation	Reduction	Leq (dBA)
HVAC – daytime operation (7:00 a.m. - 10:00 p.m.)	57.7	50%	10 • log (50/100)	-3.01	54.7
HVAC – nighttime operation (10:00 p.m. – 7:00 a.m.)	57.7	50%	10 • log (50/100)	-3.01	54.7

[1] Usage Factor (U.F.) is the assumed portion of time HVAC equipment is operating at full power.

As shown in Table 6-6, based on the acoustical U.F. for the fraction of time HVAC units operate at full power, the equivalent noise level (Leq) for daytime and nighttime operation would be 54.7 dBA for nighttime operation.

Decibel Addition for Ambient Noise Increase

Using the ambient noise level from Table 4-1 and the Leq HVAC noise level from Table 6-6, **Table 6-7, Decibel Addition Calculations for Ambient Noise Increase,** provides the dB addition calculations used to find the increase in the ambient noise level due to the HVAC use in operations.

As shown below in Table 6-7, the addition of 255 proposed HVAC units to the ambient Leq would result in an increase of 0.6 dBA in daytime ambient noise levels and an increase in 2.9 dBA in nighttime ambient noise levels. Therefore, operational HVAC noise would not exceed the ambient noise level by more than 5 dBA in compliance with LAMC Section 112.02.

Table 6-7
Decibel Addition Calculation for Ambient Noise Increase

Ambient Noise Level	HVAC Leq	Decibel Addition Calculation (dBA)	Increase (dBA)
Day – 62.7 dB (7:00 a.m. - 10:00 p.m.)	54.7	$10 \cdot \text{Log}_{10} (10^{6.27} + 10^{5.47}) = 63.3$	0.6
Night – 55 dB [a] (10:00 p.m. – 7:00 a.m.)	54.7	$10 \cdot \text{Log}_{10} (10^{5.5} + 10^{5.47}) = 40.9$	2.9
[a] LAMC Section 111.03 establishes a presumed ambient noise levels of 55 dBA for the PB and C2 zones during the night.			

Vehicle Trip Noise

Long-term operational noise impacts from mixed uses result from vehicular noise on area roadways. As explained in the Federal Highway Administration Highway Traffic Noise Analysis and Abatement Policy and Guidance, sound intensity decreases in proportion with the square of the distance from the source. Generally, sound levels for a point source, such as an individual piece of construction equipment, will decrease or attenuate by 6 dBA for each doubling of distance. Sound levels for a highway line source vary with distance, because sound pressure waves are propagated all along the line and overlap at the point of measurement. A continuous line of vehicles traveling along a roadway becomes a line source and generally produces a 3 dBA decrease in sound level for each doubling of distance. However, experimental evidence has shown that where sound from a highway propagates close to "soft" ground (e.g., plowed farmland, grass, crops, etc.), the most suitable drop-off rate to use is not 3 dBA but rather 4.5 dBA per distance doubling. A drop-off rate of 4.5 dBA is used in traffic noise analyses.

For the purpose of evaluating operational noise impacts, a project would be considered to exceed noise ordinance standards if the new source of operational noise would increase the ambient noise level on another occupied property by more than five dBA (LAMC Sections 112.01 and 112.02.). Upon completion, project-generated vehicle trips would cause an incremental increase in noise levels on local streets throughout the project area. When considering the combined effects of operational noise sources, noise levels cannot be added by arithmetic means because decibels are expressed in logarithmic units. Doubling the noise source would produce only a three (3) dBA increase in the noise level.[3] Therefore, a doubling of traffic volume is required to result in a three (3) dBA increase in noise.[4] Increases of three decibels are the point at which changes are barely perceptible to the human ear. Based on the project Traffic Impact Report, the project would generate a net increase of 1,247 daily area intersection trips.[5] Based on Los Angeles Department of Transportation traffic counts for the intersection nearest to the project site, Harvard Blvd and W. 8th Street, there were of a total of 10,134 trips at this intersection[6] The addition of 1,247 daily area intersection trips daily trips resulting from the project to the 10,134 trips at the Harvard Blvd and W. 8th Street intersection would less than double the existing traffic volume; therefore, the proposed project would not result in a 3 dBA noise increase from operational traffic.

[3] U.S. Dept. of Transportation, Federal Highway Administration, Highway Traffic Noise Analysis and Abatement Policy and Guidance, Accessed May 9, 2018 at: https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm.

[4] California Department of Transportation, Division of Environmental Analysis, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013, page 2.15.

[5] Transportation Impact Report for Proposed The Parks at LA (3433 8th Street) Mixed Use Project, Crain and Associates, April 2019, page 27.

[6] 2,969 north and southbound vehicles and 7,165 east and westbound vehicles measured between the hours of 7:00 a.m. through 10:00 a.m. and 3:00 p.m. through 6:00 p.m. = 10,134 vehicles. City of Los Angeles, Department of Public Works, Bureau of Engineering, Navigate LA, LADOT Traffic Data, Harvard Blvd and W. 8th Street, March, 12, 2012. Accessed on NavigateLA (July 8, 2019).

Landscape Maintenance Noise

Project operations would include the use of lawn mowers, backpack blowers, edgers, and landscape maintenance equipment for site upkeep and operations. Contractors would reasonably be expected to conduct routine landscape maintenance during daytime hours, therefore avoiding the period when such equipment noise is restricted between 10:00 p.m. and 7:00 a.m. required by LAMC Section 112.04.

6.2 Excessive Groundborne Vibration Impacts

Construction

Construction generates groundborne vibration when heavy equipment travels over unpaved surfaces or engages in soil movement; however, the ground surface dampens ground-borne vibration over a relatively short distance. The reference vibration levels at 25 feet between the source and receptor from the Federal Transit Administration Noise and Vibration Impact Assessment Manual may be used in the following formula to calculate PPV for other distances.[7]

$$PPV_{equipment} = PPV_{ref} * (25/D)^{1.5}$$

Where:

PPV equipment = peak particle velocity (PPV) in inches/second of the equipment adjusted for distance
PPV ref = reference vibration level (PPV) in inches/second at 25 feet
D = distance from the equipment to the receiver

The predicted vibration levels generated by construction equipment is provided in terms of PPV in (in/sec) in **Table 6-8, Estimated Groundborne Vibration Levels During Construction**.

Table 6-8
Estimated Groundborne Vibration Levels During Construction

Equipment	Peak Particle Velocity (PPV) in/sec					
	At 2.5 ft	At 5 ft	At 12.5 ft	At 20 ft	At 25 ft [1]	At 50 ft
Vibratory Roller	6.64	2.35	0.59	0.29	0.210	0.074
Large Bulldozer	2.81	1.0	0.25	0.12	0.089	0.031
Jackhammer	1.11	0.39	0.1	0.05	0.035	0.012
Small Bulldozer	0.09	0.03	0.01	0.004	0.003	0.001

[1] Source: U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018, pg. 184.

As shown in Table 6-8, ground surface dampens groundborne vibration over a relatively short distance. Groundborne vibration is strongly perceptible to humans for intermittent sources at 0.1 PPV in/sec and could cause structural damage in older residential structures at 0.3 PPV in/sec. Based on the age of nearest existing structures, a multi-family residence built in 1962 at 740 S. Hobart Blvd and a multi-family residence at 743 S. Harvard Blvd built in 1954, a structural damage standard for older residential buildings

[7] U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment, Report No. FTA-VA-90-1003-06, May 2006.

(i.e., 0.3 PPV in/sec) is used.[8] The setback of the multi-family residence at 740 S. Hobart Blvd is five feet from the property line adjacent to the project site and the setback of the multi-family residence at 743 S. Harvard Blvd is 2.5 feet from the property line adjacent to the project site.[9]

Based on the construction equipment list, shown in Table 6-1, the construction equipment that would cause the most groundborne vibration is a small bulldozer. As shown in Table 6-8, in a "worst-case scenario" whereby a small bulldozer ran closest to the nearest building at the northern property line of the project site, at two and a half feet between source and receptor, the predicted vibration level would be 0.09 PPV in/sec, below a level that could create structural damage in older residential buildings (i.e., 0.3 PPV in/sec). Groundborne vibration of 0.09 PPV in/sec would not exceed the guideline for causing a strongly perceptible human response (i.e., 0.1 PPV in/sec) and would have a temporary nuisance effect on residents within the adjacent multi-family residential building within the hours for construction allowed under the LAMC. Therefore, provided that equipment used to achieve soil compaction at the northern property line is limited to small bulldozers, groundborne vibration impacts due to project construction would be below applicable thresholds of significance in terms of structural damage and human response. As a precaution, if larger or vibratory construction equipment is needed to achieve soil compaction, a 20-foot buffer from the northern property line is required to ensure groundborne vibration remains below levels that could cause structural damage in older residential buildings (i.e., 0.3 PPV in/sec).

Operation

After construction is complete, and the proposed mixed-use building is occupied, project operations would be similar to surrounding uses and would not include any sources of substantial groundborne vibration. Therefore, groundborne vibration from project operations would be further below applicable thresholds.

6.3 Location Within Two Miles of a Public Airport Noise Impacts

A project located within two miles of a public airport or public use airport may result in a significant impact if a project would expose people residing or working in the project area to excessive noise levels. The project site is not located within two miles of a public airport or public use airport. The project is not located in the vicinity of a private airstrip. Therefore, the project would not result in the exposure of residents or those working in the project area to excessive noise levels from a private airstrip or public airport.

7.0 MEASURES TO REDUCE IMPACTS

7.1 Noise

As shown in Chapter 6.0, impacts resulting from construction noise would be reduced to less than 75 dBA at 50 feet from the limit of construction activity with use of the following noise reduction techniques as required by LAMC Section 112.05:

- Noise barriers, enclosures, or equivalent techniques for concrete saws and generators.
- Industrial-grade mufflers or equivalent, on the following types of mobile construction equipment: tractor/loader/backhoes, rubber-tired dozers, and graders.

[8] Los Angeles County Assessor Portal Data, AIN 5077-015-015, Accessed on July 8, 2019 at: http://maps.assessor.lacounty.gov/GVH_2_2/Index.html?configBase=http://maps.assessor.lacounty.gov/Geocortex/Essentials/REST/sites/PAIS/viewers/PAIS_hv/virtualdirectory/Resources/Config/Default

[9] Setback distances measured on the Los Angeles Zoning Information and Map Access System (ZIMAS), accessed July 8, 2019.

Project design features and compliance with regulatory requirements would reduce operational noise impacts to less than significant. However, to ensure regulatory requirements are properly implemented the following mitigation measures (MM) are recommended:

MM NOI-1 (Construction Equipment)

1. All construction equipment shall be 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.
2. Pneumatic tools used at the site shall be equipped with an exhaust muffler on the compressed air exhaust to minimize noise levels.
3. Back-up beepers for all construction equipment and vehicles shall be broadband sound alarms or adjusted to the lowest noise levels possible, provided that Occupational Safety and Health Administration (OSHA) and California OSHA safety requirements are not violated. On vehicles where back-up beepers are not available, alternative safety measures such as escorts and spotters will be employed.

MM NOI-2 (Enclosures or Barriers)

Enclosures or barriers shall be placed around concrete saws and generators when they operate on site. Alternatively, a temporary noise control barrier shall be installed on the northern property line of the construction site's abutting residential uses. The enclosures or barrier(s) shall be designed to reduce noise levels from each individual piece of equipment to the performance standard of 75 dBA Leq at a distance of 50 feet from the equipment to the extent feasible. Such barriers could include a minimum 8-foot-high temporary barrier with a minimum sound transmission (STC) rating of 26, erected along the northern property line. This barrier could be constructed in one of the following ways:

1. From acoustical blankets hung over or from a supporting frame. The blankets shall be firmly secured to the framework. The blankets shall be overlapped by at least 4 inches at seams and taped and/or closed with hook-and-loop fasteners (i.e., Velcro®) so that no gaps exist. The largest blankets available shall be used in order to minimize the number of seams. The blankets shall be draped to the ground to eliminate any gaps at the base of the barrier.
2. From commercially available acoustical panels lined with sound-absorbing material (the sound-absorptive faces of the panels should face the construction equipment).
3. From common construction materials such as plywood provided that the barrier is designed with overlapping material at the seams to assure that no gaps exist between the panels.

MM NOI-3 (Noticing)

1. 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.
2. A designated point of contact shall be identified to address noise-related complaints during construction. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler) and will be required to implement reasonable measures such that the complaint is resolved.

7.2 Groundborne Vibration

Construction equipment generally associated with generating high vibration levels, such as vibratory rollers or pile drivers would not be used for construction of the proposed project. Based on the anticipated construction equipment that the project proponent indicated would be used onsite, groundborne vibration effects from construction would not exceed applicable guidelines for structural damage of nearby buildings.

As a precaution, if larger or vibratory construction equipment is needed to achieve soil compaction, a 20-foot buffer from the northern property line is required to ensure groundborne vibration remains below levels that could cause structural damage in older residential buildings (i.e., 0.3 PPV in/sec). No added measures to reduce construction vibration are required.

Operational vibration impacts would be similar to surrounding uses and would not include any sources of substantial groundborne vibration. No added measures to reduce operational vibration are required.

8.0 REFERENCES

California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Report No. CT-HWANP-RT-13-069.25.3, September 2013.

City of Los Angeles Municipal Code, Chapter XI, Noise Regulation.

City of Los Angeles, Department of City Planning, General Plan, Noise Element, City Plan Case No. 97-0085, Adopted by the City Council, February 3, 1999.

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APPENDIX A

Noise Study - Product Specification Sheets

Acoustical Surfaces, Inc.

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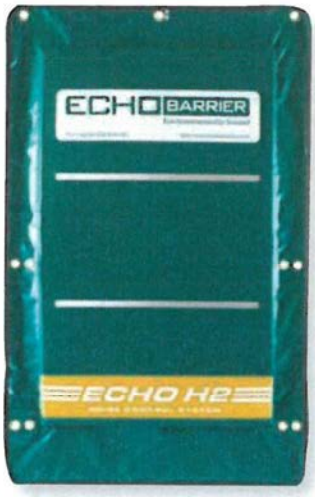

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APPLICATIONS: Echo Barrier works great for construction & demolition sites; rail maintenance & replacement; music, sports and other public events; road construction; utility/maintenance sites; loading and unloading areas; outdoor gun ranges.

DIMENSIONS: 6.56' × 4.49'.

WEIGHT: 13 lbs.

ACOUSTIC PERFORMANCE: 10-20dB noise reduction (greater if barrier is doubled up).

INSTALLATION: The Echo Barrier is easily installed using our quick hook system and specially designed elastic ties.

Echo Barrier Transmission Loss Field Data							
	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz
Single Layer	6	12	16	23	28	30	30
Double Layer	7	19	24	28	32	31	32

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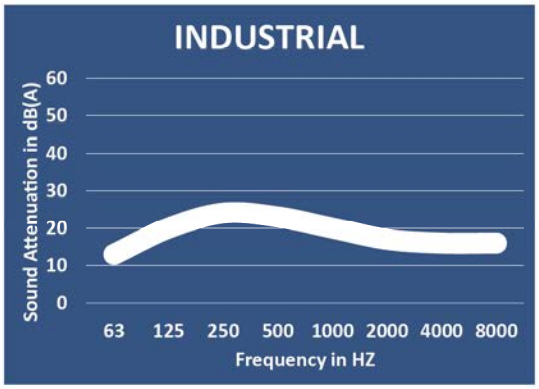
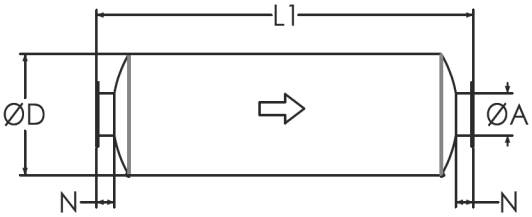
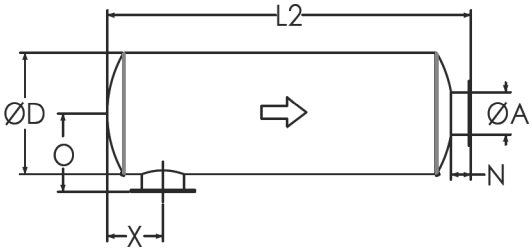
TYPICAL ATTENUATION CURVE



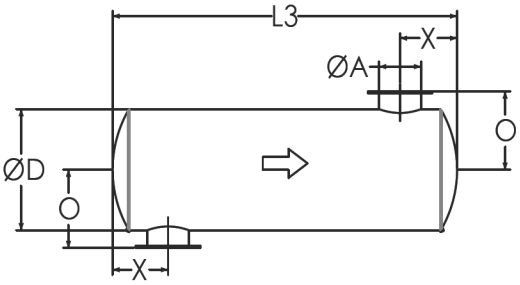
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.
The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTIN-C1	1	4	20	18	16	3	7	2	4
NTIN-C1.5	1.5	6	22	20	18	3	8	2	5
NTIN-C2	2	6	22	19	16	3	8	3	6
NTIN-C2.5	2.5	6	24	21	18	4	9	3	6
NTIN-C3	3	8	26	23	20	5	10	3	7
NTIN-C3.5	3.5	9	28	25	22	5	11	3	8
NTIN-C4	4	10	32	29	26	5	12	3	8
NTIN-C5	5	12	36	33	30	6	14	3	9
NTIN-C6	6	14	40	36	32	7	16	4	11
NTIN-C8	8	16	50	46	42	8	21	4	12
NTIN-C10	10	20	52	48	44	11	21	4	14
NTIN-C12	12	24	62	58	54	12	26	4	16
NTIN-C14	14	30	74	69	64	15	31	5	20
NTIN-C16	16	36	82	77	72	18	35	5	23
NTIN-C18	18	40	94	89	84	18	42	5	25
NTIN-C20	20	40	110	105	100	19	52	5	25
NTIN-C22	22	48	118	113	108	22	56	5	29
NTIN-C24	24	48	130	125	120	24	62	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

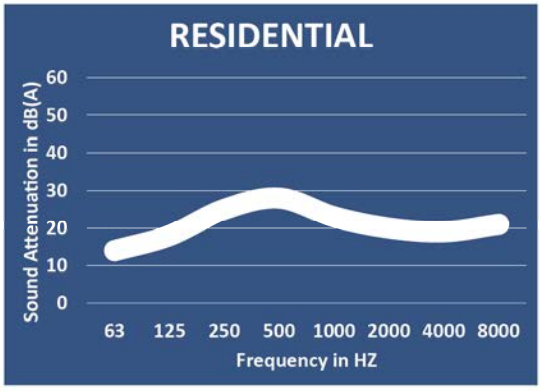
** Standard inlet/outlet position.

NETT TECHNOLOGIES INC.
www.nettinc.com sales@nettinc.com +1 (905) 672-5453

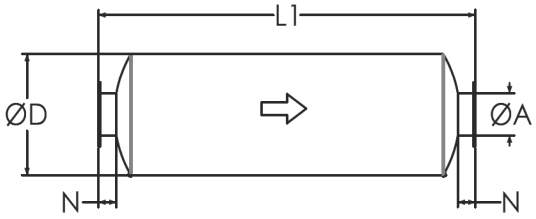
Residential Grade Silencers

Model NTRS-C (Cylindrical), 20-25 dBA

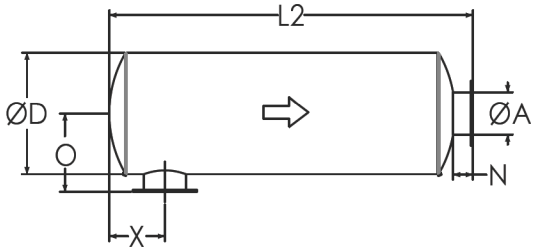
TYPICAL ATTENUATION CURVE



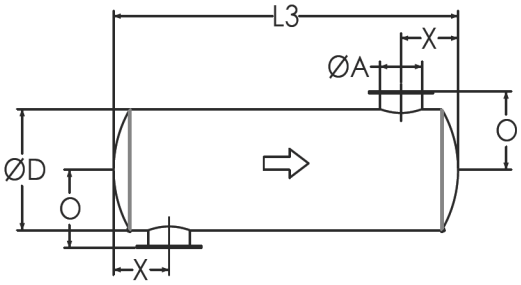
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

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FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
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Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
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	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
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NTRS-C2	2	6	28	25	22	4	12	3	6
NTRS-C2.5	2.5	6	32	29	26	4	14	3	6
NTRS-C3	3	6	34	31	28	5	15	3	6
NTRS-C3.5	3.5	9	36	33	30	5	16	3	8
NTRS-C4	4	10	40	37	34	5	17	3	8
NTRS-C5	5	12	42	39	36	6	18	3	9
NTRS-C6	6	14	44	40	36	7	19	4	11
NTRS-C8	8	16	56	52	48	9	24	4	12
NTRS-C10	10	20	58	54	50	11	24	4	14
NTRS-C12	12	24	70	66	62	13	31	4	16
NTRS-C14	14	30	80	75	70	17	35	5	20
NTRS-C16	16	36	90	85	80	17	40	5	23
NTRS-C18	18	40	102	97	92	18	47	5	25
NTRS-C20	20	42	108	103	98	21	50	5	26
NTRS-C22	22	48	116	111	106	23	54	5	29
NTRS-C24	24	48	130	125	120	26	61	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.

APPENDIX K.1
Transportation Impact Report

TRANSPORTATION IMPACT REPORT FOR PROPOSED
THE PARKS AT LA
(3433 8TH STREET) MIXED-USE PROJECT

Prepared for:

Charles Park

Prepared by:

Crain & Associates
300 Corporate Pointe, Suite 470
Culver City, California 90230
(310) 473-6508

September 2019

EXECUTIVE SUMMARY

The Parks at LA Mixed-Use Project is a proposed residential and commercial mixed-use development (the "Project"). The Project is located at 3433 8th Street within the Wilshire Community of the City of Los Angeles (the "City"). Currently, the Project site contains one single-family home and 22,000 square feet of shopping center uses, which will be removed to accommodate the Project. The Project would construct a multi-story building on the Project site that would include 223 apartment units, 28 affordable residential units and approximately 25,000 square feet of ground floor retail uses and 15,500 square feet of second floor creative office uses.

For purposes of a conservative traffic analysis, a Project completion year of 2023 has been assumed. Upon completion, it is estimated that the Project would generate approximately 1,247 new trips per day at area intersections, including 99 AM and 103 PM peak-hour trips.

Parking for the Project would be provided in the ground, first basement and second basement levels of the Project building. There are a total of two driveways – one inbound only driveway will be located on Harvard Boulevard and one outbound only driveway will be located on Hobart Boulevard.

The proposed parking supply is expected to meet the requirements of the City of Los Angeles Municipal Code (LAMC). In addition, the Project would comply with the LAMC bicycle parking requirements by providing sufficient long-term and short-term bicycle stalls.

The traffic study presented herein analyzed existing (2019) and future (2023) AM and PM peak-hour traffic conditions at 11 critical intersections in the vicinity of the Project site. The cumulative traffic conditions with the development of 34 potential related

projects in the surrounding area were also analyzed. The Project is anticipated to have significant traffic impact at one study intersection – Irolo Street and 8th Street under the future (2023) conditions. In order to mitigate the potential traffic impact, the following mitigation measures are recommended for implementation by the Project.

> Irolo Street and 8th Street – To mitigate the potential significant traffic impact at the intersection of Irolo Street and 8th Street, the Project would pay for the installation of the camera at the location of 8th Street/Mariposa Ave (two blocks east from the impacted intersection). The systematic signal improvement would reduce the potential significant traffic impact at this intersection to be less than a significant level.

The LAMC requires that the Project to implement Transportation Demand Management (TDM) program to reduce the Project traffic. To comply with the LAMC requirements, as the Project's non-residential component is approximately 40,500 square feet (including 25,000 square feet of ground floor retail uses and 15,500 square feet of second floor creative office uses), the Project will implement TDM program as listed below per LAMC Section 12.26-J(a):

> Development in excess of 25,000 square feet of gross floor area - the owner shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to, the following:
>
> (1) Current routes and schedules for public transit serving the site;
> (2) Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations;
> (3) Ridesharing promotion material supplied by commuter-oriented organizations;
> (4) Regional/local bicycle route and facility information;

(5) A listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders.

In addition, according to the LADOT Transportation Impact Study Guidelines, December 2015, LADOT has recommended additional TDM measures for the proposed Project:

- Provide an on-site transportation coordinator to promote the TDM program and alternatives to the car and facilitate rideshare;
- Transportation Information Center, educational programs, kiosks and/or other measures;
- Implementation of vehicle trip reduction incentives and services for Project employees and/or tenants; provide on-site education on alternative transportation modes;
- Parking incentives and support for formation of carpools/vanpools;
- Incentives such as discounted transit passes for using alternative travel modes;
- Unbundling and lease of parking spaces for residents;
- Contribute a one-time fixed fee contribution of $50,000 to be deposited into the City's Bicycle Plan Trust fund to implement bicycle improvements in the vicinity of the project.
- Record a Covenant and Agreement to ensure that the TDM program will be maintained.

Project traffic impacts were also analyzed for Congestion Management Program (CMP) locations. No significant regional traffic impacts were determined for the CMP monitoring intersections or freeway locations. In addition, the Project's transit impacts on the public transit system were analyzed based on existing available transit capacity. No significant transit impacts were identified.

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INTRODUCTION

The Parks at LA Mixed-Use Project is a proposed residential and commercial mixed-use development (the "Project"). The Project is located at 3433 8th Street within the Wilshire Community of the City of Los Angeles (the "City"). As shown in Figure 1, Project Site Vicinity Map, the Project site is located on the parcel on the north side of 8th Street between Hobart and Harvard Boulevards.

Currently, the Project site contains one single-family home and 22,000 square feet of shopping center uses, which will be removed to accommodate the Project. The Project would construct a multi-story building on the Project site that would include 223 apartment units, 28 affordable residential units and approximately 25,000 square feet of ground floor retail uses and 15,500 square feet of second floor creative office uses.

Crain & Associates has been retained to assess the potential impacts of the Project on the surrounding roadway system. The analysis that follows was prepared in accordance with the assumptions, methodology and procedures approved by the City of Los Angeles Department of Transportation (LADOT). The LADOT signed Traffic Study Memorandum of Understanding (MOU) is included in Appendix A. This report presents the results of an analysis of existing (2019) and future (2023) traffic conditions before and after completion of the Project for the following 11 study intersections:

1. Western Avenue & 8th Street
2. Oxford Avenue & 8th Street
3. Hobart Boulevard & Wilshire Boulevard
4. Hobart Boulevard & 8th Street
5. Hobart Boulevard & James M. Wood Boulevard
6. Harvard Boulevard & Wilshire Boulevard

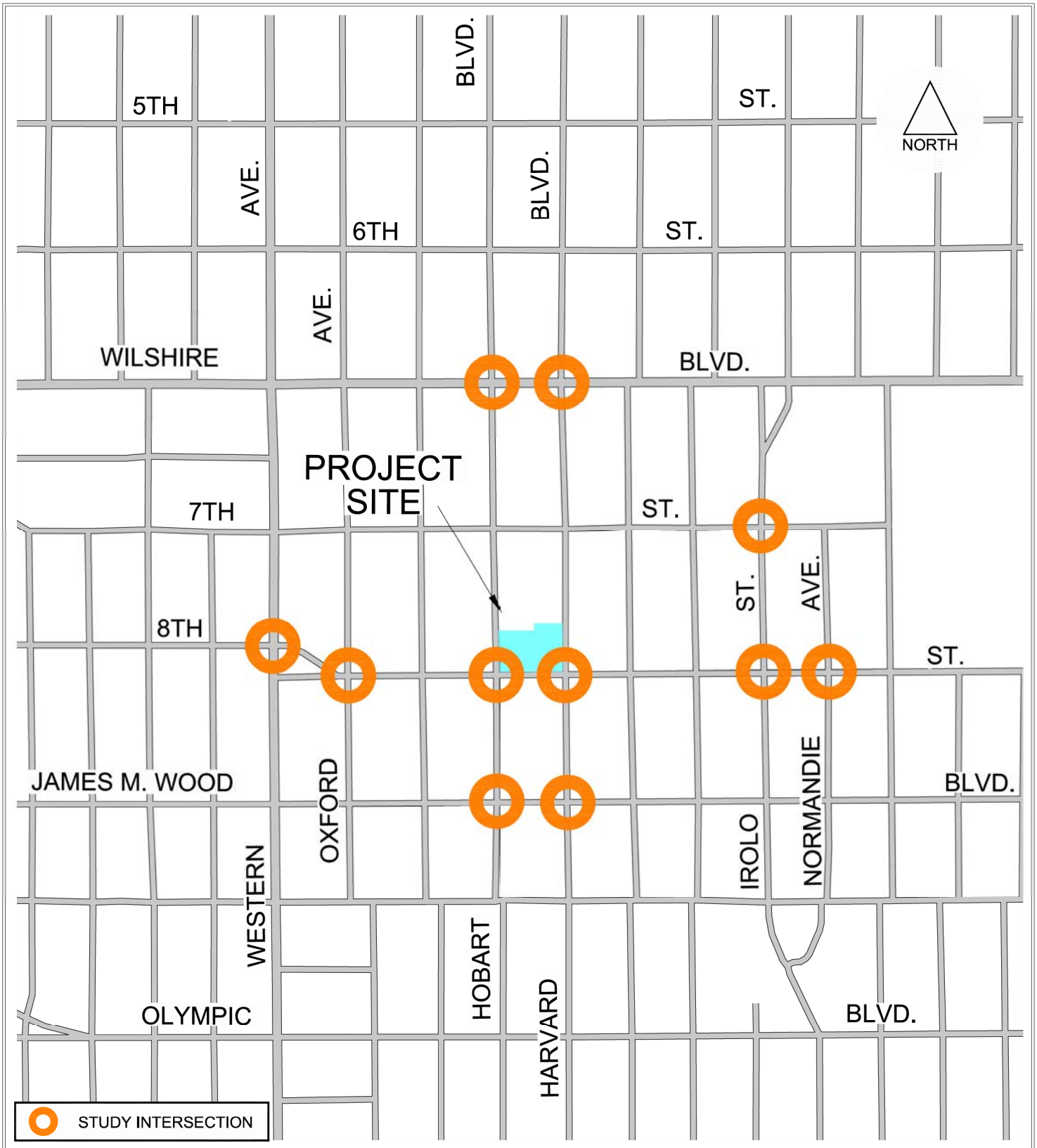

FIGURE 1

4/25/2019

FN: 8TH(3433W)MixedUse\SITE-VICINITY

PROJECT SITE VICINITY & STUDY INTERSECTION LOCATION MAP

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www.crainandassociates.com

7. Harvard Boulevard & 8th Street
8. Harvard Boulevard & James M. Wood Boulevard
9. Irolo Street & 7th Street
10. Irolo Street & 8th Street
11. Normandie Avenue & 8th Street

The locations of these study intersections relative to the Project site are shown on Project Site Vicinity Map (Figure 1). These locations include key intersections along the primary access routes to and from the site, and are those locations expected to be most directly impacted by Project traffic.

PROJECT DESCRIPTION

The Project is a residential development with creative office and shopping center commercial components. The Project site is located at 3433 8th Street. Currently, the Project site contains one single-family home and 22,000 square feet of shopping center uses, which will be removed to accommodate the Project. The Project would construct a multi-story building on the Project site that would include 223 apartment units, 28 affordable residential units and approximately 25,000 square feet of ground floor retail uses and 15,500 square feet of second floor creative office uses.

For purposes of a conservative traffic analysis, a Project completion year of 2023 has been assumed. The Project site plan is provided as Figure 2.

Parking for the Project would be provided in the ground, first basement and second basement levels of the Project building. There are a total of two driveways – one inbound only driveway will be located on Harvard Boulevard and one outbound only driveway will be located on Hobart Boulevard.

The proposed parking supply is expected to meet the requirements of the City of Los Angeles Municipal Code. In addition, the Project would comply with the LAMC bicycle parking requirements by providing sufficient long-term and short-term bicycle stalls.

Development projects proposed on a roadway identified as part of the City's High Injury Network (HIN) should be designed to enhance safety. The Project is located on 8th Street which is a HIN roadway. The Project would comply with the City's Vision Zero Los Angeles Initiative. Vision Zero was launched by Executive Order Number 10 in August 2015 with the goals of eliminating all traffic fatalities citywide by 2025. Vision Zero specifically seeks to implement traffic safety treatments at intersections and along

roadway segments to improve safety for pedestrians, bicyclists, and other vulnerable road users.

The Project would also embrace the objectives of the Mobility Plan 2035, which includes the goals and policies of the City of Los Angeles 2010 Bicycle Plan. The Mobility Plan 2035 aims to complete its proposed paths, protected cycle tracks, bicycle lanes, routes, and priority Neighborhood Enhanced Network roadway segments by 2035. The Project will not impede the Mobility Plan 2035 improvements which have already been realized, and the Project will support the implementation of future improvements.



FIGURE 2

4/25/2019

FN: 8th(3433W)MixedUse\SITE PLAN

PROJECT SITE PLAN

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Transportation Planning
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300 Corporate Pointe, Suite 470
Culver City, California 90230
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www.crainandassociates.com

ENVIRONMENTAL SETTING

The Project is located on the north side of 8th Street between Hobart and Harvard Boulevard. Located within the Wilshire Community Plan Area, the area surrounding the Project site is primarily developed with commercial and medium- to high-density residential uses.

Commercial uses near the Project include local and regional-serving retail and restaurant establishments and offices. The commercial uses are primarily concentrated along major arterials including Wilshire Boulevard, Vermont Avenue, Western Avenue and 8th Street.

Residential development in the Project area is primarily multi-family in nature. Near the Project site, medium- and high-density residential developments are located north and south of the Project site behind the commercial developments. Although single-family residences are interspersed throughout portions of the Project area, single-family residential development is primarily concentrated in the area west of Western Avenue.

The Project site and surrounding uses are well-served by Avenue I, II and III designed roadways (per the Los Angeles Mobility Plan 2035), including Wilshire Boulevard, Western Avenue, Irolo Street, 7th Street and 8th Street. The Project site is also well served by transit, including bus stops and Purple Line rail stations within approximately one-quarter mile from the site. In addition, surface street accesses to and from the Hollywood Freeway (US-101), Santa Monica Freeway (I-10) and Harbor Freeway (SR-110) are provided within two miles north, one and a half miles south and two and a half miles east from the Project site, respectively. These transportation facilities and other local roadways are described in more detail below.

Freeways

The Santa Monica Freeway (I-10) is a major east–west Interstate Highway. I-10 runs in the State of California east from Santa Monica through Los Angeles and San Bernardino to the border with Arizona. In the vicinity of the Project, this freeway typically provides four travel lanes in each direction. I-10 has an interchange with the San Diego Freeway (I-405). I-10 then continues through Sawtelle, Rancho Park, Cheviot Hills, Beverlywood and Crestview in West Los Angeles, Lafayette Square and Wellington Square in Mid-City, and Arlington Heights and Jefferson Park into Downtown Los Angeles. On the western edge of Downtown Los Angeles, I-10 has an interchange with the Harbor Freeway (I-110) to the south and Arroyo Seco Parkway (SR-110) to the north. I-10 then travels along the southern edge of Downtown Los Angeles to the East Los Angeles Interchange. Access to the I-10 Freeway in the Project area is provided by on-ramps and off-ramps near the Project site, on Western Avenue and Normandie Avenue. According to the most current (2017) data available on the Caltrans website, average daily traffic volumes on I-10 between Western and Vermont Avenues are approximately 347,000 vehicles, with peak-hour volumes of approximately 24,000 vehicles per hour (VPH).

The Hollywood Freeway (US-101) extends in a northwesterly/southeasterly direction through the Project area. Northwest of the Project site, the Hollywood Freeway provides a direct route through the Cahuenga Pass to the San Fernando Valley. Near Downtown Los Angeles, the Hollywood Freeway interchanges with the Harbor/Pasadena Freeways (I-110/SR-110). The Hollywood Freeway extends southeast of Downtown where it merges with the Golden State Freeway (I-5). In the vicinity of the Project site, the Hollywood Freeway provides four travel lanes per direction. In the Project area, surface street access is provided on Santa Monica

Boulevard and Western Avenue. According to the most current (2017) data available through the Caltrans Website, traffic volumes on the Hollywood Freeway, east of Western Avenue, are approximately 196,000 VPD, with peak-hour volumes of approximately 11,600 VPH.

The Harbor Freeway (SR-110) is the primary north-south arterial in this portion of the City of Los Angeles. This facility, located east of the Project site, is the principal route between the Los Angeles Basin and the City of Pasadena. Route 110, consisting of State Route 110 (SR-110) and Interstate 110 (I-110), connects San Pedro and the Port of Los Angeles with Downtown Los Angeles and Pasadena. The Freeway provides three to four mainline travel lanes in each direction in the Project vicinity. Interchanges with surface street ramp access are provided at Wilshire Boulevard, 8th Street and 9th Street. According to the most current (2017) data available through the Caltrans Website, traffic volumes on the Harbor Freeway, between 5th Street and 9th Street, are approximately 278,000 VPD, with peak-hour volumes of approximately 19,300 VPH.

Streets and Highways

Western Avenue is a north-south roadway located one-quarter mile west of the Project site. Designated an Avenue II, this roadway provides access through the Los Feliz, Thai Town, Little Armenia, Wilshire Center, Koreatown, Harvard Heights, West Adams, Jefferson Park, Chesterfield Square, Hyde Park, Athens, Harbor Gateway and San Pedro Communities and Cities of Gardena, Torrance and Rancho Palos Verdes. It extends from Los Feliz Boulevard to its southern terminus at Paseo Del Mar along the Pacific Coast. Adjacent to the Project site, Western Avenue generally provides two travel lanes in each direction within an approximate 60-foot wide roadway. Left-turn channelization is provided at major intersections.

Oxford Avenue is a north-south roadway located 700 feet west of the Project site. Designated a Collector, this roadway provides access discontinuously in the Communities of Los Feliz, Little Armenia, Koreatown, and Harvard Heights. Adjacent to the Project site, Oxford Avenue generally provides one travel lane in each direction within an approximate 50-foot wide roadway.

Hobart Boulevard is a north-south roadway and forms the western boundary of the Project site. Designated a Local Street, this roadway provides access discontinuously in the Communities of Los Feliz, Little Armenia, Koreatown, Harvard Heights, Vermont Harbor, South Los Angeles, Westmont and West Athens, and Cities of Gardena, Carson and Torrance. Hobart Boulevard generally provides one travel lane per direction within an approximate 40-foot wide roadway.

Harvard Boulevard is a north-south roadway and forms the eastern boundary of the Project site. Designated a Collector, this roadway provides access discontinuously in the Communities of Los Feliz, Little Armenia, Koreatown, Harvard Heights, Vermont Harbor, South Los Angeles, Westmont and West Athens, and Cities of Gardena, Carson and Torrance. Harvard Boulevard generally provides one travel lane per direction within an approximate 40-foot wide roadway.

Irolo Street is a north-south roadway located one-fifth mile east of the Project site. Designated an Avenue III, this roadway parallels Normandie Avenue and serves as a connection for the segments of Normandie Avenue north of Wilshire Boulevard and south of Olympic Boulevard. Irolo Street generally provides one travel lane in each direction within an approximate 40-foot wide roadway. Right-turn channelization is provided at its intersections with Wilshire Boulevard.

Normandie Avenue is a north-south roadway located one-quarter mile east of the Project site. Normandie Avenue is designated as a Local Street north of its intersection

with Irolo Street to 7th Street, and an Avenue III north of Wilshire Boulevard and south of its intersection with Irolo Street. Near the Project site, this roadway parallels Irolo Street and ends at 7th Street and serves as an extension of Normandie Avenue. As a Local Street, Normandie Avenue generally provides one travel lane in each direction within an approximate 40-foot wide roadway north of its intersection with Irolo Street. North of Wilshire Boulevard and south of its intersection with Irolo Street, Normandie Avenue generally provides two through travel lanes in each direction within an approximate 40-foot wide roadway.

Wilshire Boulevard is an east-west roadway located one-quarter mile north of the Project site. Designated an Avenue I, this roadway provides access through the Communities of Downtown Los Angeles, Koreatown, Wilshire, La Brea, Miracle Mile, Century City and Sawtelle and Cities of Santa Monica and Beverly Hills. It extends from Grand Avenue to its western terminus at Ocean along the Pacific Coast. Adjacent to the Project site, Wilshire Boulevard generally provides two travel lanes in each direction within an approximate 70-foot wide roadway. Left-turn channelization is provided at major intersections. Peak-hour bus rapid transit (BRT) lanes are located in the Project vicinity and operate during 7:00 AM to 9:00 AM and 4:00 PM to 7:00 PM. The BRT lane segment stretches discontinuously from South Park View Street, just west of MacArthur Park, west to Centinela Avenue.

7th Street is an east-west roadway located 500 feet north of the Project site. Designated an Avenue II, this roadway provides access discontinuously through the Communities of Boyle Heights, Downtown Los Angeles, Koreatown, Wilshire, La Brea and Miracle Mile. Adjacent to the Project site, 7th Street generally provides one travel lane in each direction within an approximate 60-foot wide roadway. Left-turn channelization is provided at major intersections.

8th Street is an east-west roadway and forms southern boundary of the Project site. Designated an Avenue II, this roadway provides access discontinuously in the Communities of Boyle Heights, Downtown Los Angeles, Koreatown, Wilshire, La Brea and Miracle Mile. Adjacent to the Project site, 8th Street generally provides two travel lanes in each direction within an approximate 60-foot wide roadway. Left-turn channelization is provided at major intersections.

James M. Wood Boulevard is an east-west roadway located 700 feet south of the Project site. James M. Wood Boulevard is a renamed portion of 9th Street. Designated a Collector, this roadway provides access discontinuously in the Communities of Downtown Los Angeles, Koreatown, Wilshire, La Brea and Miracle Mile. Adjacent to the Project site, James M. Wood Boulevard generally provides one travel lane in each direction within an approximate 40-foot wide roadway.

Existing (2019) Traffic Volumes

Traffic volumes for existing conditions at the study intersections were obtained from manual traffic counts conducted in 2018 and 2019 when schools were in session. For the traffic counts that were from 2018, an annual ambient growth factor of 1.0 percent per year was compounded and applied to represent existing volumes for the year 2019. In accordance with LADOT Traffic Study Policies and Procedures, the traffic counts conducted for this study cover the weekday morning and afternoon peak commute periods.

Peak-hour volumes were determined individually for each intersection based on the combined four (4) highest consecutive 15-minute volumes for all vehicular movements at the intersection. Weekday peak-hour volumes at the study intersections used in the analysis are detailed on the pages that follow and are illustrated in Figures 3(a) and 3(b). The manual intersection traffic count data sheets are provided in Appendix B.

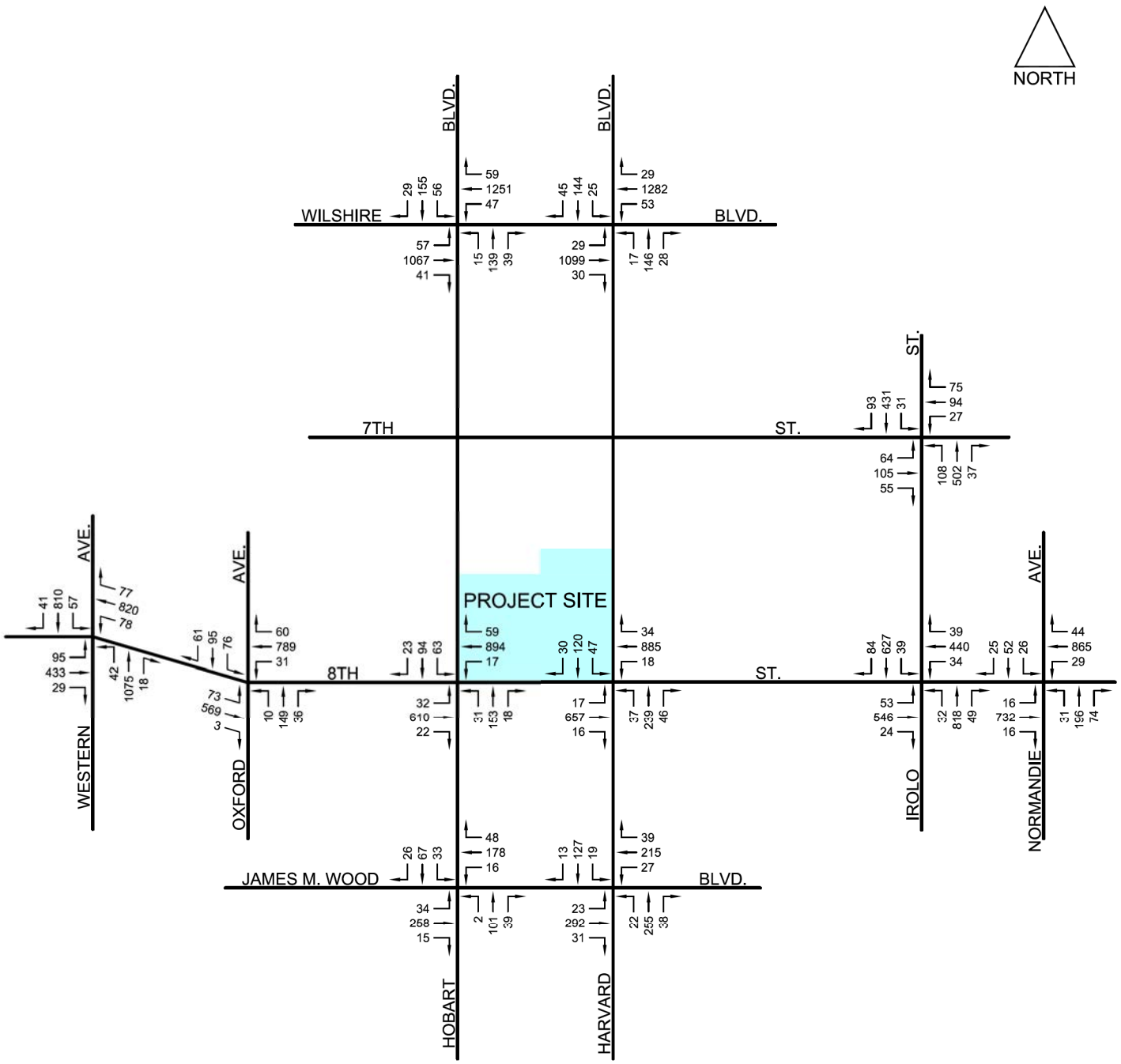

FIGURE 3(a)

4/25/2019

FN: 8th(3433W)MixedUse\AM2019

EXISTING (2019) TRAFFIC VOLUMES
AM PEAK HOUR

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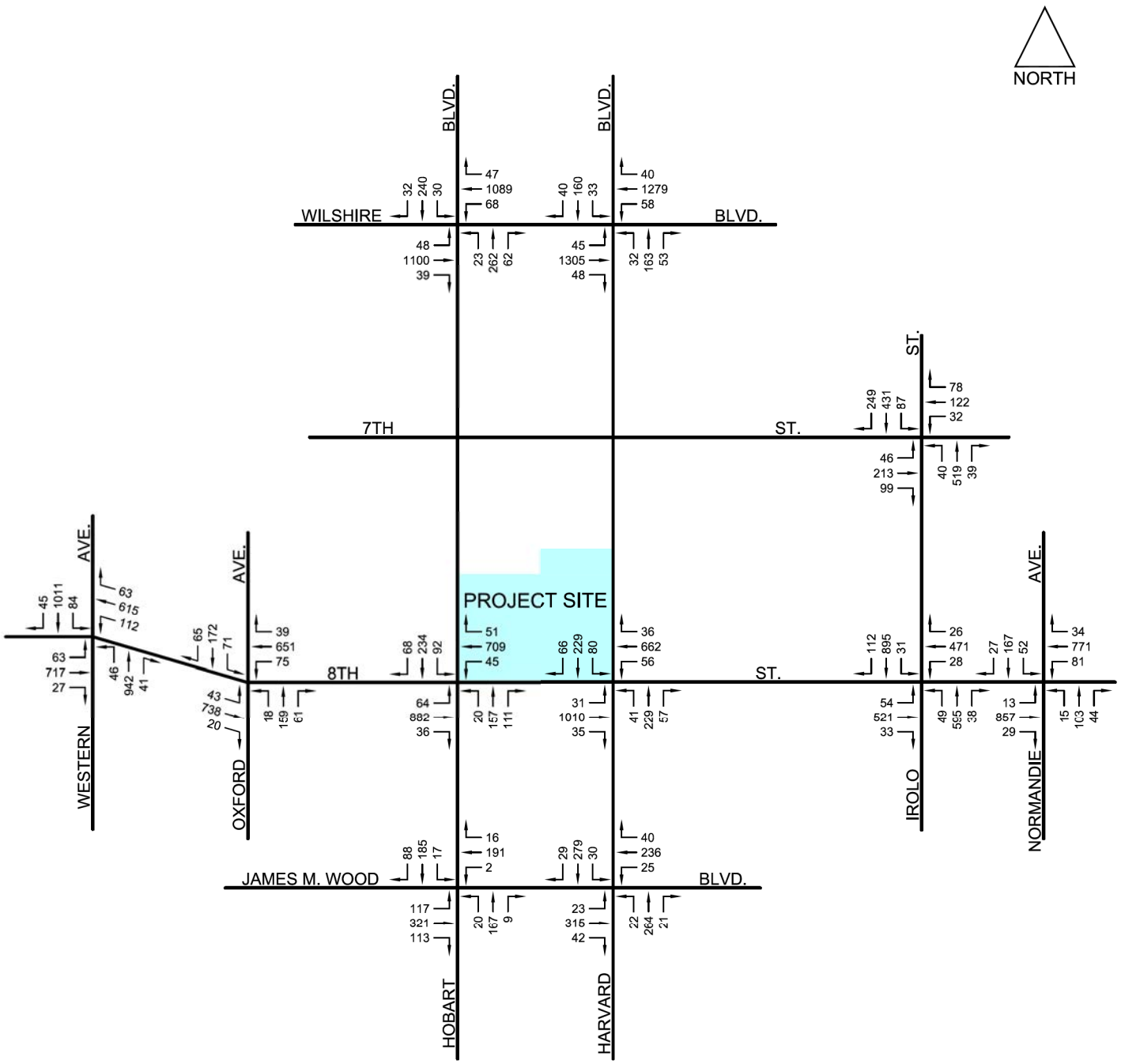

FIGURE 3(b)

4/25/2019

FN: 8th(3433W)MixedUse\PM2019

EXISTING (2019) TRAFFIC VOLUMES
PM PEAK HOUR

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Information pertaining to intersection widths and geometrics, bus stop locations, on-street parking restrictions and traffic signal operations were obtained from both field checks and City engineering plans. The existing lane configuration and traffic control conditions for the 11 study intersections are illustrated in Appendix C.

Public Transit

The Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT) provide an extensive system of bus lines in the Wilshire Community area. A number of Metro and LADOT bus routes are within reasonable walking distance from the Project site (less than approximately one-quarter mile), providing access for residents, employees and patrons of the Project. Additionally, the proximity of the Wilshire/Western Metro Purple Line Transit Station (four blocks to the west) and the Wilshire/Normandie Metro Purple Line Transit Station (three blocks to the east) allows access to the Metro rail system. The public transit routes serving the Project are described in detail below and shown in Figure 4.

Metro Bus Service

Line 20 is an east-west oriented route which operates between the Downtown Los Angeles, Koreatown, Wilshire Center, Beverly Hills, Westwood and Santa Monica areas, mostly via Wilshire Boulevard. Line 20 provides service between Downtown Los Angeles and Westwood, with late-night service extending west to Santa Monica. Line 20 provides stops in the Project vicinity on Wilshire Boulevard at Harvard Boulevard. Line 20 operates daily with headways of approximately 6 to 15 minutes during the weekday AM and PM peak hours.



FIGURE 4

4/25/2019

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TRANSIT SERVICE MAP

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Line 66 provides east-west service between Montebello, East Los Angeles, Boyle Heights, Downtown Los Angeles, Koreatown and Wilshire Center areas, mostly via 8th Street and Olympic Boulevard. Near the Project site, Line 66 stops on 8th Street at Harvard Boulevard. Line 66 operates daily, with headways of approximately 3 to 12 minutes during weekday AM and PM peak hours.

Line 206 provides north-south service between Hollywood, Koreatown and Athens areas via Normandie Avenue. Line 206 provides stops in the Project vicinity on Normandie Avenue/Irolo Street at 8th Street. Line 206 operates daily, with headways of approximately 8 to 16 minutes during weekday AM and PM peak hours.

Lines 207 provides north-south service between Hollywood and Athens, with limited service to Hawthorne. Line 207 provides stops in the Project vicinity on Western Avenue at 8th Street. Line 207 operates daily with headways of approximately 8 to 12 minutes during the weekday AM and PM peak hours.

Line 720 is an east-west oriented route which operates between the City of Commerce, Downtown Los Angeles, Koreatown, Wilshire Center, Beverly Hills, Westwood and Santa Monica, mostly via Wilshire Boulevard. Line 720 is a Metro Rapid Line, part of the greater Metro Rapid Program, which uses a bus signal priority system in combination with frequent stops limited to major intersections in order to minimize travel time. The nearest stop to the Project by Line 720 is on Wilshire Boulevard at Western Avenue. Line 720 operates daily with headways of approximately 2 to 10 minutes during the weekday AM and PM peak hours.

LADOT

DASH Hollywood/Wilshire provides north-south service between the Metro Red Line Hollywood/Vine Transit Station and the Metro Purple Line Wilshire/Western

Transit Station. In the Project vicinity, DASH Hollywood/Wilshire stops on Western Avenue at Wilshire Boulevard. DASH Hollywood/Wilshire operates with headways of approximately 25 minutes during weekday AM and PM peak hours.

DASH Wilshire Center/Koreatown travels in a loop, providing service between the Metro Purple Line Wilshire/Vermont Transit Station and the Metro Purple Line Wilshire/Western Transit Station. In the Project vicinity, DASH Wilshire Center/Koreatown stops on Western Avenue at 8th Street and on James M. Wood Boulevard at Hobart Boulevard. DASH Wilshire Center/Koreatown operates with headways of approximately 20 minutes during the weekday AM and PM peak hours.

Metro Rail Service

Metro Purple Line provides rail transportation through Downtown Los Angeles to Mid-Wilshire. In the vicinity of the Project site, the Purple Line operates east-west underneath Wilshire Boulevard. The Metro Purple Line Wilshire/Western Transit Station is located four blocks west of the Project site and the Metro Purple Line Wilshire/Normandie Transit Station is located three blocks east of the Project site. The Metro Wilshire/Western Purple Line station provides secured bicycle storage to encourage multi-modal transportation. The Purple Line connects with other rail lines and transit ways, providing access to North Hollywood, Long Beach, Redondo Beach, Norwalk, Chatsworth, Santa Monica, Azusa and East Los Angeles. The Purple Line operates between 4:30 AM and 1:30 AM with headways in the Project area ranging from approximately 10 to 20 minutes throughout the day. The Metro Purple Line Wilshire/Western Transit Station is currently the westernmost terminus of the Metro Purple Line; however, construction is currently underway to extend the line an additional nine miles west, to Westwood. The extension is expected to open incrementally between 2023 and 2035.

When transfer opportunities are considered, the Project is very well served by public transit. Thus, it is expected that some of the person trips generated by the Project will utilize public transportation as their primary travel mode instead of private vehicles.

Analysis of Existing (2019) Traffic Conditions

An analysis of existing weekday AM and PM peak-hour traffic conditions was performed at the 11 study intersections listed below. These intersections were determined in consultation with LADOT.

1. Western Avenue & 8th Street
2. Oxford Avenue & 8th Street
3. Hobart Boulevard & Wilshire Boulevard
4. Hobart Boulevard & 8th Street
5. Hobart Boulevard & James M. Wood Boulevard
6. Harvard Boulevard & Wilshire Boulevard
7. Harvard Boulevard & 8th Street
8. Harvard Boulevard & James M. Wood Boulevard
9. Irolo Street & 7th Street
10. Irolo Street & 8th Street
11. Normandie Avenue & 8th Street

Analysis of the Project study intersections were performed through the use of established traffic engineering techniques. The methodology applied to the signalized study intersections is based on procedures outlined in Circular Number 212 of the Transportation Research Board.[1] In the discussion of Critical Movement Analysis (CMA) for signalized intersections, procedures have been developed for determining operating characteristics of an intersection in terms of the Level of Service (LOS)

[1] Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.

provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" describes the quality of traffic flow. Levels of Service A to C operate quite well. Level D typically is the level for which a metropolitan area street system is designed. Level E represents volumes at or near the capacity of the highway which might result in stoppages of momentary duration and fairly unstable flow. Level F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in Table 1 can be used to determine the applicable LOS.

Table 1

**Critical Movement Volume Ranges*
For Determining Levels of Service**

Level of Service	Maximum Sum of Critical Volumes (VPH) Two Phase	Three Phase	Four or More Phases
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	----------Not Applicable----------		

Note:

* For planning applications only, i.e., not appropriate for operations and design applications. Also, a computerized traffic signal coordination system, such as Automated Traffic Surveillance and Control (ATSAC), increases these values by approximately seven (7) percent. With the addition of a further upgrade, such as Adaptive Traffic Control System (ATCS), an additional three (3) percent increase in these values occurs.

"Capacity" represents the maximum total hourly movement volume of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E, as indicated in Table 1. The volume-to-capacity (V/C) ratio used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present at the study intersections. Thus, the LOS corresponding to a range of V/C ratios is shown in Table 2.

Table 2
Level of Service for Signalized Intersections
As a Function of V/C Ratios

Level of Service	Volume/Capacity Ratio	Delay per Vehicle (sec / veh)	Definition
A	0.000 - 0.600	<= 10	Excellent. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	> 10 - 20	Very Good. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	> 20 - 35	Good. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	> 35 - 55	Fair. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	> 55 - 80	Poor. Respresents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	> 80	Failure. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

* Source: LADOT Traffic Study Policies and Procedures, December 2015.

As shown in Table 3, 10 of the 11 study intersections are operating at relatively good Levels of Service (LOS A to C) during the AM and PM peak hours. The intersection of Irolo Street & 8th Street is operating at LOS C during the AM peak hour and LOS D during the PM peak hour.

Table 3
Level of Service (LOS) Summary
Existing (2019) Traffic Conditions

No.	Intersection	AM Peak Hour V/C	AM Peak Hour LOS	PM Peak Hour V/C	PM Peak Hour LOS
1.	Western Avenue & 8th Street	0.665	B	0.607	B
2.	Oxford Avenue & 8th Street	0.433	A	0.423	A
3.	Hobart Boulevard & Wilshire Boulevard	0.525	A	0.563	A
4.	Hobart Boulevard & 8th Street	0.439	A	0.597	A
5.	Hobart Boulevard & James M. Wood Boulevard	0.232	A	0.475	A
6.	Harvard Boulevard & Wilshire Boulevard	0.501	A	0.561	A
7.	Harvard Boulevarad & 8th Street	0.488	A	0.605	B
8.	Harvard Boulevard & James M. Wood Boulevard	0.371	A	0.410	A
9.	Irolo Street & 7th Street	0.507	A	0.586	A
10.	Irolo Street & 8th Street	0.773	C	0.864	D
11.	Normandie Avenue & 8th Street	0.471	A	0.459	A

PROJECT TRAFFIC

The following section describes the methodology used to determine the trip generation, distribution and assignment of the Project. Driveway access and parking for the Project are also described in this section.

Trip Generation

Traffic-generating characteristics of many land uses, including the residential and commercial uses proposed for the Project, have been surveyed and documented in studies conducted under the auspices of the Institute of Transportation Engineers (ITE). This information is available in the manual, Trip Generation, 10th Edition, 2017, published by ITE. The trip generation rates in the ITE manual are nationally recognized, and are used as the basis for most traffic studies conducted in the City of Los Angeles and the surrounding region. In addition, LADOT has established trip generation rates for affordable housing based on data collected in 2016 at affordable housing sites through the City. These affordable housing rates were applied to the affordable housing units being proposed as part of the Project.

For this analysis, the ITE Trip Generation and the LADOT affordable housing survey trip generation rates provided in Appendix D were used to determine the daily, AM and PM peak-hour trips generated by the proposed site uses. The rates used to calculate the Project trip generation presents a conservative condition, as these rates do not account for such trip-reducing factors as multi-purpose trips, extensive transit, bicycle, walking trips, or pass-by trips. These factors play a significant role in determining the actual traffic generating characteristics of a particular Project, and therefore, adjustments to the traffic generation estimates were deemed appropriate.

Trip reductions related to the Project are expected to occur as a result of "multi-purpose" or "internal" trips within the site. This type of trip generally occurs at integrated "mixed-use" developments containing a variety of uses. For example, in this case, some of the residents of the building are expected to use the on-site commercial uses, thereby reducing some of the trips that these uses would otherwise generate. Thus, the advantages of a mixed-use Project need to be considered for reasonable evaluation of the trip-making potential of such a Project.

The use of alternative modes of transportation that include public transportation, bicycling, and walking is another important consideration in the evaluation of the Project's trip making potential. These modes of transport are not accounted for in the ITE trip generation rates; therefore, appropriate adjustments were made to the Project trip generation to account for these trips.

Trip reduction factors for the Project also account for the presence of "pass-by" trips. These are trips that are due to an intermediate stop at the Project site during an existing or previously planned trip. These intermediate stops may be for a planned purpose (such as a visit to a retail store on the way home from work), or they may be spur-of-the-moment "impulse" trips. Accounting for these adjustments more realistically reflects the facts that some trips related to the Project will be multi-purpose trips and some Project trips are already on the street system for another purpose. These trips, therefore, are not contributing additional traffic to the surrounding roadway network.

The differentiation between pass-by trips versus internal and transit trips is important with regard to the assessment of potential Project traffic impacts at intersections adjacent to the proposed Project site. Per the LADOT traffic study policies and procedures, the pass-by type of trip discount is not appropriate for application to the site driveways or site adjacent intersections. These vehicle trips will eventually travel past

the site (and through the site adjacent intersections) and are not "eliminated" due to the existence of the Project. However, the trip ends to and from the site do not represent new vehicle trips at area intersections. Internal and transit trips, on the other hand, do not represent vehicle trips at the Project driveways. While this type of person trip is not "eliminated" by the Project's development, no private vehicle trip is generated as the trip occurs by walking or by transit. Thus, the site will serve the same number of patrons, but generate fewer vehicle trips. A summary of the "baseline" trip generation adjustment factors, which were discussed with and agreed to by the LADOT, are presented in Table 4.

Table 4
Project Trip Adjustment Factors

	Internal Capture	Transit/Bicycle/ Walk-in Usage	Pass-By Trips
Residential*	based on shopping center use	10%	0%
Creative Office*	based on shopping center use	10%	0%
Shopping Center*	10%	10%	50%
Single-Family (Existing)	10%	10%	0%
Shopping Center (Existing)	Based on single-family use	10%	50%

* To be conservative, the smaller combination of 10% internal credit is applied to the proposed project trip generation calculation.

The results of the Project trip generation calculations, including adjustments for internal, transit/bicycle/walk-in, and pass-by trips are summarized in Table 5. As shown in this table, it is estimated that the net Project will generate approximately 1,247 new trips per day at area intersections, including 99 AM and 103 PM peak-hour trips.

Table 5
Project Trip Generation

LU	Use/Description	Size	Units	Daily	AM Peak Hour I/B	AM Peak Hour O/B	AM Peak Hour Total	PM Peak Hour I/B	PM Peak Hour O/B	PM Peak Hour Total
PROPOSED USES										
221	Apartment	223	du	1,213	21	59	80	60	38	98
	Affordable Housing	28	du	114	6	8	14	6	4	10
710	Creative Offices	15.500	ksf	151	15	3	18	3	15	18
820	Shopping Center	25.000	ksf	944	15	9	24	46	49	95
	Subtotal [A]			**2,422**	**57**	**79**	**136**	**115**	**106**	**221**
	Internal Linkages									
	Apartment	Based on Shopping Center		(77)	0	(1)	(1)	(4)	(4)	(8)
	Affordable Housing	Based on Shopping Center		(7)	0	0	0	0	(1)	(1)
	Creative Offices	Based on Shopping Center		(10)	0	(1)	(1)	(1)	0	(1)
	Shopping Center	10%		(94)	(2)	0	(2)	(5)	(5)	(10)
	Subtotal [B]			**(188)**	**(2)**	**(2)**	**(4)**	**(10)**	**(10)**	**(20)**
	Transit/Bicycle/Walk-in Trips									
	Apartment	10%		(114)	(2)	(6)	(8)	(6)	(3)	(9)
	Affordable Housing	10%		(11)	(1)	0	(1)	(1)	0	(1)
	Creative Offices	10%		(14)	(2)	0	(2)	0	(2)	(2)
	Shopping Center	10%		(85)	(1)	(1)	(2)	(4)	(5)	(9)
	Subtotal [C]			**(224)**	**(6)**	**(7)**	**(13)**	**(11)**	**(10)**	**(21)**
[D] Driveway/Adj. Int. Trips = [A] + [B] + [C]				**2,010**	**49**	**70**	**119**	**94**	**86**	**180**
	Pass-by Trips									
	Apartment	0%		0	0	0	0	0	0	0
	Creative Offices	0%		0	0	0	0	0	0	0
	Shopping Center	50%		(383)	(6)	(4)	(10)	(19)	(19)	(38)
	Subtotal [E]			**(383)**	**(6)**	**(4)**	**(10)**	**(19)**	**(19)**	**(38)**
[F] Area Intersection Trips (Proposed Uses) = [D]+[E]				**1,627**	**43**	**66**	**109**	**75**	**67**	**142**
EXISTING USES										
210	Single-Family Home	1	SDU	9	0	1	1	1	0	1
820	Shopping Center	22.000	ksf	831	13	8	21	40	44	84
	Subtotal [G]			**840**	**13**	**9**	**22**	**41**	**44**	**85**
	Internal Linkages									
	Single-Family Home	10%		(1)	0	0	0	0	0	0
	Shopping Center	Based on Single-Family Home		(1)	0	0	0	0	0	0
	Subtotal [H]			**(2)**	**0**	**0**	**0**	**0**	**0**	**0**
	Existing Transit/Bicycle/Walk-in Trips									
	Single-Family Home	10%		(1)	0	0	0	0	0	0
	Shopping Center	10%		(83)	(1)	(1)	(2)	(4)	(4)	(8)
	Subtotal [I]			**(84)**	**(1)**	**(1)**	**(2)**	**(4)**	**(4)**	**(8)**
[J] Driveway/Adj. Int. Trips = [G] + [H] + [I]				**754**	**12**	**8**	**20**	**37**	**40**	**77**
	Pass-by Trips									
	Single-Family Home	0%		0	0	0	0	0	0	0
	Shopping Center	50%		(374)	(6)	(4)	(10)	(18)	(20)	(38)
	Subtotal [K]			**(374)**	**(6)**	**(4)**	**(10)**	**(18)**	**(20)**	**(38)**
[L] Area Intersection Trips (Existing Uses) = [J]+[K]				**380**	**6**	**4**	**10**	**19**	**20**	**39**
NET PROJECT TRIP GENERATION										
Driveway/Adjacent Intersection Trips = [D] - [J]				**1,256**	**37**	**62**	**99**	**57**	**46**	**103**
Area Intersection Trips (Net Project) = [F] - [L]				**1,247**	**37**	**62**	**99**	**56**	**47**	**103**

Trip Distribution

Estimation of the directional distribution of Project trips was the next step in the analytical process. This trip distribution pattern for the Project was determined by considering the nature of the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project and its proximity to freeways and major travel routes, activity centers to which residents would likely be attracted, and areas from which employees and visitors of the commercial uses would likely be attracted. Based on these factors, the overall Project distributions were determined, and are summarized in Table 6.

Table 6
Directional Trip Distribution

Direction	Project
North	20%
South	20%
East	30%
West	30%
Total	100%

Trip Assignment

The directional distribution percentages shown in Table 6 were then disaggregated and assigned to specific routes and intersections within the study area that are expected to be used to access the Project. These Project trip assignment percentages are presented in Figure 5 for the Project. These percentages were reviewed and approved by the LADOT.

Applying these inbound and outbound percentages to the Project trip generation previously calculated in Table 5, net Project traffic volumes at the 11 study intersections

were determined for the AM and PM peak hours, as shown in Figures 6(a) and 6(b), respectively.

Per the LADOT traffic study policies and procedures, no pass-by trip reductions were applied to Project trips at the Project driveways. The results of this traffic assignment provide the necessary level of detail to conduct the traffic impact analysis.

Project Parking and Vehicular Access

Parking for the Project would be provided in the ground, first basement and second basement levels of the Project building. There are a total of two driveways – one inbound only driveway will be located on Harvard Boulevard and one outbound only driveway will be located on Hobart Boulevard.

The proposed parking supply is expected to meet the requirements of the City of Los Angeles Municipal Code. In addition, the Project would comply with the LAMC bicycle parking requirements by providing sufficient long-term and short-term bicycle stalls.

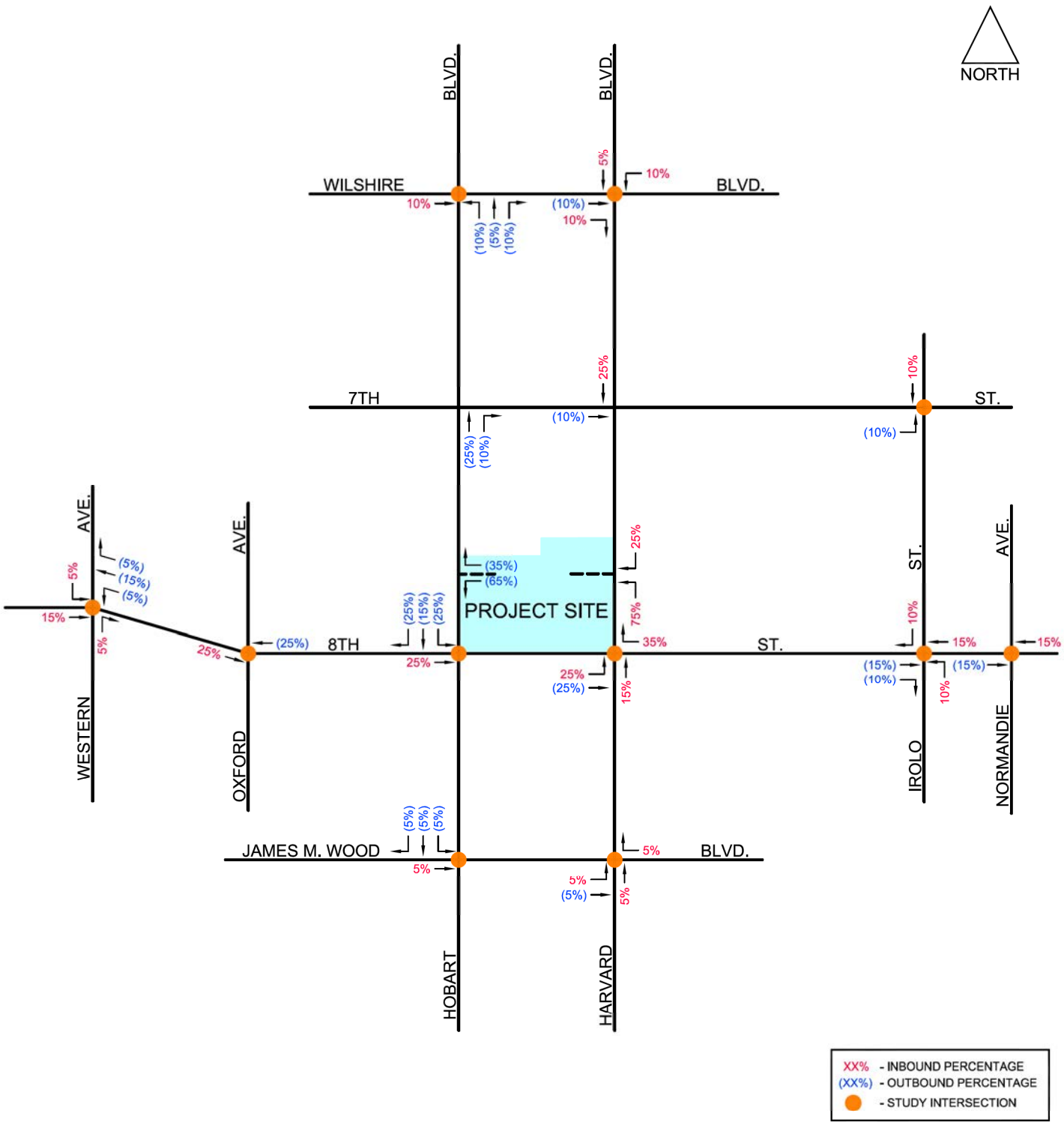

FIGURE 5

4/25/2019

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PROJECT TRIP ASSIGNMENT PERCENTAGES

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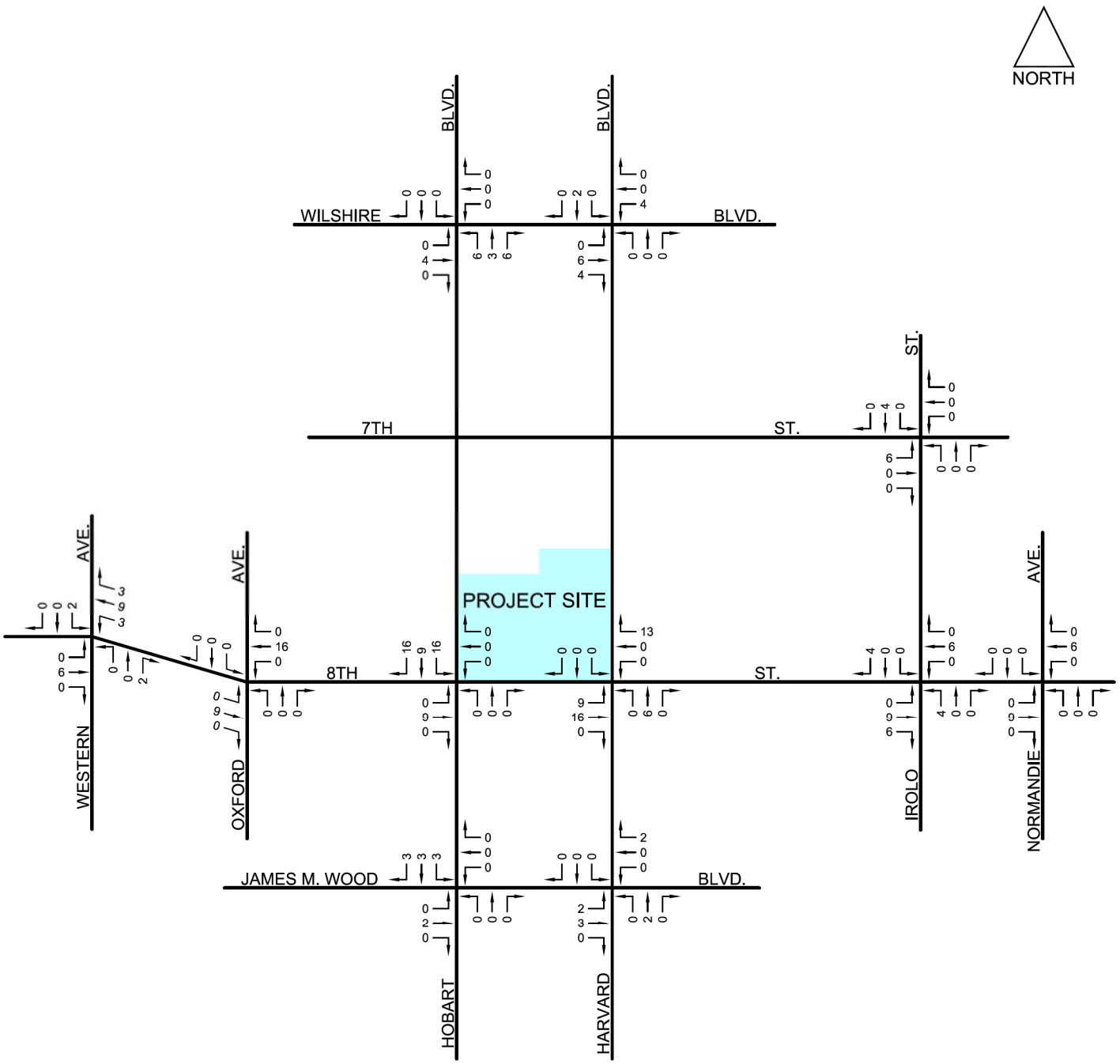

FIGURE 6(a)

4/25/2019

FN: 8th(3433W)MixedUse\AMNETPRJ

NET PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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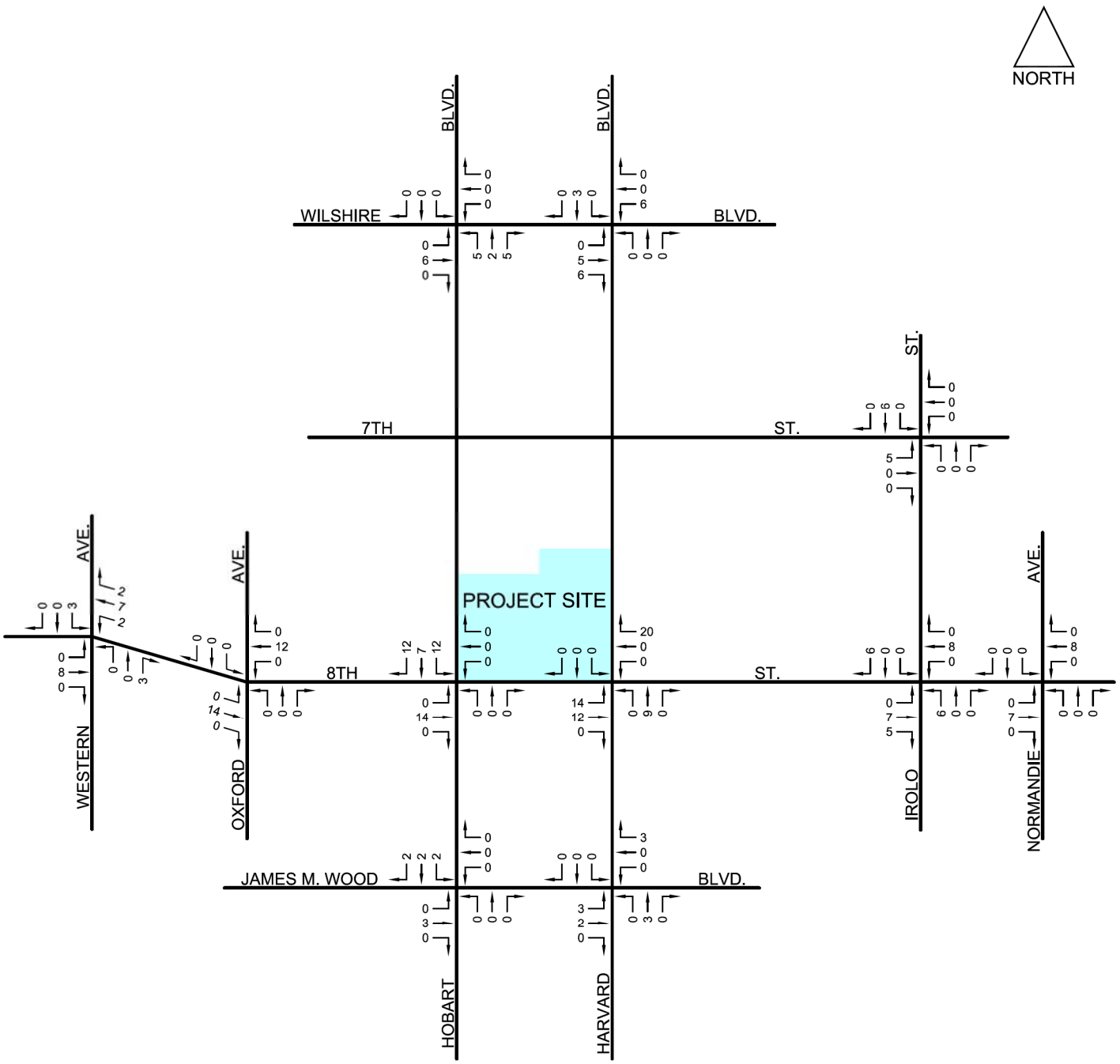

FIGURE 6(b)

4/25/2019

FN: 8th(3433W)MixedUse\PMNETPRJ

NET PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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WITH PROJECT TRAFFIC CONDITIONS

This report analyzes the traffic conditions under the "Existing" and "Existing Plus Project" scenarios in addition to "Future Without Project" and "Future With Project" scenarios. This section analyzes these conditions to determine the Project traffic impacts under both the existing and future conditions.

Significant Traffic Impact

LADOT defines a significant traffic impact attributable to a Project based on a "stepped scale" with intersections experiencing high volume-to-capacity ratios being more sensitive to additional traffic than those operating with more available capacity. According to LADOT policy, a significant impact is identified as an increase in the V/C ratio due to Project-related traffic of 0.010 or more when the final (with Project) Level of Service is LOS E or F, a V/C ratio increase of 0.020 or more when the final Level of Service is LOS D, or a V/C ratio increase of 0.040 or more at LOS C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized in Table 7.

Table 7
LADOT Criteria for Significant Traffic Impact

LOS	Final V/C Value	Project-Related Increase in V/C Value
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Existing (2019) Plus Project Conditions

The analysis of existing traffic conditions at the study intersections for existing year (2019) was performed as described previously. The Existing intersection volumes for the AM and PM peak hours were shown previously on Figures 3(a) and 3(b), respectively. These estimates are the "benchmark" volumes used in determining Project traffic impacts on the existing street system. Traffic volumes generated by the Project shown in Figures 6(a) and 6(b) were then added to the Existing (2019) volumes to form the “Existing Plus Project” intersection volumes, as depicted on Figures 7(a) and 7(b). These volumes were used to determine traffic impacts directly attributable to the proposed Project.

Table 8 presents the results of the level of service analysis of the Existing (2019) and Existing Plus Project conditions. None of the 11 study intersections would be significantly impacted by Project traffic under Existing (2019) conditions. (The LOS worksheets are included in Appendix E.)

Table 8
Level of Service (LOS) Summary
Existing (2019) Without and Plus Project

No.	Intersection	Peak Hour	Without Project V/C	Without Project LOS	With Project V/C	With Project LOS	Impact	Sig.?
1	Western Avenue &	AM	0.665	B	0.671	B	0.006	No
	8th Street	PM	0.607	B	0.613	B	0.006	No
2	Oxford Avenue &	AM	0.433	A	0.438	A	0.005	No
	8th Street	PM	0.423	A	0.428	A	0.005	No
3	Hobart Boulevard &	AM	0.525	A	0.531	A	0.006	No
	Wilshire Boulevard	PM	0.563	A	0.573	A	0.010	No
4	Hobart Boulevard &	AM	0.439	A	0.449	A	0.010	No
	8th Street	PM	0.597	A	0.623	B	0.026	No
5	Hobart Boulevard &	AM	0.232	A	0.235	A	0.003	No
	James M. Wood Boulevard	PM	0.475	A	0.481	A	0.006	No
6	Harvard Boulevard &	AM	0.501	A	0.502	A	0.001	No
	Wilshire Boulevard	PM	0.561	A	0.567	A	0.006	No
7	Harvard Boulevard &	AM	0.488	A	0.502	A	0.014	No
	8th Street	PM	0.605	B	0.627	B	0.022	No
8	Harvard Boulevard &	AM	0.371	A	0.376	A	0.005	No
	James M. Wood Boulevard	PM	0.410	A	0.413	A	0.003	No
9	Irolo Street &	AM	0.507	A	0.511	A	0.004	No
	7th Street	PM	0.586	A	0.586	A	0.000	No
10	Irolo Street &	AM	0.773	C	0.781	C	0.008	No
	8th Street	PM	0.864	D	0.876	D	0.012	No
11	Normandie Avenue &	AM	0.471	A	0.473	A	0.002	No
	8th Street	PM	0.459	A	0.462	A	0.003	No

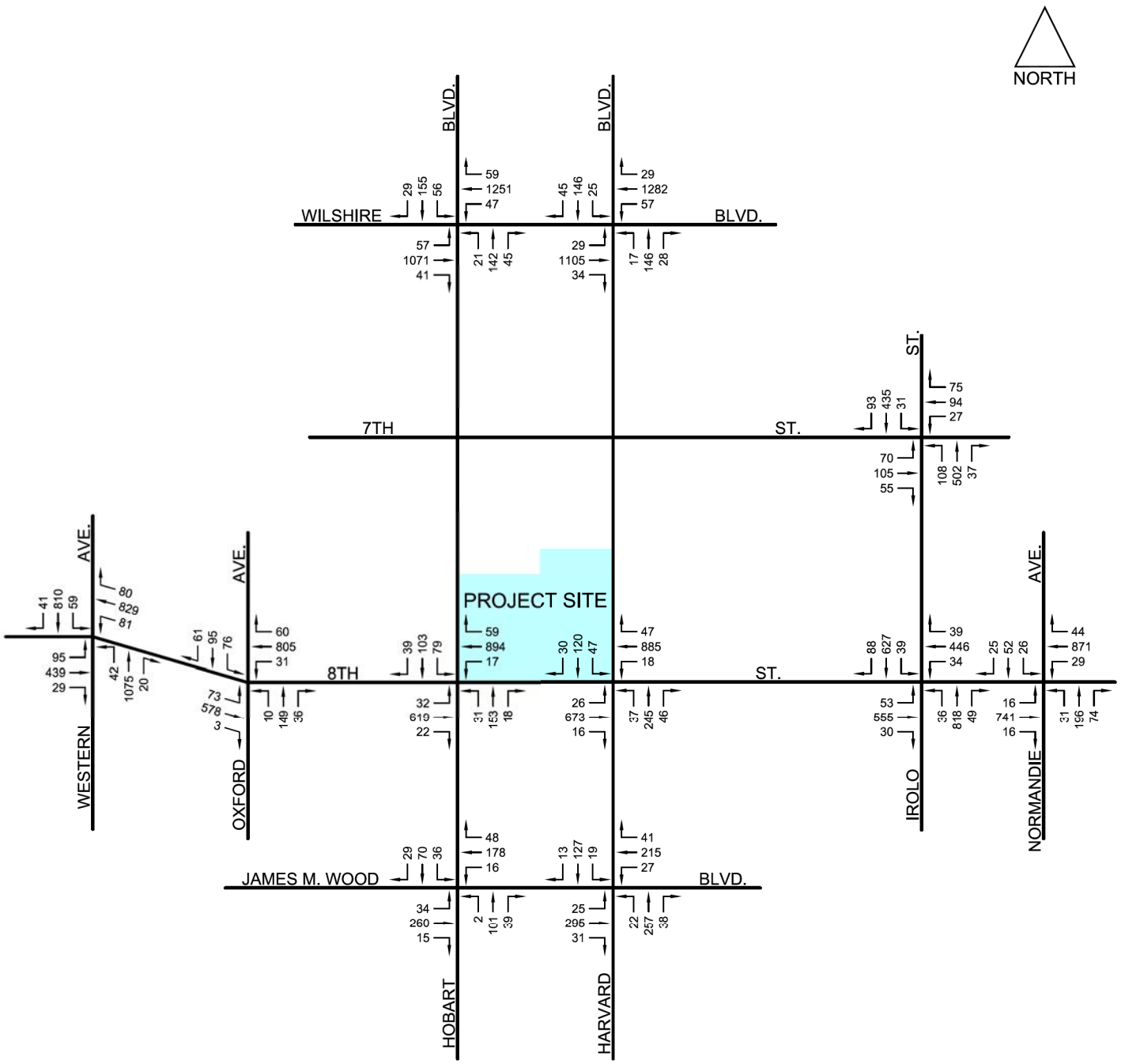

FIGURE 7(a)

4/25/2019

FN: 8th(3433W)MixedUse\AM2019WP

EXISTING (2019) TRAFFIC VOLUMES
PLUS PROJECT
AM PEAK HOUR

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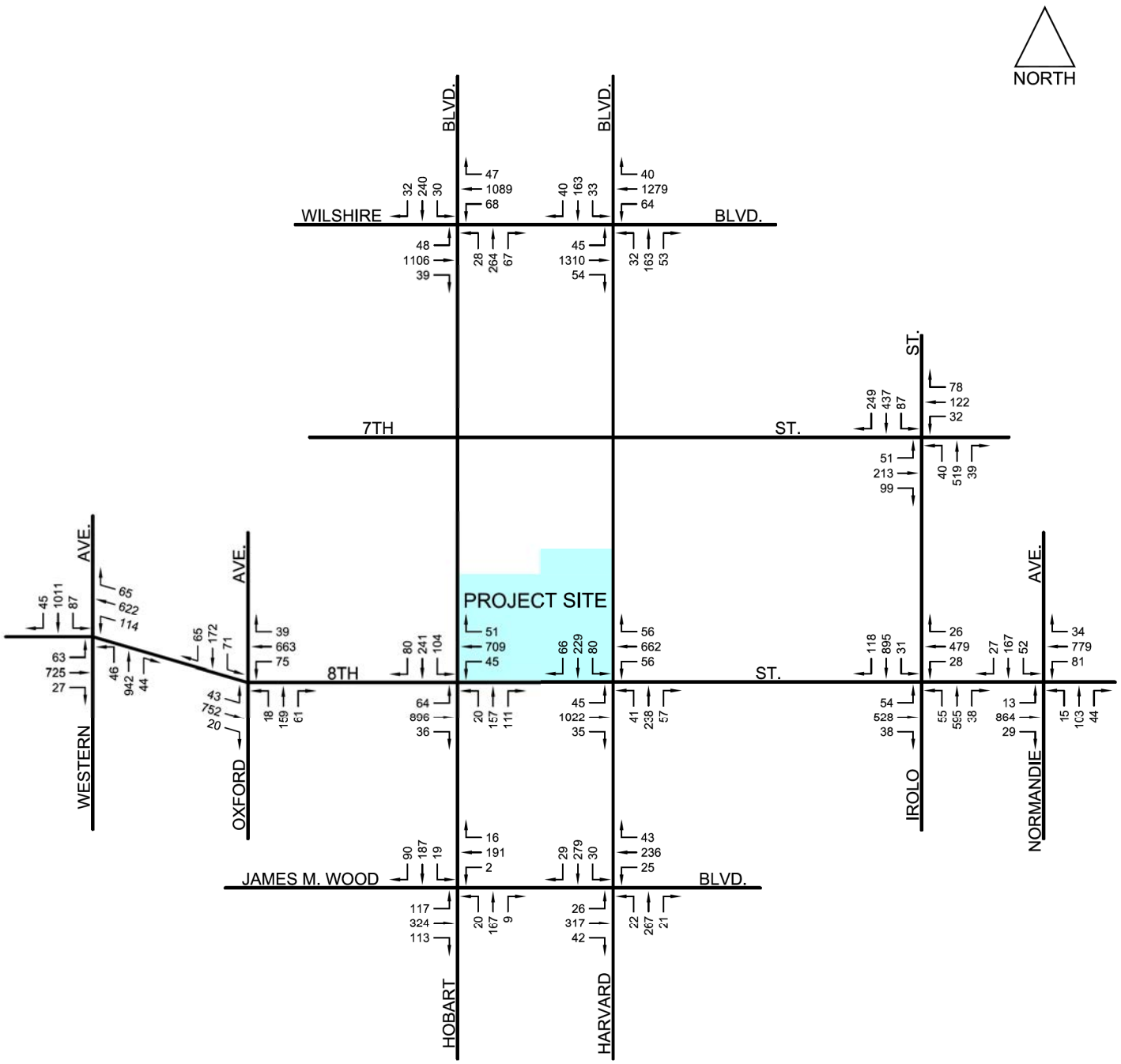

FIGURE 7(b)

4/25/2019

FN: 8th(3433W)MixedUse\PM2019WP

EXISTING (2019) TRAFFIC VOLUMES
PLUS PROJECT
PM PEAK HOUR

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Future (2023) Without and With Project Conditions

A number of projects are either planned for development or under construction in the Project area. These "related projects" could contribute to traffic in and around the Project vicinity in the near future. For this reason, analysis of the future traffic has been expanded to include traffic that may be generated by yet undeveloped or unoccupied projects. In order to evaluate future traffic conditions in the Project area, an analysis of the existing (2019) traffic volumes was first conducted, as described previously. For the analysis of future conditions for the study year of 2023, an ambient growth factor of 1.0 percent per year, compounded annually, was applied to the existing volumes at the 11 study intersections.

The result provides the "baseline" traffic volumes for the analysis of future (2023) conditions. Although the inclusion of the annual growth factor generally accounts for area-wide traffic increases, for the purposes of providing a conservative analysis of the potential cumulative effects, the traffic generated by related projects in the study area was also added to the future baseline traffic volumes. The total future volumes, including related projects, provide the basis for the "Without Project" condition. Finally, Project traffic was analyzed as an incremental addition to the Future (2023) "Without Project" condition to determine the Future (2023) "With Project" condition.

Traffic Growth

Based on an analysis of the trends in traffic growth in the Wilshire Community over the last several years, an annual traffic growth factor of 1.0 percent for the area street system was applied, as approved by the LADOT. This growth factor was assumed to account for increases in traffic due to potential projects not yet proposed or projects outside the study area. Compounded annually, the growth

factor was applied to the existing traffic volumes to develop the estimated baseline volumes for the study year 2023.

Related Projects

In addition to the use of the ambient growth rate, listings of potential related projects in the study area that might be developed within the study timeframe were obtained from LADOT and recent studies of projects in the area. A review of the information currently available indicated that a total of 34 projects within an approximate 0.5-mile radius of the Project could add traffic to the study intersections.

The Project descriptions and trip generations were based on information provided by LADOT, the City Planning Department, related project traffic studies, and/or calculated based on the ITE Trip Generation Manual, 10th Edition. The locations of these related projects are shown in Figure 8. The related project descriptions and their trip generation estimates are summarized in Table 9. As noted previously, the ambient traffic growth rate is generally sufficient to estimate increases in traffic volumes at the study locations. However, for a more conservative estimate of cumulative traffic volumes, the trips generated by the related projects were also included.

For the analysis of Future (2023) Without Project traffic conditions, the related projects trip generation was assigned to the study area circulation system, using methodologies similar to those previously described for Project trip assignment. The total related projects traffic volumes assigned to the study intersections are illustrated in Figures 9(a) and 9(b) for the AM and PM peak hours, respectively.

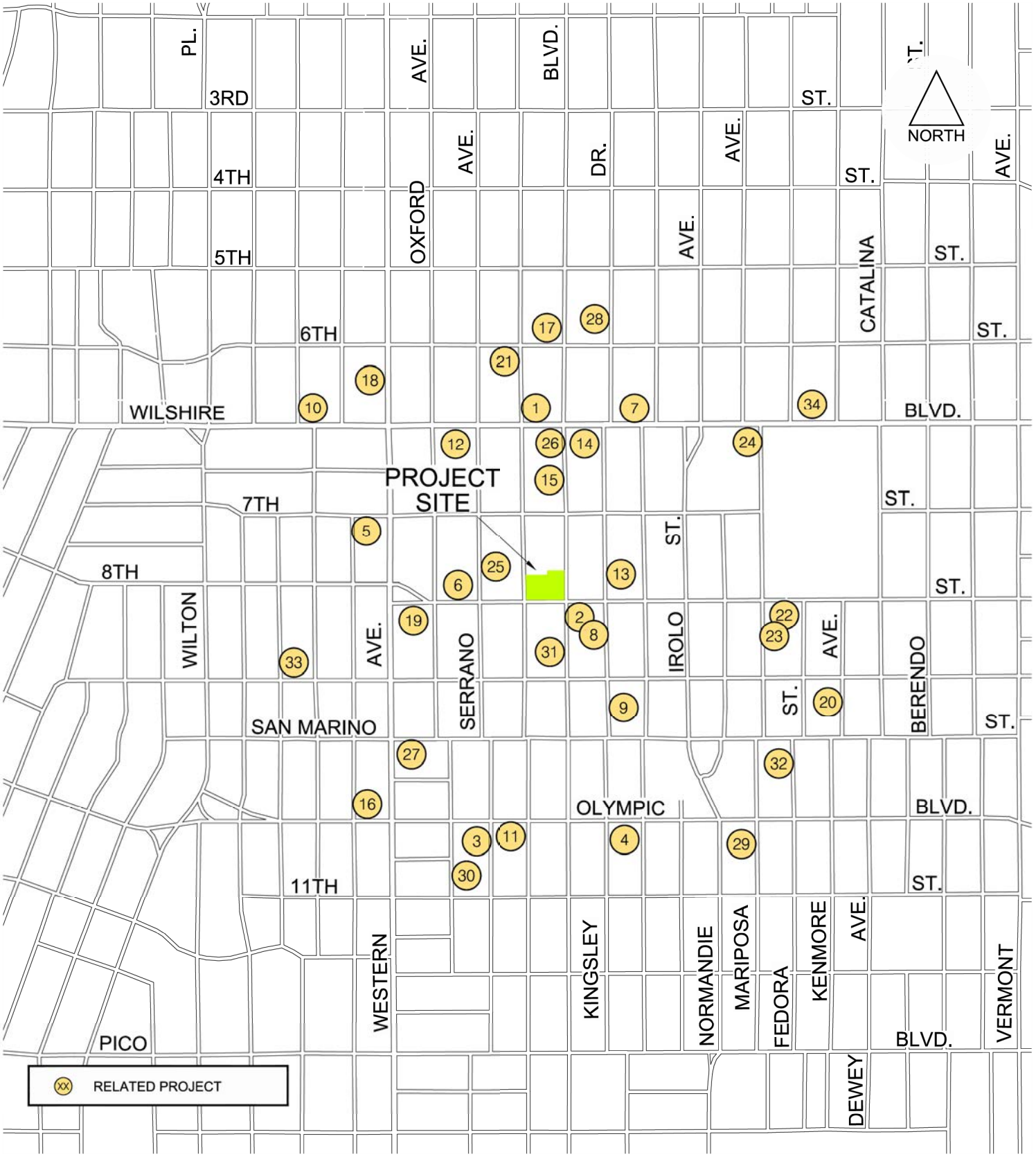

FIGURE 8

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RELATED PROJECT LOCATION MAP

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Table 9
Related Project Locations, Descriptions and Trip Generations

					TRIP GENERATION ESTIMATES						
						AM PEAK HOUR			PM PEAK HOUR		
	PROJECT ADDRESS	PROJECT TITLE	SIZE	PROJECT DESCRIPTION	DAILY	IN	OUT	TOTAL	IN	OUT	TOTAL
1.	3663 W Wilshire Blvd [1]	Wilshire Temple Master Plan	55,380 sf	Office	825	94	44	138	20	3	23
			216 stu	Nursery School							
			420 stu	Elementary School							
2.	800 S Harvard Blvd [1]		131 du	Apartments	827	14	32	46	44	33	77
			7,000 sf	Retail							
3.	1011 S Serrano Ave [1]		91 du	Apartments	545	8	33	41	32	18	50
4.	3076 W Olympic Blvd [1]		16,907 sf	Retail	1,567	25	78	103	90	56	146
			226 du	Apartments							
5.	700 S Manhattan Pl [1]		162 du	Apartments	1,260	19	57	76	71	46	117
			6,500 sf	Restaurant							
			3,500 sf	Retail							
6.	3525 W 8th St [1]	3525 W. 8th Street Mixed Use	367 du	Apartments	1,214	8	121	129	83	25	108
			22,906 sf	Supermarket							
			16,513 sf	Retail							
7.	3545 W Wilshire Blvd [1]		433 du	Apartments	917	(42)	83	41	84	10	94
			49,849 sf	Retail							
8.	815 S Kingsley Dr [2]		90 du	Apartments	542	8	33	41	33	17	50
9.	926 S Kingsley Dr [1]		69 du	Apartments	408	6	25	31	25	13	38
10.	3875 W Wilshire Blvd [1]		230 du	Apartments	1,443	20	70	90	69	42	111
			805 sf	Retail							
11.	3170 W Olympic Blvd [1]		252 du	Apartments	1,624	24	89	113	94	56	150
			32,300 sf	Retail							
12.	3700 W Wilshire Blvd [1]	3700 W. Wilshire Boulevard Mixed-Use	506 du	Condominiums	3,500	49	152	201	178	80	258
			40,323 sf	Retail							
			6,204 sf	Quality Restaurant							
			12,407 sf	High-Turnover Restaurant							
			3,101 sf	Fast-Food Restaurant							
13.	750 S Kingsley Dr [2]		67 du	Apartments	446	7	27	34	27	15	42
14.	3600 W Wilshire Blvd [1]		760 du	Apartments	3,264	34	201	235	202	99	301
			10,670 sf	Retail							

Table 9 (continued)
Related Project Locations, Descriptions and Trip Generations

PROJECT ADDRESS	PROJECT TITLE	SIZE	PROJECT DESCRIPTION	TRIP GENERATION ESTIMATES						
				DAILY	AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
15. 679 S Harvard Blvd [1]	Harvard Boulevard Hotel	110 rm	Hotel	905	35	26	61	35	31	66
		1,840 sf	Restaurant							
16. 3323 W Olympic Blvd [1]		208 du	Condominiums	409	(13)	49	36	39	(7)	32
		3,500 sf	Office							
17. 3751 W 6th St [1]		44 du	Apartments	1,183	39	31	70	36	21	57
		200 rm	Hotel							
		10,000 sf	Retail							
		8,000 sf	Restaurant							
18. 635 S Western Ave [2]	635 S. Western Mixed Use	132 du	Apartments	916	14	54	68	55	31	86
		900 sf	Retail							
19. 800 S Western Ave [2]		96 du	Apartments	3,908	127	98	225	149	111	260
		29,730 sf	Retail							
		15,000 sf	Quality Restaurant							
		10,000 sf	High-Turnover Restaurant							
		5,000 sf	Fast-Food Restaurant							
		148 rm	Hotel							
20. 923 S Kenmore Ave [1]		69 du	Apartments	432	7	26	33	26	15	41
21. 3800 W 6th St [1]		23,459 sf	Retail	1,966	34	50	84	73	51	124
		192 rm	Hotel							
		122 du	Condominiums							
22. 3216 W 8th St [1]	3216 W. 8th Street Mixed Use	8 du	Condominiums	694	24	18	42	42	32	74
		80 rm	Hotel							
		4,808 sf	Retail							
		2,465 sf	Entertainment							
23. 840 S Mariposa Ave [1]		173 du	Apartments	978	15	60	75	61	31	92
24. 3440 W Wilshire Blvd [1]	Central Plaza Project	641 du	Apartments	2,040	19	112	131	125	61	186
		18,454 sf	Retail							
25. 760 S Serrano Ave [1]		157 du	Apartments	1,590	38	70	108	79	50	129
		5,981 sf	Retail							
		6,000 sf	Restaurant							
26. 3640 W Wilshire Blvd [2]		209 du	Apartments	1,182	18	72	90	73	40	113
27. 940 S Western Ave [2]		79 du	Apartments	380	6	31	37	26	11	37
		8,000 sf	Retail							

Table 9 (continued)
Related Project Locations, Descriptions and Trip Generations

PROJECT ADDRESS	PROJECT TITLE	SIZE	PROJECT DESCRIPTION	TRIP GENERATION ESTIMATES						
				DAILY	AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
28. 535 S Kingsley Dr [2]		72 du	Condominiums	418	5	27	32	25	12	37
29. 1017 S Mariposa Ave [2]		79 du	Apartments	373	5	23	28	23	12	35
30. 1048 S Oxford Ave [2]		49 du	Condominiums	184	3	8	11	7	7	14
31. 837 Harvard Blvd [2]		65 du	Apartments	432	7	27	34	26	14	40
32. 951 S Fedora St [2]		40 du	Apartments	266	4	16	20	16	9	25
33. 870 S Gramercy Dr [2]		53 du	Apartments	352	5	22	27	21	12	33
34. 3377 W Wilshire Blvd [2]		11,971 sf	Restaurant	1,077	0	10	10	60	30	90

Notes

[1] Project description and trip generation information from LADOT database.

[2] Project description from Los Angeles City Planning Department. Trip generation information based on rates from ITE Trip Generation Manual, 10th Edition.

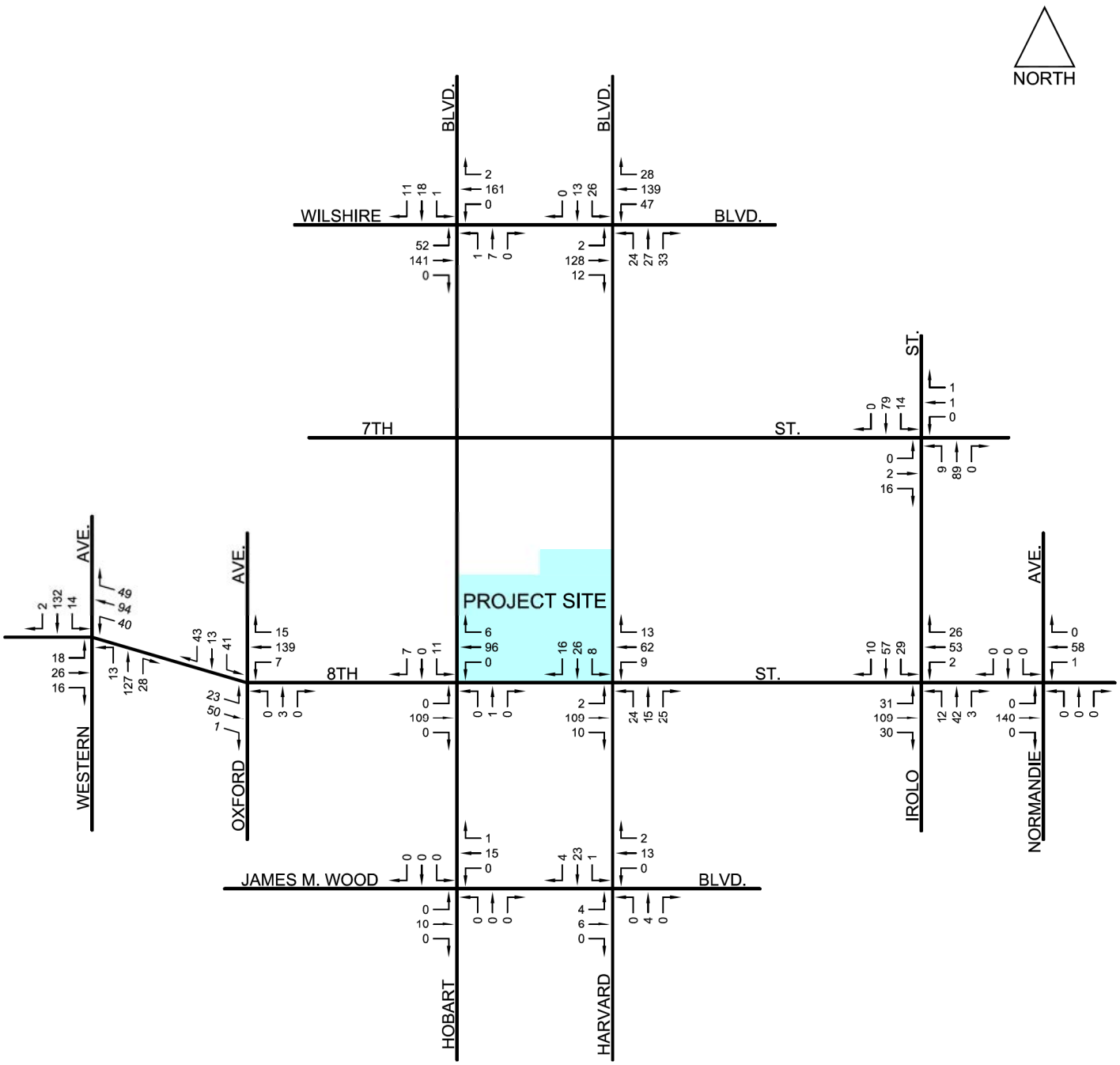

FIGURE 9(a)

4/25/2019

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RELATED PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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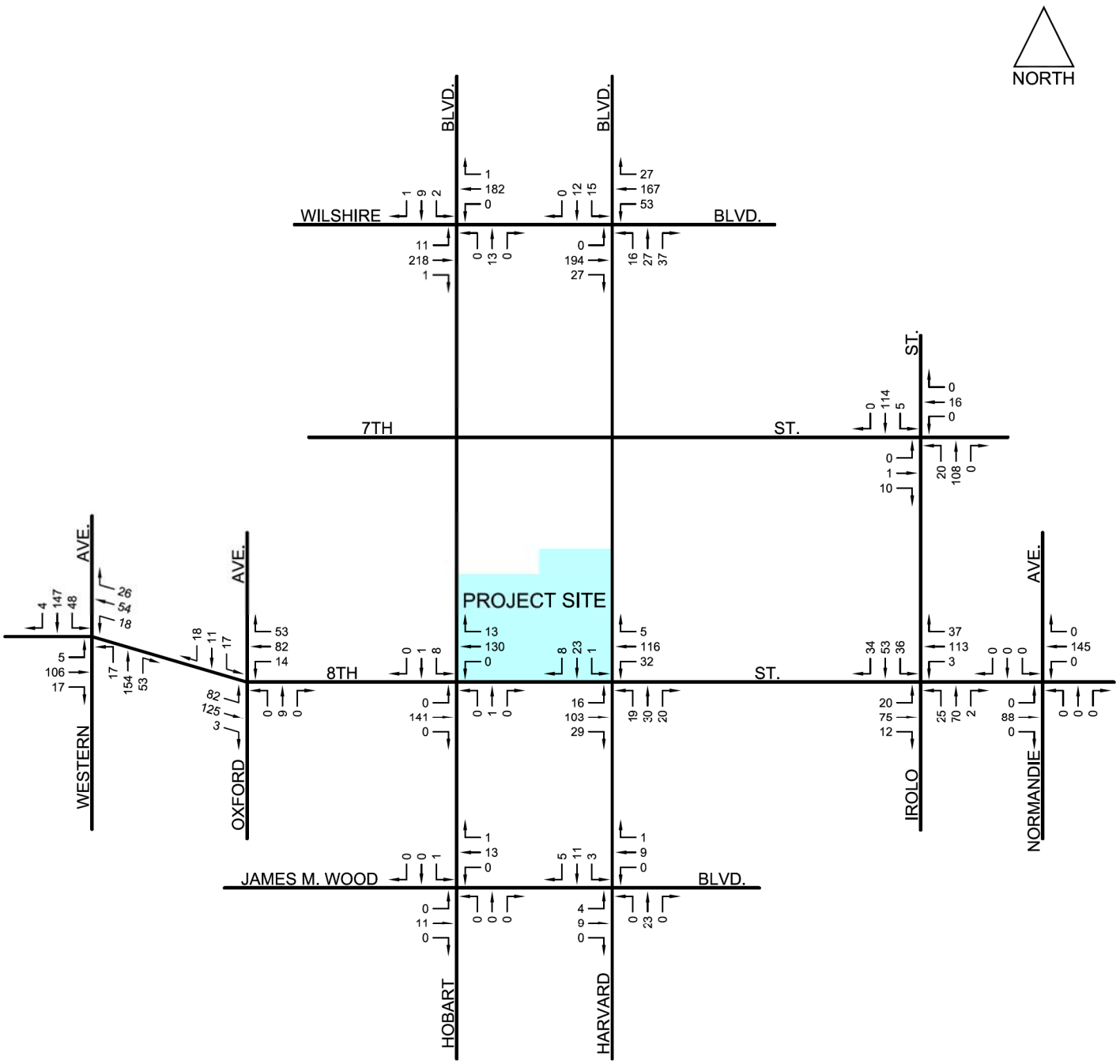

FIGURE 9(b)

4/25/2019

FN: 8th(3433W)MixedUse\PMRELPRJ

RELATED PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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Highway System Improvements

A number of traffic improvements have been implemented in the study area in recent years to make more efficient and effective use of the existing street system. All of the signalized study intersections are now operating under the City's Adaptive Traffic Control System (ATCS), in addition to the previously implemented ATSAC (Automated Traffic Surveillance and Control) System. ATCS/ATSAC is a highly sophisticated computerized system that continually monitors traffic demand at signalized intersections within the system, and modifies traffic signal timing in real time to maximize capacity and decrease delay. The ATSAC signal enhancements have been recognized to increase intersection capacities by approximately seven percent at locations where it has been installed and the upgraded ATCS system is able to increase capacity by another three percent for a total intersection capacity increase of 10 percent. These intersection capacity improvements have been incorporated in the analysis of existing (2019) and future (2023) traffic conditions.

In order to accurately forecast future (2023) traffic conditions in the Project area, an investigation into anticipated transportation improvements to the street system serving the Project area was conducted. A review of the City of Los Angeles Bureau of Engineering's Street Improvement and Stormwater website found no street improvement projects that could affect any of the 11 study intersections or future year analyses. In the Project vicinity, there are planned bicycle improvements as part of the Mobility Plan 2035 Bicycle Network. The improvements include the following:

- Tier 2 bicycle lanes on 7th Street in the study area.

The existing roadway would be able to accommodate the inclusion of a bicycle lane within the existing travel lanes with no changes to the roadway capacity and lane configurations at the study intersection of Irolo Street/7th Street. Therefore, the existing lane configurations would remain the same for the future (2023) conditions and are shown in Appendix C.

Analysis of Future (2023) Traffic Conditions, Without and With Project

The analysis of future traffic conditions at the study intersections was performed using the same analysis procedures described previously in this report. As described earlier, for the analysis of future Project traffic impacts, the current roadway system's geometric and signal operation characteristics were assumed to prevail.

Future (2023) baseline traffic volumes for the without Project condition were determined by combining area ambient traffic growth with the total related projects traffic volumes. The Future (2023) Without Project traffic volumes are illustrated in Figures 10(a) and 10(b) for the AM and PM peak hours, respectively.

Net Project volumes [Figures 6(a) and 6(b)] were then combined with the Future (2023) Without Project traffic volumes to develop the Future (2023) With Project volumes, which were used to determine traffic impacts directly attributable to the Project. The Future With Project morning and afternoon peak-hour traffic volumes are shown in Figures 11(a) and 11(b), respectively.

The results of the analysis of future traffic conditions at the study intersections are summarized in Table 10. As shown in this table, the addition of Project traffic will increase the V/C ratio at most of the study intersections during both

peak hours, however, the incremental Project traffic additions will not result in a change in level of service at most of the study intersections. The intersections with worsening level of service include Hobart Boulevard & 8th Street where the level of service worsens from LOS B to LOS C in the PM peak hour and Harvard Boulevard & 8th Street where the level of service worsens from LOS A to B in the Am peak hour with the addition of Project trips. Under the future (2023) conditions for without and with the addition of Project traffic, it is estimated that 10 of the 11 study intersections will continue to have acceptable levels of service (LOS A through LOS D) during both peak hours. The remaining one intersection of Irolo Street & 8th Street will operate at LOS E and LOS F during the AM and PM peak hours, respectively. (The LOS worksheets are included in Appendix E):

Table 10
Level of Service (LOS) Summary
Future (2023) Without and With Project

No.	Intersection	Peak Hour	Without Project V/C	Without Project LOS	With Project V/C	With Project LOS	Impact	Sig.?
1	Western Avenue &	AM	0.817	D	0.823	D	0.006	No
	8th Street	PM	0.789	C	0.797	C	0.008	No
2	Oxford Avenue &	AM	0.555	A	0.560	A	0.005	No
	8th Street	PM	0.519	A	0.523	A	0.004	No
3	Hobart Boulevard &	AM	0.659	B	0.663	B	0.004	No
	Wilshire Boulevard	PM	0.674	B	0.684	B	0.010	No
4	Hobart Boulevard &	AM	0.503	A	0.513	A	0.010	No
	8th Street	PM	0.680	B	0.705	C	0.025	No
5	Hobart Boulevard &	AM	0.252	A	0.255	A	0.003	No
	James M. Wood Boulevard	PM	0.508	A	0.514	A	0.006	No
6	Harvard Boulevard &	AM	0.636	B	0.636	B	0.000	No
	Wilshire Boulevard	PM	0.751	C	0.757	C	0.006	No
7	Harvard Boulevard &	AM	0.599	A	0.613	B	0.014	No
	8th Street	PM	0.759	C	0.788	C	0.029	No
8	Harvard Boulevard &	AM	0.401	A	0.405	A	0.004	No
	James M. Wood Boulevard	PM	0.452	A	0.455	A	0.003	No
9	Irolo Street &	AM	0.608	B	0.612	B	0.004	No
	7th Street	PM	0.711	C	0.711	C	0.000	No
10	Irolo Street &	AM	0.934	E	0.942	E	0.008	No
	8th Street	PM	1.097	F	1.109	F	0.012	Yes
11	Normandie Avenue &	AM	0.514	A	0.516	A	0.002	No
	8th Street	PM	0.586	A	0.589	A	0.003	No

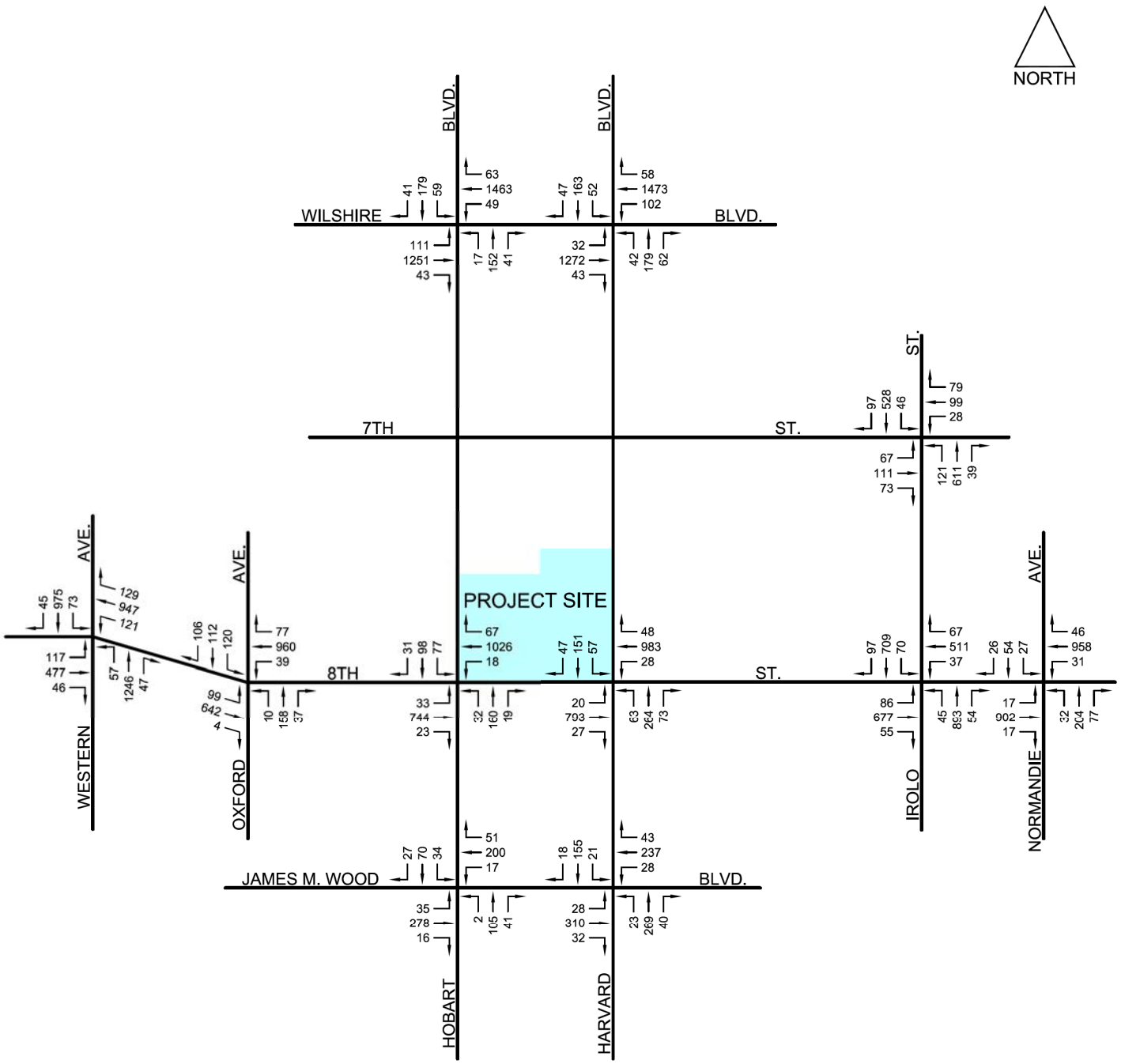

FIGURE 10(a)

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FN: 8th(3433W)MixedUse\AM2023WO

FUTURE (2023) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR

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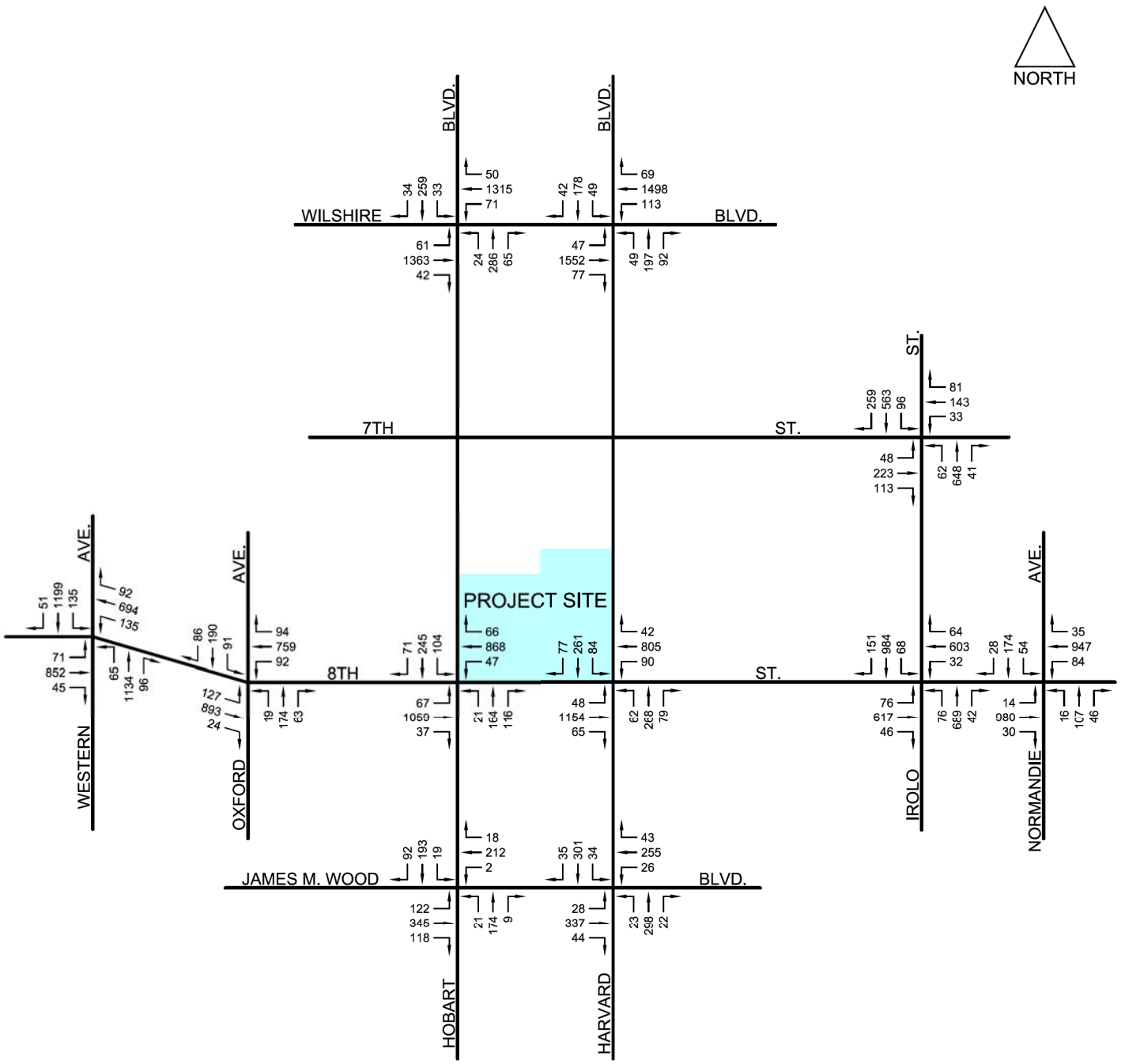

FIGURE 10(b)

4/25/2019

FN: 8th(3433W)MixedUse\PM2023WO

FUTURE (2023) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR

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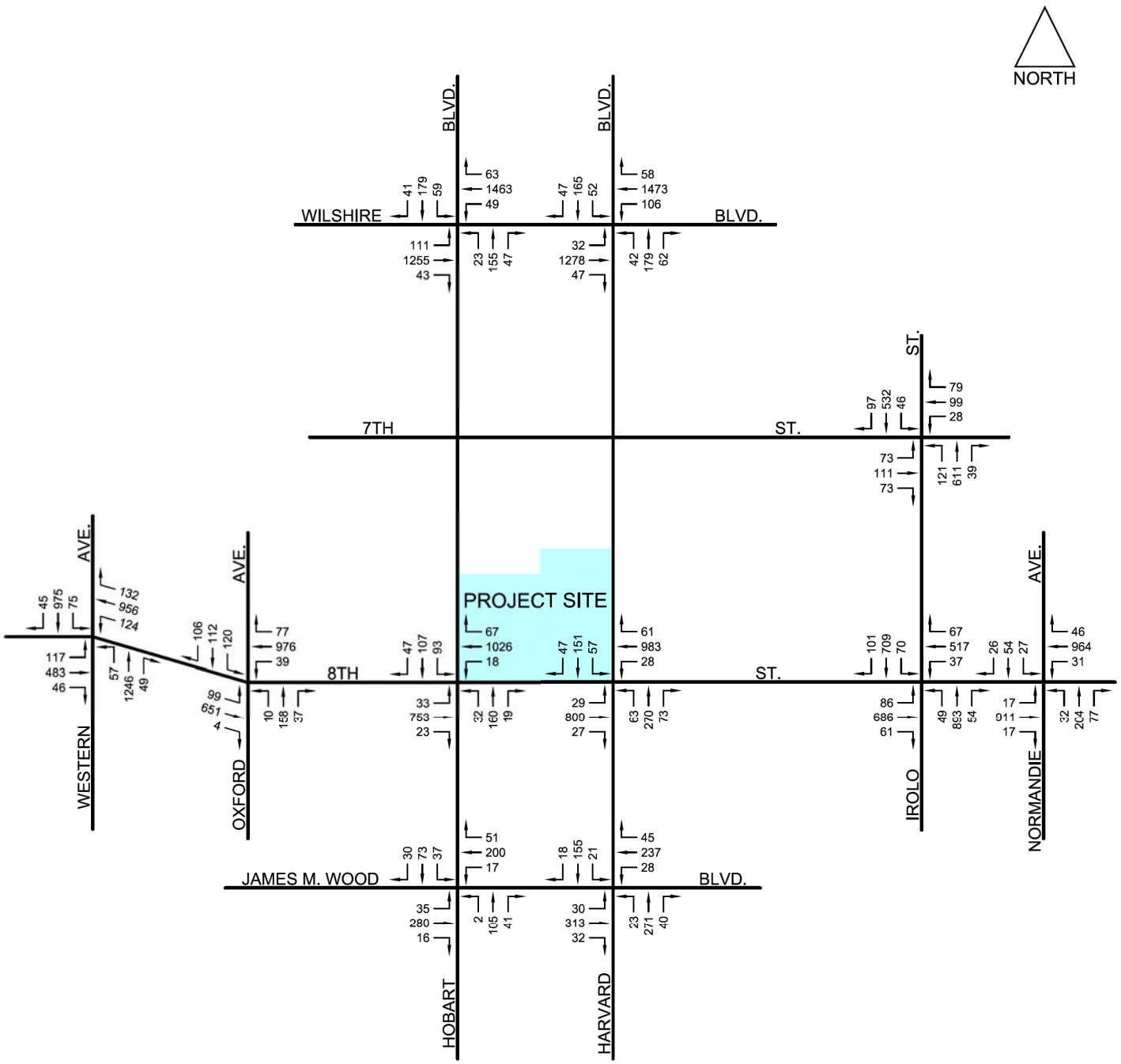

FIGURE 11(a)

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FUTURE (2023) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR

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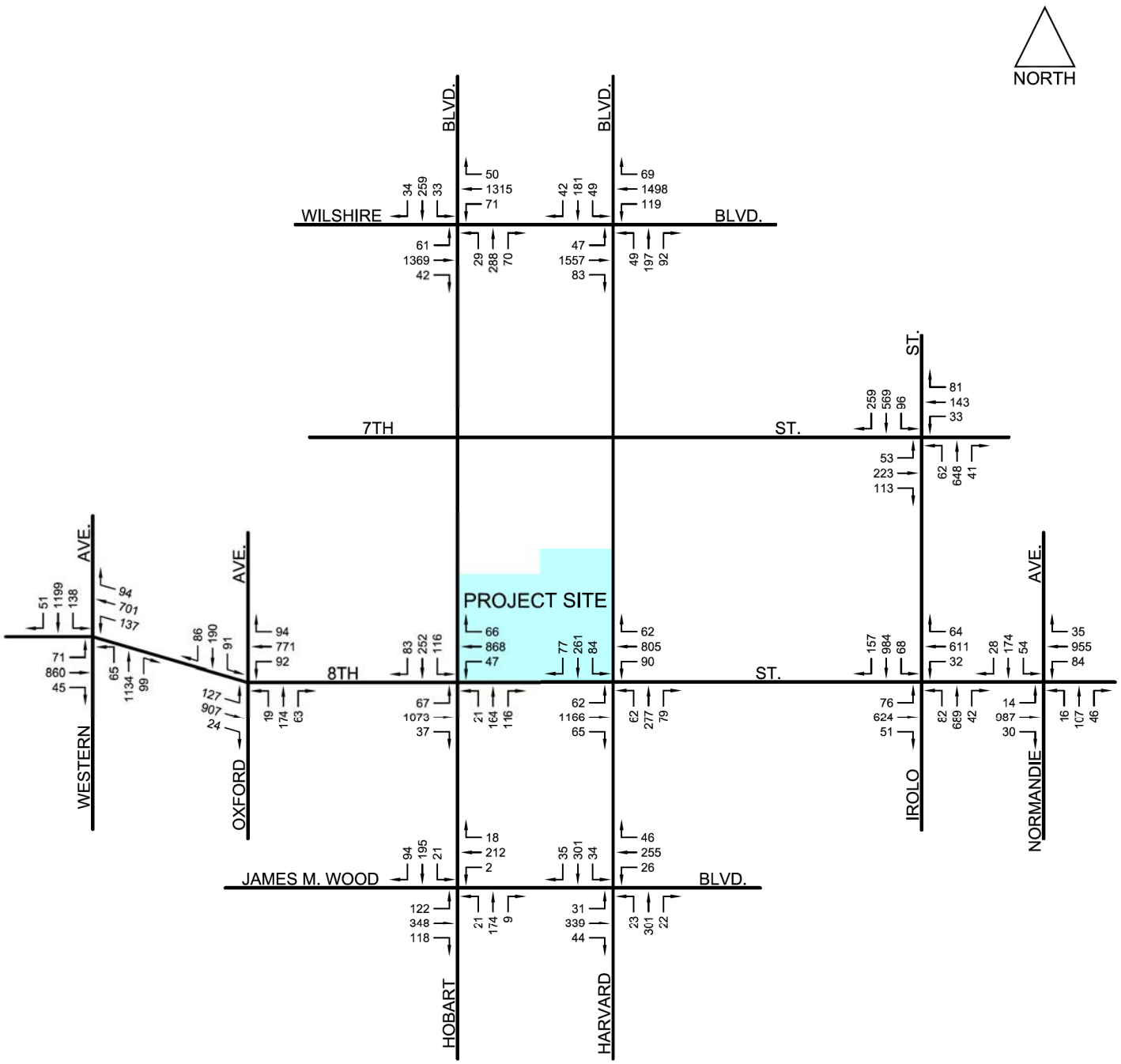

FIGURE 11(b)

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FN: 8th(3433W)MixedUse\PM2023WP

FUTURE (2023) TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR

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Regional Traffic Impact Analysis Per Congestion Management Plan (CMP)

To address the increasing public concern that traffic congestion is impacting the quality of life and economic vitality of the State of California, Proposition 111 enacted the Congestion Management Program (CMP) in 1990. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by Metro, the local CMP agency, designating a highway network that includes all state highways and principal arterials within the County. The Level of Service at each CMP monitoring station is supervised by local jurisdictions in order to implement the statutory requirements of the CMP. If Level of Service standards deteriorate, then local jurisdictions must prepare a deficiency plan to meet conformance standards outlined by the countywide plan.

The local CMP requires that all CMP monitoring intersections be analyzed where a Project would likely add 50 or more trips during the peak hours. The nearest such intersections are Western Avenue/9th Street, Western Avenue/Wilshire Boulevard and Alvarado Boulevard/Wilshire Boulevard, located approximately one-quarter mile southwest, one half mile northwest, and one and a half miles east of the Project, respectively. A review of the Project trip distribution and net Project traffic additions to the study vicinity shows that the Project will not add 50 or more trips to these CMP intersections. It is estimated that the Project would generate at most 10 trips during the AM and PM peak hours at the intersection of Western Avenue/9th Street. At the intersection of Western Avenue/Wilshire Boulevard, the Project is expected to contribute at most 15 trips during the AM peak hour and 16 trips during the PM peak hour. Finally, at the intersection of Alvarado Boulevard/Wilshire Boulevard, the Project is expected to contribute at most 10 trips during the AM and PM peak hours. As these

volumes are below the threshold of 50 trips, no further CMP intersection analysis is warranted.

In addition, any CMP freeway monitoring segment where a Project is expected to add 150 or more trips in any direction during the peak hours is to be analyzed. The nearest CMP freeway monitoring segments are the Hollywood Freeway (US-101) south of Santa Monica Boulevard and the Santa Monica Freeway (I-10) at Budlong Avenue. Based on the Project trip generation described earlier in this report, the Project is expected to add approximately 99 trips during the AM peak hour (37 inbound, 62 outbound) and 103 trips during the PM peak hour (56 inbound, 47 outbound) to the adjacent street system. These amounts are less than the freeway threshold of 150 directional trips. Therefore, no significant Project impact to any CMP freeway monitoring location is forecast and no additional freeway analysis is necessary.

Transit Impact Analysis

The traffic study area is well served by a number of public transit operators, including the Los Angeles County Metropolitan Transportation Authority (Metro), Los Angeles Department of Transportation (LADOT) and Foothill Transit. The Project site's proximity to Metro Rail stations links it to Amtrak, Metrolink, other Metro Rail services, Metro Transitway and numerous bus routes.

There are about 5 bus lines operated by Metro and LADOT that provide stops within approximately one-quarter mile walking distance of the Project site. The Metro Purple Line (Purple) stations are located just out of one-quarter mile walking distance of the Project site. The bus routes, which are described in the Environmental Setting section of the report, have headways ranging from 3 to 20 minutes for most service lines during peak hours. To be conservative, only 30 service buses/trains per hour during weekday peak hours (5 bus lines with 20-minute headways) were assumed for this analysis.

The analysis of Project impacts on transit was performed by determining if the Project transit trips could be absorbed by the available capacity on the rail and bus lines serving the area. Project transit impacts were analyzed using the transit trips results from the Project automobile trip generation calculations in Table 5. In Table 5, adjustments for the transit trips are combined with walk-in trips. To be conservative, Table 11 includes walk-in trips as Project transit trips. In addition, an average automobile occupancy factor of 1.4 was utilized to translate the Table 5 automobile trip generation to person trips. As shown in Table 11, on an average weekday, the Project would generate transit demand of approximately 196 person trips per day, including 15 person trips during the AM peak hour and 18 person trips during the PM peak hour. This equates to an estimated average of 0.5 transit riders during the AM peak hour and 0.6 transit riders during the PM peak hour.

Table 11
Project Transit Trip Summary

	Daily	AM Peak Hr.	PM Peak Hr.
Project Transit Automobile Trip Credit:	**140**	**11**	**13**
Project Transit Person Trips: (1.4 person trips per automobile trip)	**196**	**15**	**18**
Ave. Project Ridership/Transit Veh. (based on 30 buses)		**0.5**	**0.6**

Given that the capacity of a standard bus is 40 riders and an articulated bus capacity is 60 riders, this level of ridership is not considered to have a significant impact.

MITIGATION MEASURES

Project impacts at 11 study intersections in the area surrounding the Project, on the CMP network of roadways and on the transit system were analyzed in this study. As indicated in the preceding analyses, the Project traffic is not expected to generate significant impacts at the CMP system or the transit system. However, the Project is expected to significantly impact one of the study intersections – Irolo Street and 8th Street under the future (2023) conditions. In order to mitigate the potential traffic impacts, the following mitigation measures are recommended and considered for implementation by the Project.

> Irolo Street and 8th Street – To mitigate the potential significant traffic impact at the intersection of Irolo Street and 8th Street, the Project would pay for the installation of a camera at the location of 8th Street/Mariposa Ave (two blocks east from the impacted intersection). This would be considered a Transportation System Management (TSM) corridor improvement and allow for a one percent credit to the volume/capacity ratio. The systematic signal improvement would reduce the potential significant traffic impact at this intersection to be less than significant.

The LAMC requires that the Project to implement Transportation Demand Management (TDM) program to reduce the Project traffic. To comply with the LAMC requirements, as the Project's non-residential component is approximately 40,500 square feet (including 25,000 square feet of ground floor retail uses and 15,500 square feet of second floor creative office uses), the Project will implement TDM program as listed below per LAMC Section 12.26-J(a):

> Development in excess of 25,000 square feet of gross floor area - the owner shall provide a bulletin board, display case, or kiosk (displaying transportation

information) where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to, the following:

(1) Current routes and schedules for public transit serving the site;
(2) Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations;
(3) Ridesharing promotion material supplied by commuter-oriented organizations;
(4) Regional/local bicycle route and facility information;
(5) A listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders.

In addition, according to the LADOT Transportation Impact Study Guidelines, December 2015, LADOT has recommended additional TDM measures for the proposed Project:

• Provide an on-site transportation coordinator to promote the TDM program and alternatives to the car and facilitate rideshare;

• Transportation Information Center, educational programs, kiosks and/or other measures;

• Implementation of vehicle trip reduction incentives and services for Project employees and/or tenants; provide on-site education on alternative transportation modes;

• Parking incentives and support for formation of carpools/vanpools;

• Incentives such as discounted transit passes for using alternative travel modes;

• Unbundling and lease of parking spaces for residents;

• Contribute a one-time fixed fee contribution of $50,000 to be deposited into the City's Bicycle Plan Trust fund to implement bicycle improvements in the vicinity of the project.

• Record a Covenant and Agreement to ensure that the TDM program will be maintained.

The results of the "With Mitigation" traffic scenario are summarized in Table 12. As shown in Table 12, implementation of the recommended improvements will reduce the Project's significant traffic impacts to less than significant levels at the intersection of Irolo Street and 8th Street under both the future (2023) conditions.

Table 12
Level of Service (LOS) Summary
Future (2023) Without and With Project Mitigation Measures

		Peak	Without Project		With Project With Mitigation			
No.	Intersection	Hour	V/C	LOS	V/C	LOS	Impact	Sig.?
10	Irolo Street &	AM	0.934	E	0.932	E	-0.002	No
	8th Street	PM	1.097	F	1.099	F	0.002	No

APPENDIX A

LADOT SIGNED TRAFFIC STUDY MEMORANDUM OF UNDERSTANDING

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Impact Study for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Impact Study Guidelines:

I. PROJECT INFORMATION

Project Name: Max At 8th (3433) Mixed Use Project

Project Address: 3433 8th Street in the City of Los Angeles

Project Description: Development of 223 multi-family units, 28 affordable units with 15,500 sf of creative office and 25,000 sf of shopping center uses. 1 existing single family house and approximately 22,000 sf of existing shopping center will be demolished to accommodate the project building.

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ■ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 20.00 % S 20.00 % E 30.00 % W 30.00 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ■ Yes ☐ No

Trip Generation Adjustments *(Exact amount of credit subject to approval by LADOT)*

	Yes	No
Transit Usage	■	☐
Transportation Demand Management	☐	■
Existing Active Land Use	■	☐
Previous Land Use	☐	■
Internal Trip	■	☐
Pass-By Trip	■	☐

Source of Trip Generation Rate(s)? ☐ ITE 9th Edition ■ Other: ITE 10th Edition

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ■ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	37	62	99
PM Trips	56	47	103

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2023 Ambient or CMP Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ■ Yes ☐ No

Subject to Freeway Impact Analysis, in addition to CMP Analysis? *(Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)* ☐ Yes ■ No

Map of Study Intersections attached? *(May be subject to LADOT revision after initial impact analysis)* ■ Yes ☐ No

Is this Project located on a street within the High Injury Network? ■ Yes ☐ No

IV. CONTACT INFORMATION

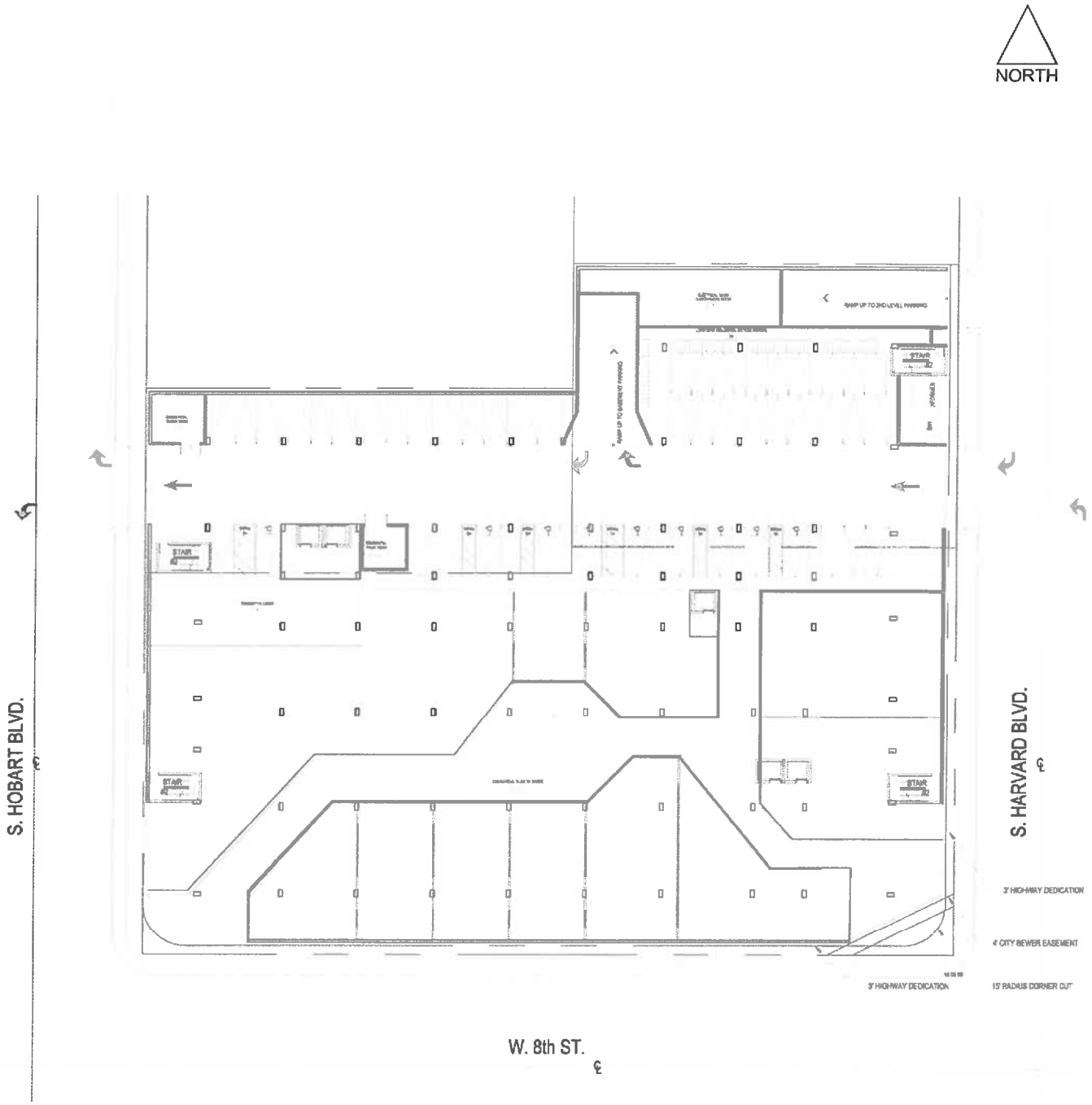
	CONSULTANT	DEVELOPER
Name:	Crain & Associates	Charles Park
Address:	300 Corporate Pointe, Suite 470, Culver City, CA 90230	2250 Maple Avenue, Los Angeles, CA 90011
Phone Number:	(310) 473-6508	(213) 742-9001
E-Mail:	HShi@Crainandassociates.com	cpark@offlineinc.com

Approved by: x _____ 4/12/2019 x _____ 4-16-19

Consultant's Representative | Date | LADOT Representative | Date

Attachment 1

Project Site Plan



ATTACHMENT 1

5/21/2018

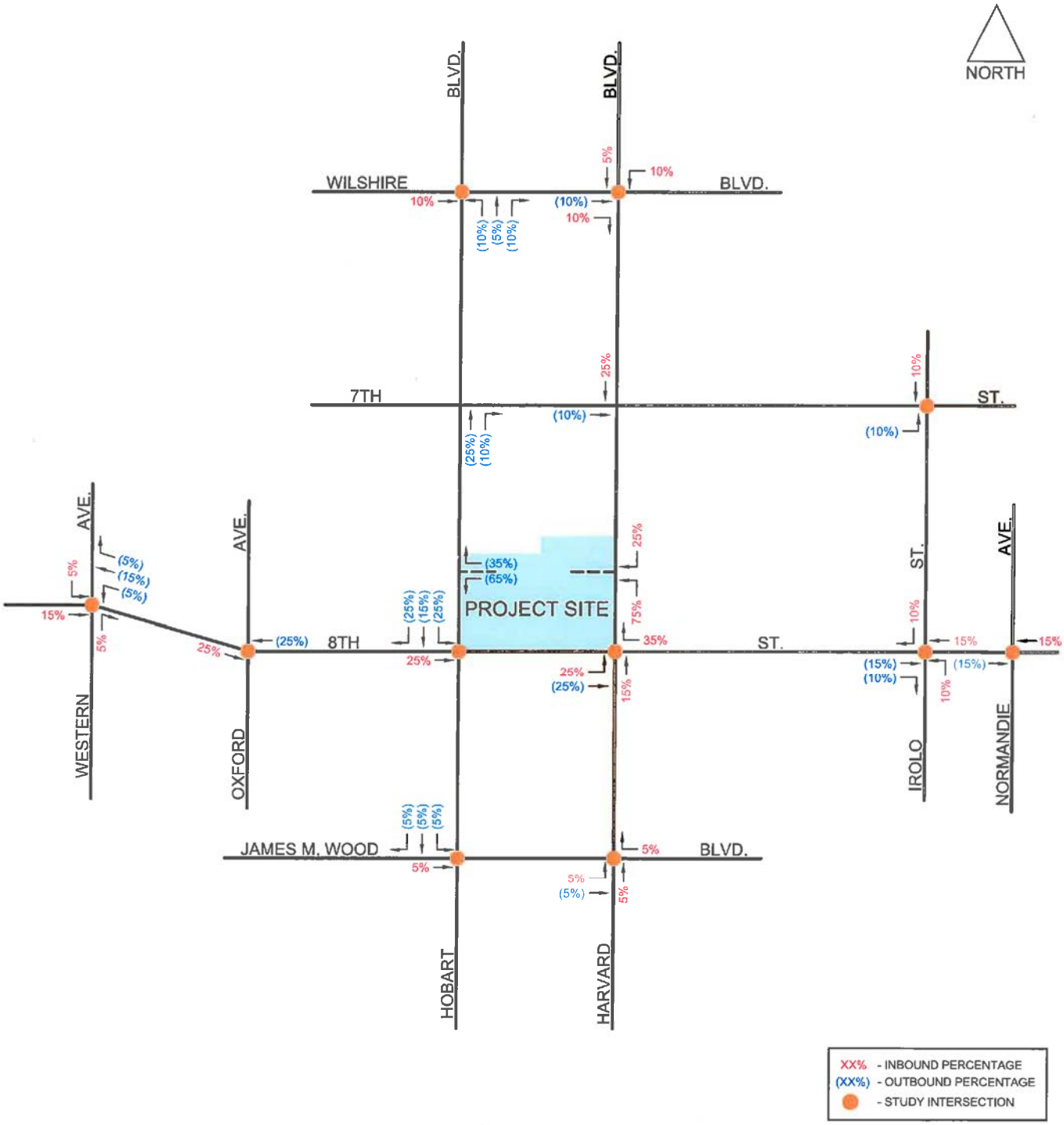
FN: 8th(3433)MixedUse\SITE PLAN

PROJECT SITE PLAN

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH: (310) 473 6508 F: (310) 444 9771
www.crainandassociates.com

Attachment 2

Project Trip Distribution Percentages



ATTACHMENT 2

5/21/2018

FN: 8TH (3433W) MIXED USE\PROJ-DIST

PROJECT TRIP DISTRIBUTION PERCENTAGES

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

Attachment 3

Project Trip Generation Rates

Attachment 3
Mix 8th (3433) Mixed-Use Development
Project Trip Generation Rates

LU	Use/Description	Rates
	Affordable Housing - Family	
	Daily:	4.08 Trips per dwelling unit
	AM Peak Hour:	0.5 Trips per dwelling unit
	Inbound	40%
	Outbound	60%
	PM Peak Hour:	0.34 Trips per dwelling unit
	Inbound	55%
	Outbound	45%
210	Single-Family Detached Housing - General Urban/Suburban	
	Daily:	9.44 Trips per dwelling unit
	AM Peak Hour:	0.74 Trips per dwelling unit
	Inbound	25%
	Outbound	75%
	PM Peak Hour:	0.99 Trips per dwelling unit
	Inbound	63%
	Outbound	37%
221	Multifamily Housing (Mid-Rise) - General Urban/Suburban	
	Daily:	5.44 Trips per dwelling unit
	AM Peak Hour:	0.36 Trips per dwelling unit
	Inbound	26%
	Outbound	74%
	PM Peak Hour:	0.44 Trips per dwelling unit
	Inbound	61%
	Outbound	39%
710	General Office Building - General Urban/Suburban	
	Daily:	9.74 Trips per KSF of Building Area
	AM Peak Hour:	1.16 Trips per KSF of Building Area
	Inbound	86%
	Outbound	14%
	PM Peak Hour:	1.15 Trips per KSF of Building Area
	Inbound	16%
	Outbound	84%
820	Shopping Center - General Urban/Suburban	
	Daily:	37.75 Trips per KSF of Building Area
	AM Peak Hour:	0.94 Trips per KSF of Building Area
	Inbound	62%
	Outbound	38%
	PM Peak Hour:	3.81 Trips per KSF of Building Area
	Inbound	48%
	Outbound	52%

Source:
Trip Generation, 10th Edition, 2017, Institute of Transportation Engineers (ITE).

Attachment 4

Project Trip Generation

Crain & Associates
4/11/2019
Draft

Attachment 4
Mix 8th (3433) Mixed-Use Development
Project Trip Generation

LU	Use/Description	Size	Units	Daily	AM Peak Hour I/B	AM Peak Hour O/B	AM Peak Hour Total	PM Peak Hour I/B	PM Peak Hour O/B	PM Peak Hour Total
PROPOSED USES										
221	Apartment	223	du	1,213	21	59	80	60	38	98
	Affordable Housing	28	du	114	6	8	14	6	4	10
710	Creative Offices	15.500	ksf	151	15	3	18	3	15	18
820	Shopping Center	25.000	ksf	944	15	9	24	46	49	95
	Subtotal [A]			**2,422**	**57**	**79**	**136**	**115**	**106**	**221**
	Internal Linkages									
	Apartment	Based on Shopping Center		(77)	0	(1)	(1)	(4)	(4)	(8)
	Affordable Housing	Based on Shopping Center		(7)	0	0	0	0	(1)	(1)
	Creative Offices	Based on Shopping Center		(10)	0	(1)	(1)	(1)	0	(1)
	Shopping Center	10%		(94)	(2)	0	(2)	(5)	(5)	(10)
	Subtotal [B]			**(188)**	**(2)**	**(2)**	**(4)**	**(10)**	**(10)**	**(20)**
	Transit/Bicycle/Walk-in Trips									
	Apartment	10%		(114)	(2)	(6)	(8)	(6)	(3)	(9)
	Affordable Housing	10%		(11)	(1)	0	(1)	(1)	0	(1)
	Creative Offices	10%		(14)	(2)	0	(2)	0	(2)	(2)
	Shopping Center	10%		(85)	(1)	(1)	(2)	(4)	(5)	(9)
	Subtotal [C]			**(224)**	**(6)**	**(7)**	**(13)**	**(11)**	**(10)**	**(21)**
[D] Driveway/Adj. Int. Trips = [A] + [B] + [C]				**2,010**	**49**	**70**	**119**	**94**	**86**	**180**
	Pass-by Trips									
	Apartment	0%		0	0	0	0	0	0	0
	Creative Offices	0%		0	0	0	0	0	0	0
	Shopping Center	50%		(383)	(6)	(4)	(10)	(19)	(19)	(38)
	Subtotal [E]			**(383)**	**(6)**	**(4)**	**(10)**	**(19)**	**(19)**	**(38)**
[F] Area Intersection Trips (Proposed Uses) = [D]+[E]				**1,627**	**43**	**66**	**109**	**75**	**67**	**142**
EXISTING USES										
210	Single-Family Home	1	SDU	9	0	1	1	1	0	1
820	Shopping Center	22.000	ksf	831	13	8	21	40	44	84
	Subtotal [G]			**840**	**13**	**9**	**22**	**41**	**44**	**85**
	Internal Linkages									
	Single-Family Home	10%		(1)	0	0	0	0	0	0
	Shopping Center	Based on Single-Family Home		(1)	0	0	0	0	0	0
	Subtotal [H]			**(2)**	**0**	**0**	**0**	**0**	**0**	**0**
	Existing Transit/Bicycle/Walk-in Trips									
	Single-Family Home	10%		(1)	0	0	0	0	0	0
	Shopping Center	10%		(83)	(1)	(1)	(2)	(4)	(4)	(8)
	Subtotal [I]			**(84)**	**(1)**	**(1)**	**(2)**	**(4)**	**(4)**	**(8)**
[J] Driveway/Adj. Int. Trips = [G] + [H] + [I]				**754**	**12**	**8**	**20**	**37**	**40**	**77**
	Pass-by Trips									
	Single-Family Home	0%		0	0	0	0	0	0	0
	Shopping Center	50%		(374)	(6)	(4)	(10)	(18)	(20)	(38)
	Subtotal [K]			**(374)**	**(6)**	**(4)**	**(10)**	**(18)**	**(20)**	**(38)**
[L] Area Intersection Trips (Existing Uses) = [J]+[K]				**380**	**6**	**4**	**10**	**19**	**20**	**39**
NET PROJECT TRIP GENERATION										
Driveway/Adjacent Intersection Trips = [D] - [J]				**1,256**	**37**	**62**	**99**	**57**	**46**	**103**
Area Intersection Trips (Net Project) = [F] - [L]				**1,247**	**37**	**62**	**99**	**56**	**47**	**103**

Attachment 5

Related Projects List

CLATS
Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:
PROJ ID: 47233
Address: 3433 W 8TH STREET
LOS ANGELES, CA 90005
Lat/Long: 34.0581, -118.304

Buffer Radius: .5 mile

Search

Column

Include NULL "Trip info":
Include NULL "FirstStudySubmittalDate" (latest)
Include "Inactive" projects:
Include "Do not show in Related Project":
Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Record Count: 25 | Record Per Page: All Records

Results generated since: (3/28/2019 12:58:42 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)
35368	Metro	MTR	10	2010	Wilshire Temple Master Plan	School & office Improvements	3663 W WILSHIRE BLVD	10/21/2010	0.3

Trip Info

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	55380								Temple Administration
School	Seats	216								Nursery School
School	Seats	420								Elem School K-6
Other	Other		138	23	825	94	44	20	3	Total Net Trips
			138	**23**	**825**		**94**	**44**	**20**	**3**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)
41467	Metro	HWD	10	2013	Apartments	131 Apts + 7ksf retail	800 S HARVARD BL	02/06/2014	0.0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	131								
Retail	S.F. Gross Area	7000	46	77	827	14	32	44	33	Total net project trips
			46	**77**	**827**		**14**	**32**	**44**	**33**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)
42393	Metro	HWD	10	2014	Apartments	91 Apartments (in construction 2018)	1011 S SERRANO AV	12/03/2014	0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	91	41	50	545	8	33	32	18	Total net trips
			41	**50**	**545**		**8**	**33**	**32**	**18**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)
42529	Metro	HWD	10	2014	Mixed-Use	226 Apartments, 16 KSF Retail	3076 W Olympic bl	02/19/2015	0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	226								
Retail	S.F. Gross Area	16907	103	146	1567	25	78	90	56	Credit for existing use, transit, and pass-by applied.
			103	**146**	**1567**		**25**	**78**	**90**	**56**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)
42314	Metro	HWD	4	2014	Mixed-Use	161 Apartments, 10 KSF Restaurant	700 S Manhattan pl	11/18/2015	0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	162	76	117	1260	19	57	71	46	Credit applied for existing, transit and pass-by.
Other	S.F. Gross Area	6500								land use=restaurant
Retail	S.F. Gross	3500								

										Area										
												76	**117**	**1260**		**19**	**57**	**71**	**46**

43453	Metro	MTR	10	2015	3525 W 8th St MU	367 apts, 23ksf supermarket, & 16.5ksf retail	3525 W 8TH ST	12/16/2015	0.2	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
										Apartments	Total Units	367								
										Other	S.F. Gross Area	22906	129	108	1214	8	121	83	25	SUPERMARKET; Total net project trips.
										Retail	S.F. Gross Area	16513								
													129	**108**	**1214**		**8**	**121**	**83**	**25**

43944	Metro	HWD	10	2015	Mixed-Use (Revised)	433 Apartments, 49849 SF Retail	3545 W WILSHIRE BLVD	12/23/2015	0.3	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
										Apartments	Total Units	433	41	94	917	-42	83	84	10	Credit applied for transit & existing uses
										Retail	S.F. Gross Area	49849								
													41	**94**	**917**		**-42**	**83**	**84**	**10**

43787	Metro	MTR	10	2015	Apartments	90 Apartments	825 S Kingsley dr	01/25/2016	0.1	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
										Apartments	Total Units	90	39	48	521	7	32	30	18	Credit for existing uses applied.
													39	**48**	**521**		**7**	**32**	**30**	**18**

44515	Metro	HWD	10	2016	Apartments	69 Apartments	926 S Kingsley dr	07/28/2016	0.2	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
										Apartments	Total Units	69	31	38	408	6	25	25	13	Total includes credit for existing uses and transit.
													31	**38**	**408**		**6**	**25**	**25**	**13**

44375	Metro	MTR	10	2016	3170 W Olympic Blvd	252 apts, 32,300 sf retail	3170 W Olympic Blvd	09/20/2016	0.4	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
										Apartments	Total Units	252								
										Retail	S.F. Net Area	32300	113	150	1624	24	89	94	56	Total Net Project Trips with Credits
													113	**150**	**1624**		**24**	**89**	**94**	**56**

44184	Metro	MTR	10	2016	3700 W. Wilshire Bl. Mixed-Use	VTT74191; 506 condos, 40,323sf retail, & 21,712sf restaurant	3700 W WILSHIRE BL	10/05/2016	0.3	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
										Retail	S.F. Gross Area	40323	201	258	3500	49	152	178	80	Total net project trips
										Other	S.F. Gross Area	6204								Quality restaurant
										Other	S.F. Gross Area	12407								Hi-turnover sit down restaurant
										Other	S.F. Gross Area	3101								Fast-food restaurant
										Condominiums	Total Units	506								
													201	**258**	**3500**		**49**	**152**	**178**	**80**

45127	Metro	HWD	10	2016	Apartments	67 Apartments	748 S Kingsley Dr	12/12/2016	0.1	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
										Apartments	Total Units	67	31	38	406	6	25	24	14	Existing use credits applied.

													31	38	406		6	25	24	14	

												Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
44880	Metro	MTR	10	2016	Mixed-Use	760 apartments, 10670 SF Retail	3600 W Wilshire bl	01/04/2017	0.2	Retail	S.F. Gross Area	10670	235	301	3264	34	201	202	99	Total includes existing use credits, transit, walk, internal and pass-by credit.
													235	301	3264		34	201	202	99	

										Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
44399	Metro	MTR	10	2016	Harvard Boulevard Hotel	110 room hotel, 1000 sf commercial	679 S Harvard Blvd	02/21/2017	0.3	Other	Total Units	110	61	66	905	35	26	35	31	Total Trip
										Retail	S.F. Net Area	1840								high turnover restaurant
													61	66	905		35	26	35	31	

										Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
45205	Metro	HWD	4	2016	Mixed-Use	208 Condos & 3.5 KSF Retail	3323 W Olympic bl	04/18/2017	0.5	Mixed Use	Total Units	208	36	32	409	-13	49	39	-7	Condos; total net project trips
										Retail	S.F. Gross Area	3500								
													36	32	409		-13	49	39	-7	

										Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
45816	Metro	HWD	10	2017	Mixed-Use	44 Apts, 200 hotel rooms, 8 KSF Restaurant, 10 KSF retail	3751 W 6th st	05/11/2017	0.4	Apartments	Total Units	44	70	57	1183	39	31	36	21	Total net project trips
										Other	Rooms	200								Hotel rooms
										Retail	S.F. Gross Area	10000								
										Other	S.F. Gross Area	8000								Restaurant
													70	57	1183		39	31	36	21	

										Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
45846	Metro	MTR	10	2017	635 Western MU	220 apts & 900sf retail	635 S WESTERN AV	06/22/2017	0.4	Apartments	Total Units	220	50	62	672	10	40	40	22	Total net project trips
										Retail	S.F. Gross Area	900								
													50	62	672		10	40	40	22	

										Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
45860	Metro	MTR	10	2017	Apartments	68 Apartments	923 S KENMORE AV	06/28/2017	0.5	Apartments	Total Units	69	33	40	432	7	26	26	15	Total net project trips
													33	40	432		7	26	26	15	

										Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
46253	Metro	HWD	10	2017	Mixed-Use	192 Hotel Rooms, 23459 SF Retail, 122 Condominiums	3800 W 6th St	10/16/2017	0.4	Condominiums	Total Units	122	84	124	1966	34	50	73	51	Total includes credits for existing uses, transit, internal, and pass-by.
										Other	Rooms	192								land use=hotel
										Retail	S.F. Gross	23459								

	Area									
		84	124	1966		34	50	73	51	

46564	Metro	MTR	10	2017	3216 W 8th St MU	8 condos, 80 hotel rms, 4808sf retail, & 2465 karaoke	3216 W 8TH ST	11/15/2017	0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	8	42	74	694	24	18	42	32	Total net project trips
Other	Rooms	80								Hotel rooms
Retail	S.F. Gross Area	4808								
Other	S.F. Gross Area	2465								Karaoke
			42	74	694		24	18	42	32

46320	Metro	MTR	10	2017	Mariposa & Fedora	2 Projects(Total 173 Apts): Mariposa w/98 & Fedora w/75	840 S MARIPOSA AV	11/28/2017	0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	173	75	92	978	15	60	61	31	Combination of both projects
			75	92	978		15	60	61	31

44755	Metro	MTR	10	2016	Central Plaza Project	641 apartment units, 18454 sf retail	3440 W WILSHIRE BL	09/18/2018	0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	18454	131	186	2040	19	112	125	61	
Apartments	Total Units	641								high rise
			131	186	2040		19	112	125	61

44877	Metro	MTR	10	2016	Mixed-Use	148 Hotel Rooms, 96 Apartments, 29.73 KSF Retail, see below	800 S WESTERN AV	11/20/2018	0.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	230	146	129	1743	62	84	83	46	total includes credits for existing uses, transit, walk, bike, internal, and pass-by.
Other	S.F. Gross Area	15500								land use = high turnover restaurant
			146	129	1743		62	84	83	46

47793	Metro	HWD	10	2018	Mixed-Use	157 Apartments, 5981 SF Retail, 6 KSF Restaurant	760 S SERRANO AV	01/10/2019	0.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	157	108	129	1590	38	70	79	50	Total includes transit, internal, pass-by credit.
Retail	S.F. Gross Area	5981								
Other	S.F. Gross Area	6000								land use=restaurant
			108	129	1590		38	70	79	50

47915	Metro	MTR	10	2019	Residential Project	230 apts & 805 sf retail	3875 W WILSHIRE BL	01/10/2019	0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	230	90	111	1443	20	70	69	42	Total net project trips
Retail	S.F. Gross Area	805								
			90	111	1443		20	70	69	42

APPENDIX B

TRAFFIC COUNTS

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Western Avenue
E/W: 8th Street
Weather: Clear

File Name : 01_LAC_Western_8th AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	175	4	188	22	243	22	287	6	232	5	243	8	62	6	76	794
07:15 AM	9	181	8	198	18	223	21	262	0	271	6	277	16	75	8	99	836
07:30 AM	13	204	5	222	15	220	26	261	7	261	4	272	31	103	8	142	897
07:45 AM	14	189	10	213	27	186	14	227	21	297	5	323	27	109	9	145	908
Total	45	749	27	821	82	872	83	1037	34	1061	20	1115	82	349	31	462	3435
08:00 AM	20	228	18	266	17	183	15	215	14	235	3	252	20	142	4	166	899
08:15 AM	16	174	5	195	17	142	12	171	6	211	9	226	24	111	8	143	735
08:30 AM	20	193	8	221	16	179	11	206	14	234	5	253	13	110	8	131	811
08:45 AM	15	191	7	213	28	185	20	233	11	259	10	280	13	136	10	159	885
Total	71	786	38	895	78	689	58	825	45	939	27	1011	70	499	30	599	3330
09:00 AM	10	178	7	195	23	146	24	193	11	263	6	280	19	133	14	166	834
09:15 AM	13	184	13	210	36	140	19	195	13	230	11	254	20	88	9	117	776
09:30 AM	12	196	16	224	28	145	22	195	8	233	6	247	16	83	14	113	779
09:45 AM	23	184	10	217	23	147	21	191	12	212	7	231	16	97	5	118	757
Total	58	742	46	846	110	578	86	774	44	938	30	1012	71	401	42	514	3146
Grand Total	174	2277	111	2562	270	2139	227	2636	123	2938	77	3138	223	1249	103	1575	9911
Apprch %	6.8	88.9	4.3		10.2	81.1	8.6		3.9	93.6	2.5		14.2	79.3	6.5		
Total %	1.8	23	1.1	25.9	2.7	21.6	2.3	26.6	1.2	29.6	0.8	31.7	2.3	12.6	1	15.9	
Passenger Vehicles	157	2145	106	2408	267	2118	208	2593	114	2766	70	2950	220	1240	102	1562	9513
% Passenger Vehicles	90.2	94.2	95.5	94	98.9	99	91.6	98.4	92.7	94.1	90.9	94	98.7	99.3	99	99.2	96
Dual Wheeled	4	82	3	89	1	19	9	29	8	118	1	127	3	8	1	12	257
% Dual Wheeled	2.3	3.6	2.7	3.5	0.4	0.9	4	1.1	6.5	4	1.3	4	1.3	0.6	1	0.8	2.6
Buses	13	50	2	65	2	2	10	14	1	54	6	61	0	1	0	1	141
% Buses	7.5	2.2	1.8	2.5	0.7	0.1	4.4	0.5	0.8	1.8	7.8	1.9	0	0.1	0	0.1	1.4

	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	181	8	198	18	**223**	21	**262**	0	271	**6**	277	16	75	8	99	836
07:30 AM	13	204	5	222	15	220	**26**	261	7	261	4	272	**31**	103	8	142	897
07:45 AM	14	189	10	213	**27**	186	14	227	**21**	**297**	5	**323**	27	109	**9**	145	**908**
08:00 AM	**20**	**228**	**18**	**266**	17	183	15	215	14	235	3	252	20	**142**	4	**166**	899
Total Volume	56	802	41	899	77	812	76	965	42	1064	18	1124	94	429	29	552	3540
% App. Total	6.2	89.2	4.6		8	84.1	7.9		3.7	94.7	1.6		17	77.7	5.3		
PHF	.700	.879	.569	.845	.713	.910	.731	.921	.500	.896	.750	.870	.758	.755	.806	.831	.975

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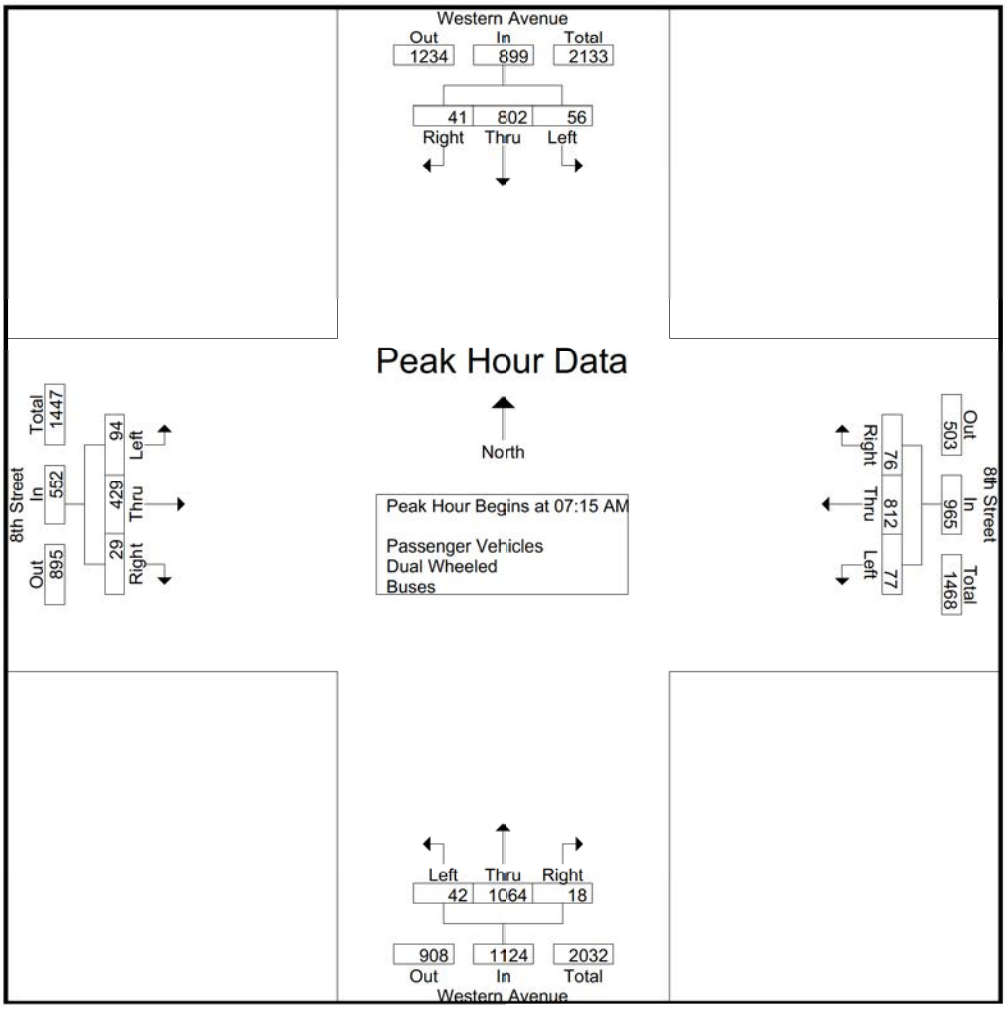
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				08:00 AM			
+0 mins.	9	181	8	198	22	**243**	22	**287**	0	271	**6**	277	20	**142**	4	**166**
+15 mins.	13	204	5	222	18	223	21	262	7	261	4	272	**24**	111	8	143
+30 mins.	14	189	10	213	15	220	**26**	261	**21**	**297**	5	**323**	13	110	8	131
+45 mins.	**20**	**228**	**18**	**266**	**27**	186	14	227	14	235	3	252	13	136	**10**	159
Total Volume	56	802	41	899	82	872	83	1037	42	1064	18	1124	70	499	30	599
% App. Total	6.2	89.2	4.6		7.9	84.1	8		3.7	94.7	1.6		11.7	83.3	5	
PHF	.700	.879	.569	.845	.759	.897	.798	.903	.500	.896	.750	.870	.729	.879	.750	.902

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Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles

	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	168	4	180	21	240	21	282	5	220	3	228	8	62	6	76	766
07:15 AM	7	172	8	187	17	221	19	257	0	254	4	258	16	74	8	98	800
07:30 AM	11	194	4	209	15	219	24	258	6	249	3	258	31	102	8	141	866
07:45 AM	14	177	10	201	26	184	9	219	20	277	4	301	27	109	9	145	866
Total	40	711	26	777	79	864	73	1016	31	1000	14	1045	82	347	31	460	3298
08:00 AM	19	213	17	249	17	178	15	210	12	221	3	236	19	142	4	165	860
08:15 AM	13	166	3	182	17	141	11	169	6	194	8	208	24	111	8	143	702
08:30 AM	17	178	8	203	16	178	10	204	12	222	5	239	13	109	7	129	775
08:45 AM	14	180	6	200	28	183	19	230	10	248	10	268	13	135	10	158	856
Total	63	737	34	834	78	680	55	813	40	885	26	951	69	497	29	595	3193
09:00 AM	9	165	7	181	23	146	24	193	11	251	6	268	19	130	14	163	805
09:15 AM	13	177	13	203	36	140	16	192	13	210	11	234	19	88	9	116	745
09:30 AM	9	187	16	212	28	141	19	188	8	220	6	234	15	82	14	111	745
09:45 AM	23	168	10	201	23	147	21	191	11	200	7	218	16	96	5	117	727
Total	54	697	46	797	110	574	80	764	43	881	30	954	69	396	42	507	3022
Grand Total	157	2145	106	2408	267	2118	208	2593	114	2766	70	2950	220	1240	102	1562	9513
Apprch %	6.5	89.1	4.4		10.3	81.7	8		3.9	93.8	2.4		14.1	79.4	6.5		
Total %	1.7	22.5	1.1	25.3	2.8	22.3	2.2	27.3	1.2	29.1	0.7	31	2.3	13	1.1	16.4	

	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	172	8	187	17	**221**	19	257	0	254	**4**	258	16	74	8	98	800
07:30 AM	11	194	4	209	15	219	**24**	**258**	6	249	3	258	**31**	102	8	141	**866**
07:45 AM	14	177	10	201	**26**	184	9	219	**20**	**277**	4	**301**	27	109	**9**	145	866
08:00 AM	**19**	**213**	**17**	**249**	17	178	15	210	12	221	3	236	19	**142**	4	**165**	860
Total Volume	51	756	39	846	75	802	67	944	38	1001	14	1053	93	427	29	549	3392
% App. Total	6	89.4	4.6		7.9	85	7.1		3.6	95.1	1.3		16.9	77.8	5.3		
PHF	.671	.887	.574	.849	.721	.907	.698	.915	.475	.903	.875	.875	.750	.752	.806	.832	.979

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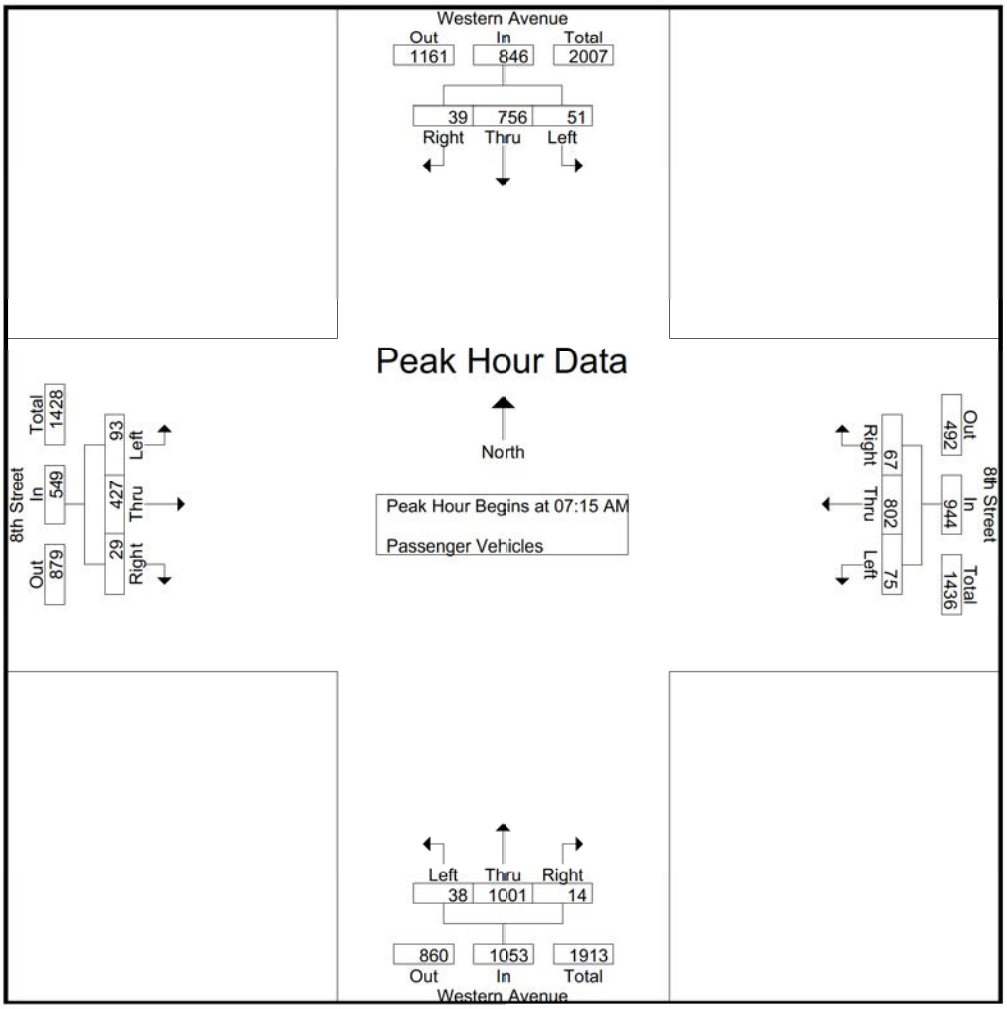

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	7	172	8	187	17	**221**	19	257	0	254	**4**	258	16	74	8	98
+15 mins.	11	194	4	209	15	219	**24**	**258**	6	249	3	258	**31**	102	8	141
+30 mins.	14	177	10	201	**26**	184	9	219	**20**	**277**	4	**301**	27	109	**9**	145
+45 mins.	**19**	**213**	**17**	**249**	17	178	15	210	12	221	3	236	19	**142**	4	**165**
Total Volume	51	756	39	846	75	802	67	944	38	1001	14	1053	93	427	29	549
% App. Total	6	89.4	4.6		7.9	85	7.1		3.6	95.1	1.3		16.9	77.8	5.3	
PHF	.671	.887	.574	.849	.721	.907	.698	.915	.475	.903	.875	.875	.750	.752	.806	.832

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Groups Printed- Dual Wheeled

	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	2	0	2	0	3	0	3	0	0	0	0	8
07:15 AM	0	7	0	7	1	1	1	3	0	11	1	12	0	1	0	1	23
07:30 AM	0	5	0	5	0	1	2	3	1	9	0	10	0	0	0	0	18
07:45 AM	0	7	0	7	0	2	3	5	1	14	0	15	0	0	0	0	27
Total	0	22	0	22	1	6	6	13	2	37	1	40	0	1	0	1	76
08:00 AM	0	9	0	9	0	5	0	5	2	10	0	12	1	0	0	1	27
08:15 AM	3	5	2	10	0	1	0	1	0	12	0	12	0	0	0	0	23
08:30 AM	1	10	0	11	0	1	0	1	2	4	0	6	0	1	1	2	20
08:45 AM	0	7	1	8	0	2	0	2	1	9	0	10	0	1	0	1	21
Total	4	31	3	38	0	9	0	9	5	35	0	40	1	2	1	4	91
09:00 AM	0	9	0	9	0	0	0	0	0	8	0	8	0	3	0	3	20
09:15 AM	0	4	0	4	0	0	1	1	0	17	0	17	1	0	0	1	23
09:30 AM	0	6	0	6	0	4	2	6	0	10	0	10	1	1	0	2	24
09:45 AM	0	10	0	10	0	0	0	0	1	11	0	12	0	1	0	1	23
Total	0	29	0	29	0	4	3	7	1	46	0	47	2	5	0	7	90
Grand Total	4	82	3	89	1	19	9	29	8	118	1	127	3	8	1	12	257
Apprch %	4.5	92.1	3.4		3.4	65.5	31		6.3	92.9	0.8		25	66.7	8.3		
Total %	1.6	31.9	1.2	34.6	0.4	7.4	3.5	11.3	3.1	45.9	0.4	49.4	1.2	3.1	0.4	4.7	

	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	7	0	7	**1**	1	1	3	0	11	**1**	12	0	**1**	0	**1**	23
07:30 AM	0	5	0	5	0	1	2	3	1	9	0	10	0	0	0	0	18
07:45 AM	0	7	0	7	0	2	**3**	**5**	1	**14**	0	**15**	0	0	0	0	**27**
08:00 AM	0	**9**	0	**9**	0	**5**	0	5	**2**	10	0	12	**1**	0	0	1	27
Total Volume	0	28	0	28	1	9	6	16	4	44	1	49	1	1	0	2	95
% App. Total	0	100	0		6.2	56.2	37.5		8.2	89.8	2		50	50	0		
PHF	.000	.778	.000	.778	.250	.450	.500	.800	.500	.786	.250	.817	.250	.250	.000	.500	.880

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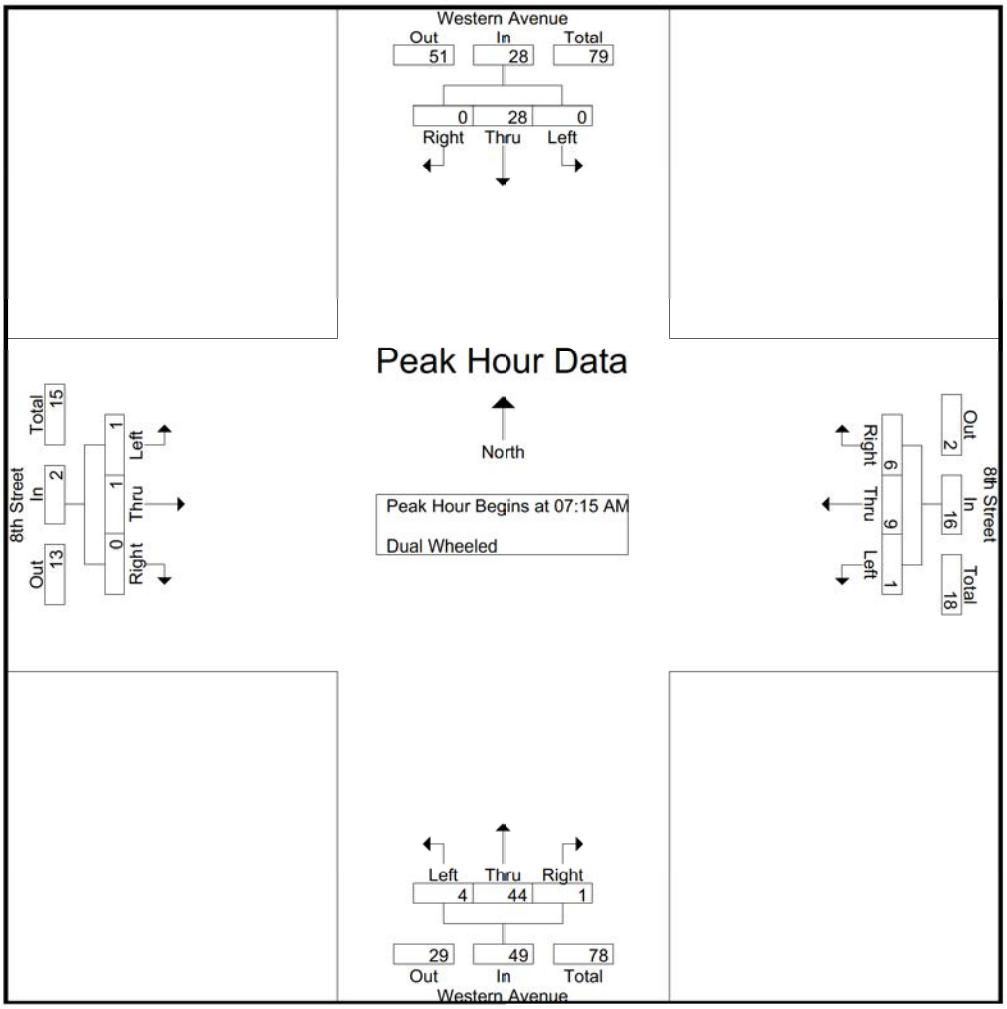

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	7	0	7	**1**	1	1	3	0	11	**1**	12	0	**1**	0	**1**
+15 mins.	0	5	0	5	0	1	2	3	1	9	0	10	0	0	0	0
+30 mins.	0	7	0	7	0	2	**3**	**5**	1	**14**	0	**15**	0	0	0	0
+45 mins.	0	**9**	0	**9**	0	**5**	0	5	**2**	10	0	12	**1**	0	0	1
Total Volume	0	28	0	28	1	9	6	16	4	44	1	49	1	1	0	2
% App. Total	0	100	0		6.2	56.2	37.5		8.2	89.8	2		50	50	0	
PHF	.000	.778	.000	.778	.250	.450	.500	.800	.500	.786	.250	.817	.250	.250	.000	.500

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Groups Printed- Buses

	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	4	0	5	1	1	1	3	1	9	2	12	0	0	0	0	20
07:15 AM	2	2	0	4	0	1	1	2	0	6	1	7	0	0	0	0	13
07:30 AM	2	5	1	8	0	0	0	0	0	3	1	4	0	1	0	1	13
07:45 AM	0	5	0	5	1	0	2	3	0	6	1	7	0	0	0	0	15
Total	5	16	1	22	2	2	4	8	1	24	5	30	0	1	0	1	61
08:00 AM	1	6	1	8	0	0	0	0	0	4	0	4	0	0	0	0	12
08:15 AM	0	3	0	3	0	0	1	1	0	5	1	6	0	0	0	0	10
08:30 AM	2	5	0	7	0	0	1	1	0	8	0	8	0	0	0	0	16
08:45 AM	1	4	0	5	0	0	1	1	0	2	0	2	0	0	0	0	8
Total	4	18	1	23	0	0	3	3	0	19	1	20	0	0	0	0	46
09:00 AM	1	4	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
09:15 AM	0	3	0	3	0	0	2	2	0	3	0	3	0	0	0	0	8
09:30 AM	3	3	0	6	0	0	1	1	0	3	0	3	0	0	0	0	10
09:45 AM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
Total	4	16	0	20	0	0	3	3	0	11	0	11	0	0	0	0	34
Grand Total	13	50	2	65	2	2	10	14	1	54	6	61	0	1	0	1	141
Apprch %	20	76.9	3.1		14.3	14.3	71.4		1.6	88.5	9.8		0	100	0		
Total %	9.2	35.5	1.4	46.1	1.4	1.4	7.1	9.9	0.7	38.3	4.3	43.3	0	0.7	0	0.7	

	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**2**	2	0	4	0	**1**	1	2	0	**6**	**1**	**7**	0	0	0	0	13
07:30 AM	2	5	**1**	**8**	0	0	0	0	0	3	1	4	0	**1**	0	**1**	13
07:45 AM	0	5	0	5	**1**	0	**2**	**3**	0	6	1	7	0	0	0	0	**15**
08:00 AM	1	**6**	1	8	0	0	0	0	0	4	0	4	0	0	0	0	12
Total Volume	5	18	2	25	1	1	3	5	0	19	3	22	0	1	0	1	53
% App. Total	20	72	8		20	20	60		0	86.4	13.6		0	100	0		
PHF	.625	.750	.500	.781	.250	.250	.375	.417	.000	.792	.750	.786	.000	.250	.000	.250	.883

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Site Code : 16616351
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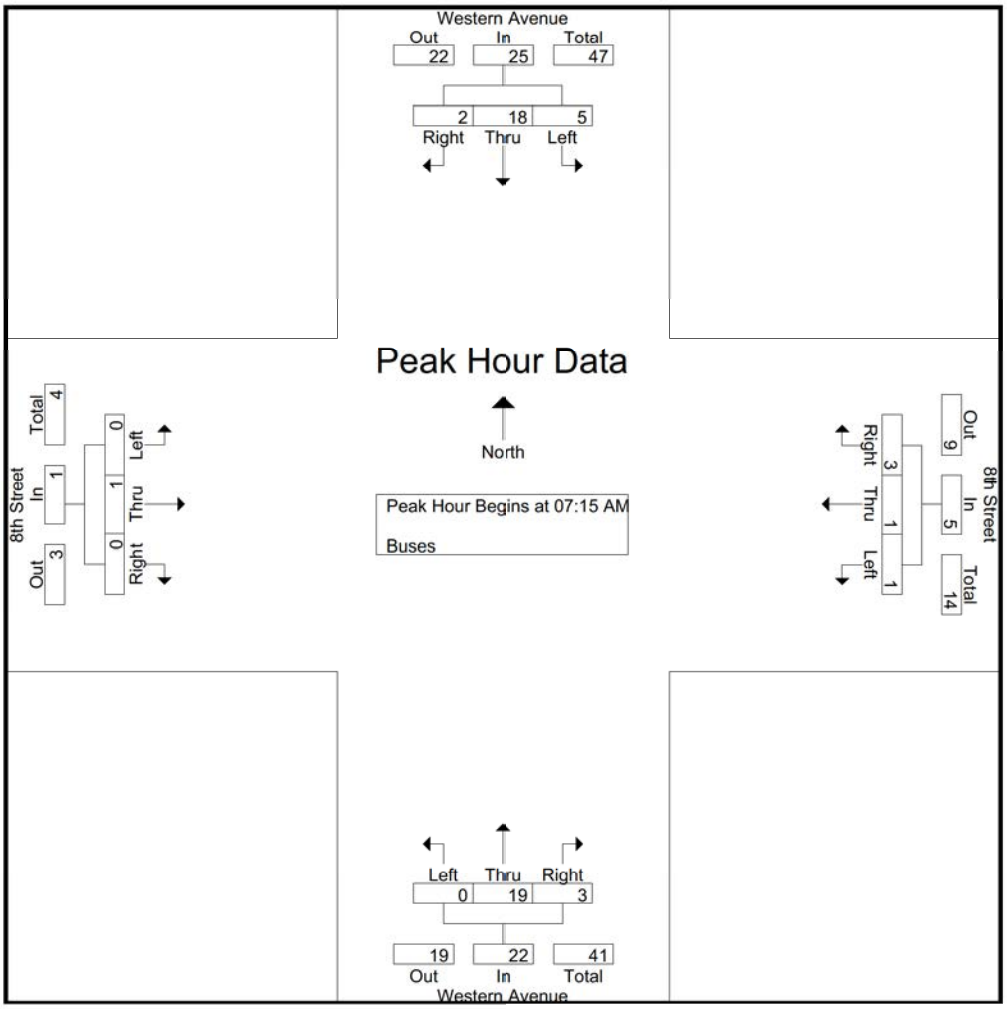

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**2**	2	0	4	0	**1**	1	2	0	**6**	**1**	**7**	0	0	0	0
+15 mins.	2	5	**1**	**8**	0	0	0	0	0	3	1	4	0	**1**	0	**1**
+30 mins.	0	5	0	5	**1**	0	**2**	**3**	0	6	1	7	0	0	0	0
+45 mins.	1	**6**	1	8	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	5	18	2	25	1	1	3	5	0	19	3	22	0	1	0	1
% App. Total	20	72	8		20	20	60		0	86.4	13.6		0	100	0	
PHF	.625	.750	.500	.781	.250	.250	.375	.417	.000	.792	.750	.786	.000	.250	.000	.250

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	23	272	10	305	33	105	28	166	7	241	11	259	15	109	11	135	865
03:15 PM	18	242	14	274	36	118	21	175	8	194	7	209	17	116	9	142	800
03:30 PM	19	247	11	277	30	94	27	151	12	242	16	270	12	142	6	160	858
03:45 PM	23	245	18	286	37	106	23	166	9	238	4	251	15	123	9	147	850
Total	83	1006	53	1142	136	423	99	658	36	915	38	989	59	490	35	584	3373
04:00 PM	23	235	14	272	29	114	18	161	10	262	13	285	17	121	8	146	864
04:15 PM	25	234	12	271	30	128	19	177	4	224	10	238	9	134	8	151	837
04:30 PM	23	242	11	276	37	113	23	173	5	240	12	257	17	121	7	145	851
04:45 PM	32	265	10	307	28	119	21	168	9	217	11	237	11	150	9	170	882
Total	103	976	47	1126	124	474	81	679	28	943	46	1017	54	526	32	612	3434
05:00 PM	17	243	8	268	34	142	14	190	7	249	11	267	26	146	9	181	906
05:15 PM	21	280	14	315	30	164	12	206	18	239	11	268	10	163	8	181	970
05:30 PM	24	250	11	285	19	165	8	192	8	221	7	236	12	201	4	217	930
05:45 PM	21	228	12	261	28	138	28	194	13	224	12	249	14	200	6	220	924
Total	83	1001	45	1129	111	609	62	782	46	933	41	1020	62	710	27	799	3730
Grand Total	269	2983	145	3397	371	1506	242	2119	110	2791	125	3026	175	1726	94	1995	10537
Apprch %	7.9	87.8	4.3		17.5	71.1	11.4		3.6	92.2	4.1		8.8	86.5	4.7		
Total %	2.6	28.3	1.4	32.2	3.5	14.3	2.3	20.1	1	26.5	1.2	28.7	1.7	16.4	0.9	18.9	
Passenger Vehicles	254	2882	144	3280	367	1500	229	2096	110	2712	119	2941	171	1716	92	1979	10296
% Passenger Vehicles	94.4	96.6	99.3	96.6	98.9	99.6	94.6	98.9	100	97.2	95.2	97.2	97.7	99.4	97.9	99.2	97.7
Dual Wheeled	4	43	1	48	1	5	1	7	0	25	4	29	3	10	2	15	99
% Dual Wheeled	1.5	1.4	0.7	1.4	0.3	0.3	0.4	0.3	0	0.9	3.2	1	1.7	0.6	2.1	0.8	0.9
Buses	11	58	0	69	3	1	12	16	0	54	2	56	1	0	0	1	142
% Buses	4.1	1.9	0	2	0.8	0.1	5	0.8	0	1.9	1.6	1.9	0.6	0	0	0.1	1.3

	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	17	243	8	268	**34**	142	14	190	7	**249**	11	267	**26**	146	**9**	181	906
05:15 PM	21	**280**	**14**	**315**	30	164	12	**206**	**18**	239	11	**268**	10	163	8	181	**970**
05:30 PM	**24**	250	11	285	19	**165**	8	192	8	221	7	236	12	**201**	4	217	930
05:45 PM	21	228	12	261	28	138	**28**	194	13	224	**12**	249	14	200	6	**220**	924
Total Volume	83	1001	45	1129	111	609	62	782	46	933	41	1020	62	710	27	799	3730
% App. Total	7.4	88.7	4		14.2	77.9	7.9		4.5	91.5	4		7.8	88.9	3.4		
PHF	.865	.894	.804	.896	.816	.923	.554	.949	.639	.937	.854	.951	.596	.883	.750	.908	.961

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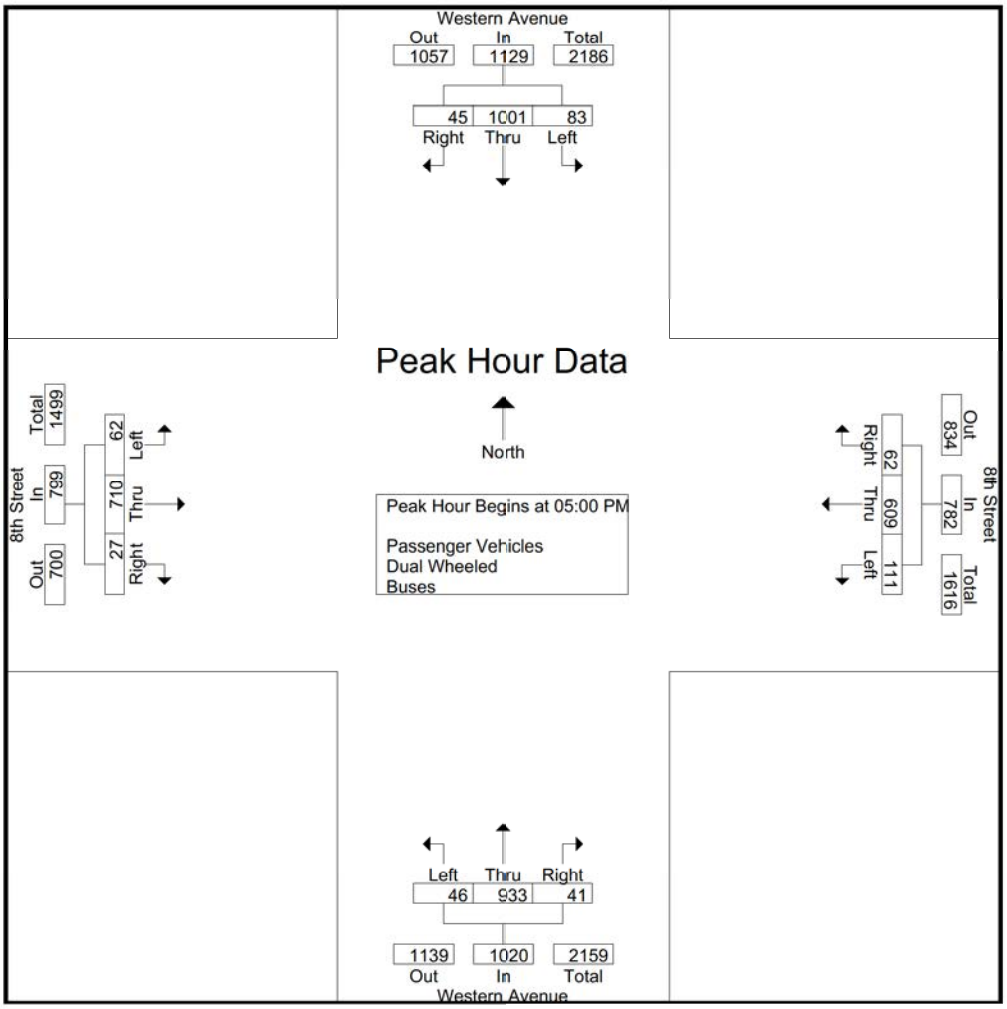

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				03:30 PM				05:00 PM			
+0 mins.	**32**	265	10	307	**34**	142	14	190	**12**	242	**16**	270	**26**	146	**9**	181
+15 mins.	17	243	8	268	30	164	12	**206**	9	238	4	251	10	163	8	181
+30 mins.	21	**280**	**14**	**315**	19	**165**	8	192	10	**262**	13	**285**	12	**201**	4	217
+45 mins.	24	250	11	285	28	138	**28**	194	4	224	10	238	14	200	6	**220**
Total Volume	94	1038	43	1175	111	609	62	782	35	966	43	1044	62	710	27	799
% App. Total	8	88.3	3.7		14.2	77.9	7.9		3.4	92.5	4.1		7.8	88.9	3.4	
PHF	.734	.927	.768	.933	.816	.923	.554	.949	.729	.922	.672	.916	.596	.883	.750	.908

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Groups Printed- Passenger Vehicles

	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	20	267	9	296	32	105	26	163	7	232	10	249	15	108	11	134	842
03:15 PM	17	230	14	261	36	117	20	173	8	186	7	201	17	116	9	142	777
03:30 PM	18	235	11	264	29	94	26	149	12	233	16	261	11	140	6	157	831
03:45 PM	22	235	18	275	36	106	22	164	9	233	4	246	15	121	8	144	829
Total	77	967	52	1096	133	422	94	649	36	884	37	957	58	485	34	577	3279
04:00 PM	22	225	14	261	29	114	17	160	10	256	13	279	17	121	8	146	846
04:15 PM	24	227	12	263	30	127	18	175	4	220	9	233	8	133	8	149	820
04:30 PM	21	236	11	268	36	113	23	172	5	234	12	251	16	119	6	141	832
04:45 PM	31	255	10	296	28	118	20	166	9	210	9	228	11	150	9	170	860
Total	98	943	47	1088	123	472	78	673	28	920	43	991	52	523	31	606	3358
05:00 PM	17	235	8	260	34	142	12	188	7	244	11	262	26	146	9	181	891
05:15 PM	20	270	14	304	30	163	12	205	18	233	10	261	9	163	8	180	950
05:30 PM	22	246	11	279	19	165	6	190	8	213	7	228	12	201	4	217	914
05:45 PM	20	221	12	253	28	136	27	191	13	218	11	242	14	198	6	218	904
Total	79	972	45	1096	111	606	57	774	46	908	39	993	61	708	27	796	3659
Grand Total	254	2882	144	3280	367	1500	229	2096	110	2712	119	2941	171	1716	92	1979	10296
Apprch %	7.7	87.9	4.4		17.5	71.6	10.9		3.7	92.2	4		8.6	86.7	4.6		
Total %	2.5	28	1.4	31.9	3.6	14.6	2.2	20.4	1.1	26.3	1.2	28.6	1.7	16.7	0.9	19.2	

	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	17	235	8	260	**34**	142	12	188	7	**244**	**11**	**262**	**26**	146	**9**	181	891
05:15 PM	20	**270**	**14**	**304**	30	163	12	**205**	**18**	233	10	261	9	163	8	180	**950**
05:30 PM	**22**	246	11	279	19	**165**	6	190	8	213	7	228	12	**201**	4	217	914
05:45 PM	20	221	12	253	28	136	**27**	191	13	218	11	242	14	198	6	**218**	904
Total Volume	79	972	45	1096	111	606	57	774	46	908	39	993	61	708	27	796	3659
% App. Total	7.2	88.7	4.1		14.3	78.3	7.4		4.6	91.4	3.9		7.7	88.9	3.4		
PHF	.898	.900	.804	.901	.816	.918	.528	.944	.639	.930	.886	.948	.587	.881	.750	.913	.963

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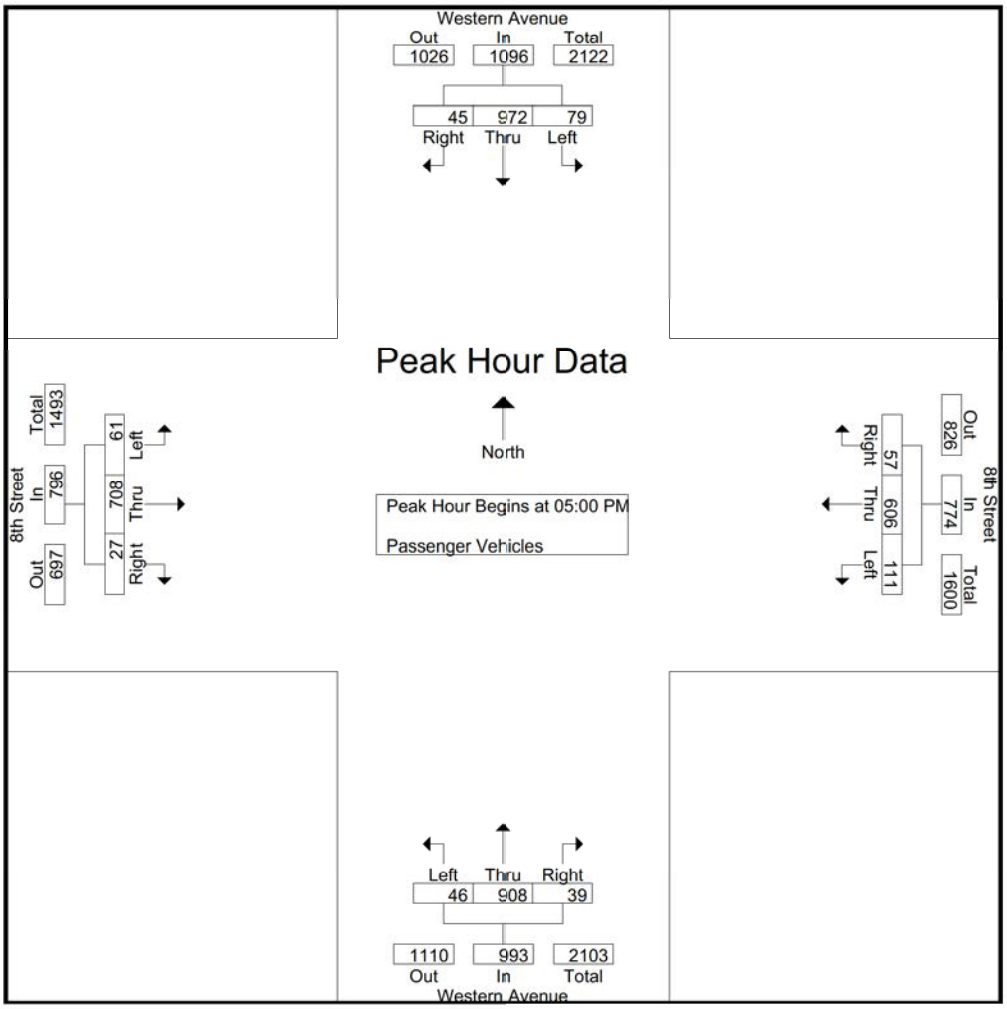

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	17	235	8	260	**34**	142	12	188	7	**244**	**11**	**262**	**26**	146	**9**	181
+15 mins.	20	**270**	**14**	**304**	30	163	12	**205**	**18**	233	10	261	9	163	8	180
+30 mins.	**22**	246	11	279	19	**165**	6	190	8	213	7	228	12	**201**	4	217
+45 mins.	20	221	12	253	28	136	**27**	191	13	218	11	242	14	198	6	**218**
Total Volume	79	972	45	1096	111	606	57	774	46	908	39	993	61	708	27	796
% App. Total	7.2	88.7	4.1		14.3	78.3	7.4		4.6	91.4	3.9		7.7	88.9	3.4	
PHF	.898	.900	.804	.901	.816	.918	.528	.944	.639	.930	.886	.948	.587	.881	.750	.913

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Groups Printed- Dual Wheeled

	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	2	2	1	5	0	0	1	1	0	3	1	4	0	1	0	1	11
03:15 PM	0	4	0	4	0	1	0	1	0	3	0	3	0	0	0	0	8
03:30 PM	0	5	0	5	1	0	0	1	0	3	0	3	0	2	0	2	11
03:45 PM	0	4	0	4	0	0	0	0	0	0	0	0	0	2	1	3	7
Total	2	15	1	18	1	1	1	3	0	9	1	10	0	5	1	6	37
04:00 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
04:15 PM	0	3	0	3	0	1	0	1	0	1	1	2	1	1	0	2	8
04:30 PM	1	2	0	3	0	0	0	0	0	3	0	3	1	2	1	4	10
04:45 PM	0	7	0	7	0	1	0	1	0	1	2	3	0	0	0	0	11
Total	1	16	0	17	0	2	0	2	0	7	3	10	2	3	1	6	35
05:00 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
05:15 PM	0	3	0	3	0	1	0	1	0	1	0	1	1	0	0	1	6
05:30 PM	1	1	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
05:45 PM	0	4	0	4	0	1	0	1	0	1	0	1	0	2	0	2	8
Total	1	12	0	13	0	2	0	2	0	9	0	9	1	2	0	3	27
Grand Total	4	43	1	48	1	5	1	7	0	25	4	29	3	10	2	15	99
Apprch %	8.3	89.6	2.1		14.3	71.4	14.3		0	86.2	13.8		20	66.7	13.3		
Total %	4	43.4	1	48.5	1	5.1	1	7.1	0	25.3	4	29.3	3	10.1	2	15.2	

	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**4**	0	**4**	0	0	0	0	0	2	0	2	0	0	0	0	6
05:15 PM	0	3	0	3	0	**1**	0	**1**	0	1	0	1	**1**	0	0	1	6
05:30 PM	**1**	1	0	2	0	0	0	0	0	**5**	0	**5**	0	0	0	0	7
05:45 PM	0	4	0	4	0	1	0	1	0	1	0	1	0	**2**	0	**2**	**8**
Total Volume	1	12	0	13	0	2	0	2	0	9	0	9	1	2	0	3	27
% App. Total	7.7	92.3	0		0	100	0		0	100	0		33.3	66.7	0		
PHF	.250	.750	.000	.813	.000	.500	.000	.500	.000	.450	.000	.450	.250	.250	.000	.375	.844

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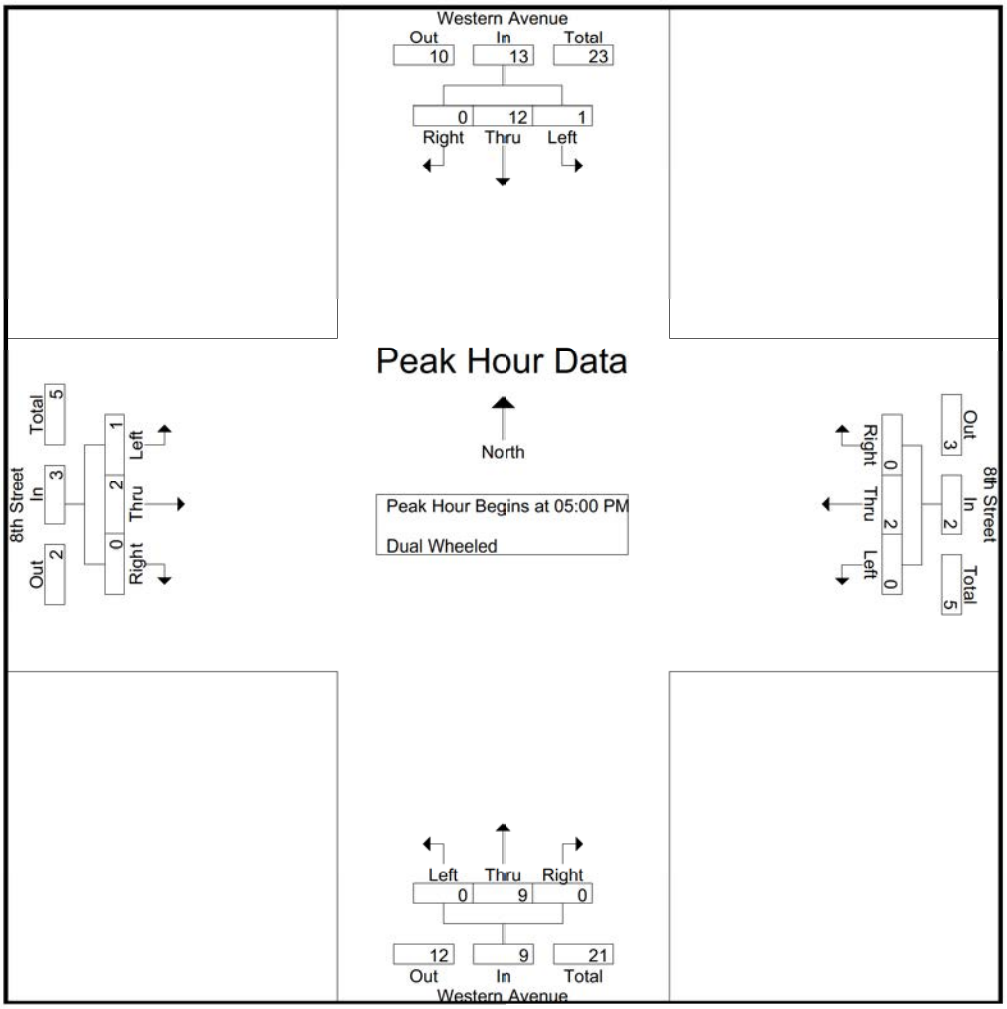

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**4**	0	**4**	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	3	0	3	0	**1**	0	**1**	0	1	0	1	**1**	0	0	1
+30 mins.	**1**	1	0	2	0	0	0	0	0	**5**	0	**5**	0	0	0	0
+45 mins.	0	4	0	4	0	1	0	1	0	1	0	1	0	**2**	0	**2**
Total Volume	1	12	0	13	0	2	0	2	0	9	0	9	1	2	0	3
% App. Total	7.7	92.3	0		0	100	0		0	100	0		33.3	66.7	0	
PHF	.250	.750	.000	.813	.000	.500	.000	.500	.000	.450	.000	.450	.250	.250	.000	.375

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Groups Printed- Buses

	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	1	3	0	4	1	0	1	2	0	6	0	6	0	0	0	0	12
03:15 PM	1	8	0	9	0	0	1	1	0	5	0	5	0	0	0	0	15
03:30 PM	1	7	0	8	0	0	1	1	0	6	0	6	1	0	0	1	16
03:45 PM	1	6	0	7	1	0	1	2	0	5	0	5	0	0	0	0	14
Total	4	24	0	28	2	0	4	6	0	22	0	22	1	0	0	1	57
04:00 PM	1	6	0	7	0	0	1	1	0	4	0	4	0	0	0	0	12
04:15 PM	1	4	0	5	0	0	1	1	0	3	0	3	0	0	0	0	9
04:30 PM	1	4	0	5	1	0	0	1	0	3	0	3	0	0	0	0	9
04:45 PM	1	3	0	4	0	0	1	1	0	6	0	6	0	0	0	0	11
Total	4	17	0	21	1	0	3	4	0	16	0	16	0	0	0	0	41
05:00 PM	0	4	0	4	0	0	2	2	0	3	0	3	0	0	0	0	9
05:15 PM	1	7	0	8	0	0	0	0	0	5	1	6	0	0	0	0	14
05:30 PM	1	3	0	4	0	0	2	2	0	3	0	3	0	0	0	0	9
05:45 PM	1	3	0	4	0	1	1	2	0	5	1	6	0	0	0	0	12
Total	3	17	0	20	0	1	5	6	0	16	2	18	0	0	0	0	44
Grand Total	11	58	0	69	3	1	12	16	0	54	2	56	1	0	0	1	142
Apprch %	15.9	84.1	0		18.8	6.2	75		0	96.4	3.6		100	0	0		
Total %	7.7	40.8	0	48.6	2.1	0.7	8.5	11.3	0	38	1.4	39.4	0.7	0	0	0.7	

	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	4	0	4	0	0	**2**	**2**	0	3	0	3	0	0	0	0	9
05:15 PM	**1**	**7**	0	**8**	0	0	0	0	0	**5**	**1**	**6**	0	0	0	0	**14**
05:30 PM	1	3	0	4	0	0	2	2	0	3	0	3	0	0	0	0	9
05:45 PM	1	3	0	4	0	**1**	1	2	0	5	1	6	0	0	0	0	12
Total Volume	3	17	0	20	0	1	5	6	0	16	2	18	0	0	0	0	44
% App. Total	15	85	0		0	16.7	83.3		0	88.9	11.1		0	0	0		
PHF	.750	.607	.000	.625	.000	.250	.625	.750	.000	.800	.500	.750	.000	.000	.000	.000	.786

Counts Unlimited
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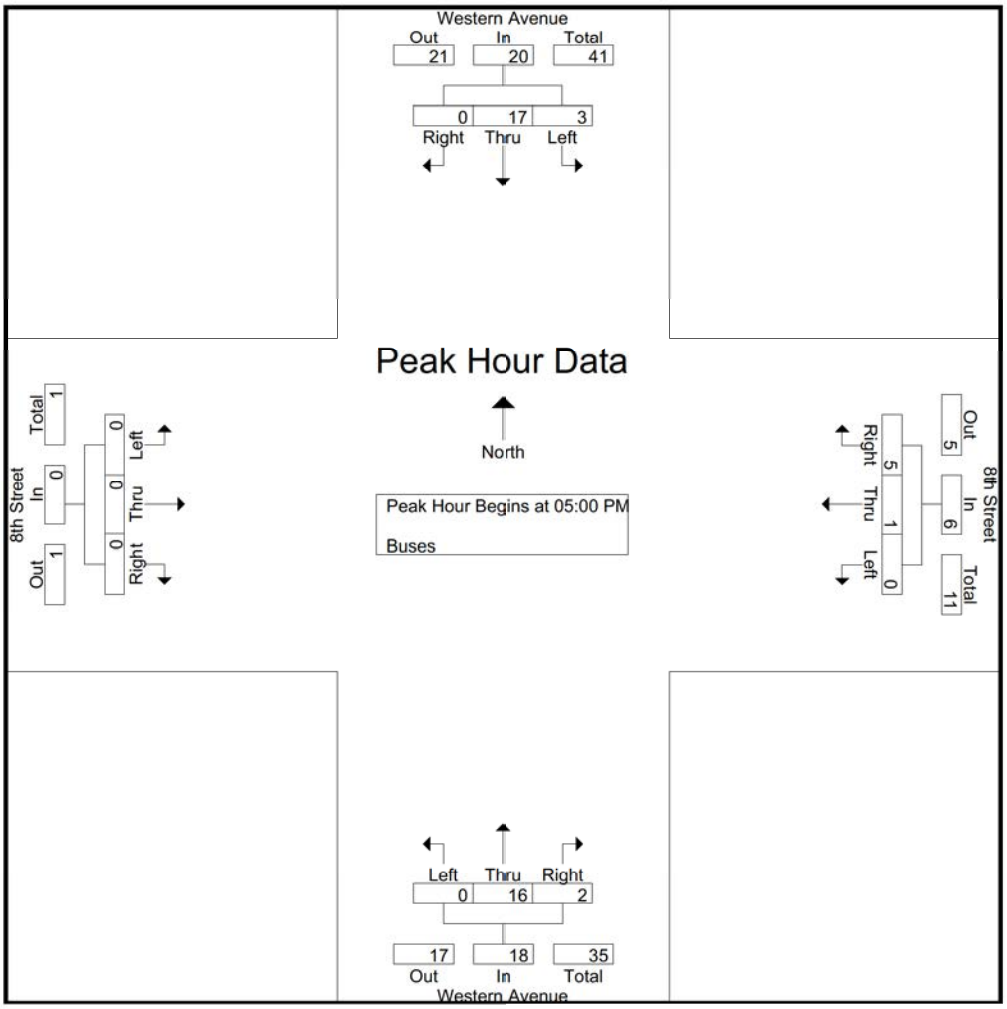
(951) 268-6268

City of Los Angeles
N/S: Western Avenue
E/W: 8th Street
Weather: Clear

File Name : 01_LAC_Western_8th PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	4	0	4	0	0	**2**	**2**	0	3	0	3	0	0	0	0
+15 mins.	**1**	**7**	0	**8**	0	0	0	0	0	**5**	**1**	**6**	0	0	0	0
+30 mins.	1	3	0	4	0	0	2	2	0	3	0	3	0	0	0	0
+45 mins.	1	3	0	4	0	**1**	1	2	0	5	1	6	0	0	0	0
Total Volume	3	17	0	20	0	1	5	6	0	16	2	18	0	0	0	0
% App. Total	15	85	0		0	16.7	83.3		0	88.9	11.1		0	0	0	
PHF	.750	.607	.000	.625	.000	.250	.625	.750	.000	.800	.500	.750	.000	.000	.000	.000

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Western Avenue

East/West 8th Street

Day: Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood I/S CODE 7983

	N/B	S/B	E/B	W/B
DUAL-WHEELED	156	137	27	36
BIKES	39	34	16	16
BUSES	117	134	2	30

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	323	7.45	266	8.00	166	8.00	287	7.00
PM PK 15 MIN	285	4.00	315	5.15	220	5.45	206	5.15
AM PK HOUR	1124	7.15	899	7.15	599	8.00	1037	7.00
PM PK HOUR	1044	3.30	1175	4.45	799	5.00	782	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	34	1061	20	1115
8-9	45	939	27	1011
9-10	44	938	30	1012
3-4	36	915	38	989
4-5	28	943	46	1017
5-6	46	933	41	1020
TOTAL	233	5729	202	6164

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	45	749	27	821
8-9	71	786	38	895
9-10	58	742	46	846
3-4	83	1006	53	1142
4-5	103	976	47	1126
5-6	83	1001	45	1129
TOTAL	443	5260	256	5959

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1936	46	1	36	7
1906	37	0	40	4
1858	26	0	19	0
2131	72	7	48	3
2143	46	3	30	0
2149	58	1	57	6
12123	285	12	230	20

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	82	349	31	462
8-9	70	499	30	599
9-10	71	401	42	514
3-4	59	490	35	584
4-5	54	526	32	612
5-6	62	710	27	799
TOTAL	398	2975	197	3570

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	82	872	83	1037
8-9	78	689	58	825
9-10	110	578	86	774
3-4	136	423	99	658
4-5	124	474	81	679
5-6	111	609	62	782
TOTAL	641	3645	469	4755

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1499	42	1	42	0
1424	57	0	40	2
1288	29	0	59	0
1242	77	5	104	8
1291	74	7	76	3
1581	81	1	104	4
8325	360	14	425	17

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Western Avenue				
East/West:	8th Street				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	Yes	District:	Hollywood	I/S Code:	7983
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	7	0	7
8-9	0	0	0	0
9-10	0	4	0	4
3-4	0	12	1	13
4-5	0	6	0	6
5-6	0	7	2	9
TOTAL	0	36	3	39

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	7	0	7
8-9	1	2	0	3
9-10	0	5	0	5
3-4	1	4	0	5
4-5	1	5	0	6
5-6	0	7	1	8
TOTAL	3	30	1	34

TOTAL

Hours	N-S
7-8	14
8-9	3
9-10	9
3-4	18
4-5	12
5-6	17
TOTAL	73

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	1	2	0	3
9-10	1	3	0	4
3-4	0	2	0	2
4-5	1	5	0	6
5-6	0	0	0	0
TOTAL	3	13	0	16

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	3	0	3
8-9	0	3	0	3
9-10	1	1	0	2
3-4	0	1	0	1
4-5	1	0	0	1
5-6	3	1	2	6
TOTAL	5	9	2	16

TOTAL

Hours	N-S
7-8	4
8-9	6
9-10	6
3-4	3
4-5	7
5-6	6
TOTAL	32

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	1	2	2	0	5
- No helmet riders	30	26	9	14	79
- Sidewalk Riding	21	22	9	10	62
- Wrong way riding	10	13	5	5	33

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Western Avenue				
East/West:	8th Street				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	7983
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	10	11	8	6	35
7:15-7:30	12	7	11	19	49
7:30-7:45	7	20	17	9	53
7:45-8:00	14	9	6	9	38
8:00-8:15	7	8	11	10	36
8:15-8:30	15	8	15	19	57
8:30-8:45	13	12	10	9	44
8:45-9:00	9	9	6	19	43
9:00-9:15	3	5	5	6	19
9:15-9:30	3	9	29	8	49
9:30-9:45	5	6	8	8	27
9:45-10:00	8	6	17	7	38
Hours					
7 - 8	43	47	42	43	175
8 - 9	44	37	42	57	180
9 - 10	19	26	59	29	133
TOTAL	106	110	143	129	488

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	9	50	32	40	131
3:15-3:30	10	18	62	22	112
3:30-3:45	14	34	60	42	150
3:45-4:00	18	42	54	50	164
4:00-4:15	2	16	30	46	94
4:15-4:30	11	20	36	46	113
4:30-4:45	3	34	40	26	103
4:45-5:00	14	22	46	30	112
5:00-5:15	19	32	40	58	149
5:15-5:30	21	26	54	32	133
5:30-5:45	12	40	64	56	172
5:45-6:00	11	18	50	16	95
Hours					
3 - 4	51	144	208	154	557
4 - 5	30	92	152	148	422
5 - 6	63	116	208	162	549
	144	352	568	464	1528

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	2	1	3
- Skateboard/scooter	0	0	8	2	10

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Oxford Avenue
E/W: 8th Street
Weather: Clear

File Name : 02_LAC_Oxford_8th AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	11	9	24	5	279	1	285	2	15	7	24	7	80	0	87	420
07:15 AM	10	12	11	33	3	248	10	261	5	22	5	32	7	85	1	93	419
07:30 AM	12	20	8	40	7	254	13	274	2	27	10	39	13	103	2	118	471
07:45 AM	15	30	17	62	5	201	5	211	6	40	8	54	9	114	1	124	451
Total	41	73	45	159	20	982	29	1031	15	104	30	149	36	382	4	422	1761
08:00 AM	22	32	15	69	9	198	12	219	3	38	12	53	14	150	0	164	505
08:15 AM	21	22	12	55	8	180	15	203	4	36	8	48	16	152	2	170	476
08:30 AM	15	13	18	46	7	191	11	209	2	38	6	46	16	125	0	141	442
08:45 AM	17	27	15	59	7	212	21	240	1	36	10	47	26	136	1	163	509
Total	75	94	60	229	31	781	59	871	10	148	36	194	72	563	3	638	1932
09:00 AM	11	23	16	50	8	178	19	205	3	38	10	51	18	134	2	154	460
09:15 AM	14	24	18	56	10	173	11	194	2	28	3	33	17	95	2	114	397
09:30 AM	11	26	15	52	12	185	10	207	5	27	8	40	10	83	2	95	394
09:45 AM	25	35	12	72	14	177	18	209	3	29	4	36	15	127	3	145	462
Total	61	108	61	230	44	713	58	815	13	122	25	160	60	439	9	508	1713
Grand Total	177	275	166	618	95	2476	146	2717	38	374	91	503	168	1384	16	1568	5406
Apprch %	28.6	44.5	26.9		3.5	91.1	5.4		7.6	74.4	18.1		10.7	88.3	1		
Total %	3.3	5.1	3.1	11.4	1.8	45.8	2.7	50.3	0.7	6.9	1.7	9.3	3.1	25.6	0.3	29	
Passenger Vehicles	173	271	163	607	92	2421	144	2657	37	372	91	500	168	1350	15	1533	5297
% Passenger Vehicles	97.7	98.5	98.2	98.2	96.8	97.8	98.6	97.8	97.4	99.5	100	99.4	100	97.5	93.8	97.8	98
Dual Wheeled	3	4	1	8	3	38	2	43	1	1	0	2	0	15	0	15	68
% Dual Wheeled	1.7	1.5	0.6	1.3	3.2	1.5	1.4	1.6	2.6	0.3	0	0.4	0	1.1	0	1	1.3
Buses	1	0	2	3	0	17	0	17	0	1	0	1	0	19	1	20	41
% Buses	0.6	0	1.2	0.5	0	0.7	0	0.6	0	0.3	0	0.2	0	1.4	6.2	1.3	0.8

	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**22**	**32**	15	**69**	**9**	198	12	219	3	**38**	**12**	**53**	14	150	0	164	505
08:15 AM	21	22	12	55	8	180	15	203	**4**	36	8	48	16	**152**	**2**	**170**	476
08:30 AM	15	13	**18**	46	7	191	11	209	2	38	6	46	16	125	0	141	442
08:45 AM	17	27	15	59	7	**212**	**21**	**240**	1	36	10	47	**26**	136	1	163	**509**
Total Volume	75	94	60	229	31	781	59	871	10	148	36	194	72	563	3	638	1932
% App. Total	32.8	41	26.2		3.6	89.7	6.8		5.2	76.3	18.6		11.3	88.2	0.5		
PHF	.852	.734	.833	.830	.861	.921	.702	.907	.625	.974	.750	.915	.692	.926	.375	.938	.949

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City of Los Angeles
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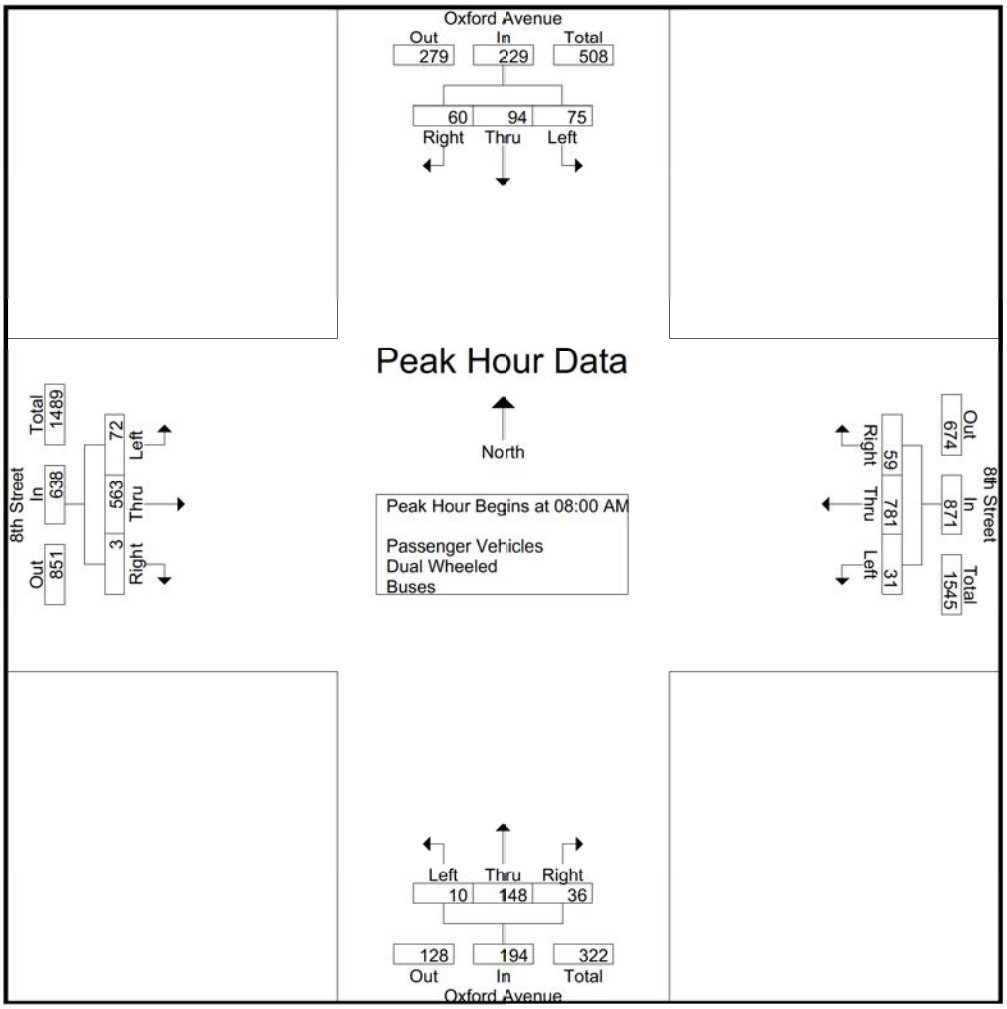

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:45 AM				08:00 AM			
+0 mins.	15	30	17	62	5	**279**	1	**285**	**6**	**40**	8	**54**	14	150	0	164
+15 mins.	**22**	**32**	15	**69**	3	248	10	261	3	38	**12**	53	16	**152**	**2**	**170**
+30 mins.	21	22	12	55	**7**	254	**13**	274	4	36	8	48	16	125	0	141
+45 mins.	15	13	**18**	46	5	201	5	211	2	38	6	46	**26**	136	1	163
Total Volume	73	97	62	232	20	982	29	1031	15	152	34	201	72	563	3	638
% App. Total	31.5	41.8	26.7		1.9	95.2	2.8		7.5	75.6	16.9		11.3	88.2	0.5	
PHF	.830	.758	.861	.841	.714	.880	.558	.904	.625	.950	.708	.931	.692	.926	.375	.938

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City of Los Angeles
N/S: Oxford Avenue
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Groups Printed- Passenger Vehicles

	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	11	7	22	4	272	1	277	2	14	7	23	7	77	0	84	406
07:15 AM	10	12	10	32	3	243	10	256	5	22	5	32	7	80	1	88	408
07:30 AM	12	20	8	40	7	248	13	268	2	27	10	39	13	99	1	113	460
07:45 AM	15	28	17	60	5	193	5	203	5	40	8	53	9	113	1	123	439
Total	41	71	42	154	19	956	29	1004	14	103	30	147	36	369	3	408	1713
08:00 AM	20	31	15	66	9	191	12	212	3	38	12	53	14	149	0	163	494
08:15 AM	20	22	12	54	8	178	15	201	4	36	8	48	16	147	2	165	468
08:30 AM	15	13	18	46	7	189	11	207	2	38	6	46	16	121	0	137	436
08:45 AM	17	27	15	59	7	209	20	236	1	36	10	47	26	134	1	161	503
Total	72	93	60	225	31	767	58	856	10	148	36	194	72	551	3	626	1901
09:00 AM	11	23	16	50	8	177	19	204	3	38	10	51	18	129	2	149	454
09:15 AM	13	23	18	54	10	169	11	190	2	27	3	32	17	95	2	114	390
09:30 AM	11	26	15	52	12	176	10	198	5	27	8	40	10	81	2	93	383
09:45 AM	25	35	12	72	12	176	17	205	3	29	4	36	15	125	3	143	456
Total	60	107	61	228	42	698	57	797	13	121	25	159	60	430	9	499	1683
Grand Total	173	271	163	607	92	2421	144	2657	37	372	91	500	168	1350	15	1533	5297
Apprch %	28.5	44.6	26.9		3.5	91.1	5.4		7.4	74.4	18.2		11	88.1	1		
Total %	3.3	5.1	3.1	11.5	1.7	45.7	2.7	50.2	0.7	7	1.7	9.4	3.2	25.5	0.3	28.9	

	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**20**	**31**	15	**66**	**9**	191	12	212	3	**38**	**12**	**53**	14	**149**	0	163	494
08:15 AM	20	22	12	54	8	178	15	201	**4**	36	8	48	16	147	**2**	**165**	468
08:30 AM	15	13	**18**	46	7	189	11	207	2	38	6	46	16	121	0	137	436
08:45 AM	17	27	15	59	7	**209**	**20**	**236**	1	36	10	47	**26**	134	1	161	**503**
Total Volume	72	93	60	225	31	767	58	856	10	148	36	194	72	551	3	626	1901
% App. Total	32	41.3	26.7		3.6	89.6	6.8		5.2	76.3	18.6		11.5	88	0.5		
PHF	.900	.750	.833	.852	.861	.917	.725	.907	.625	.974	.750	.915	.692	.924	.375	.948	.945

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File Name : 02_LAC_Oxford_8th AM
Site Code : 16616351
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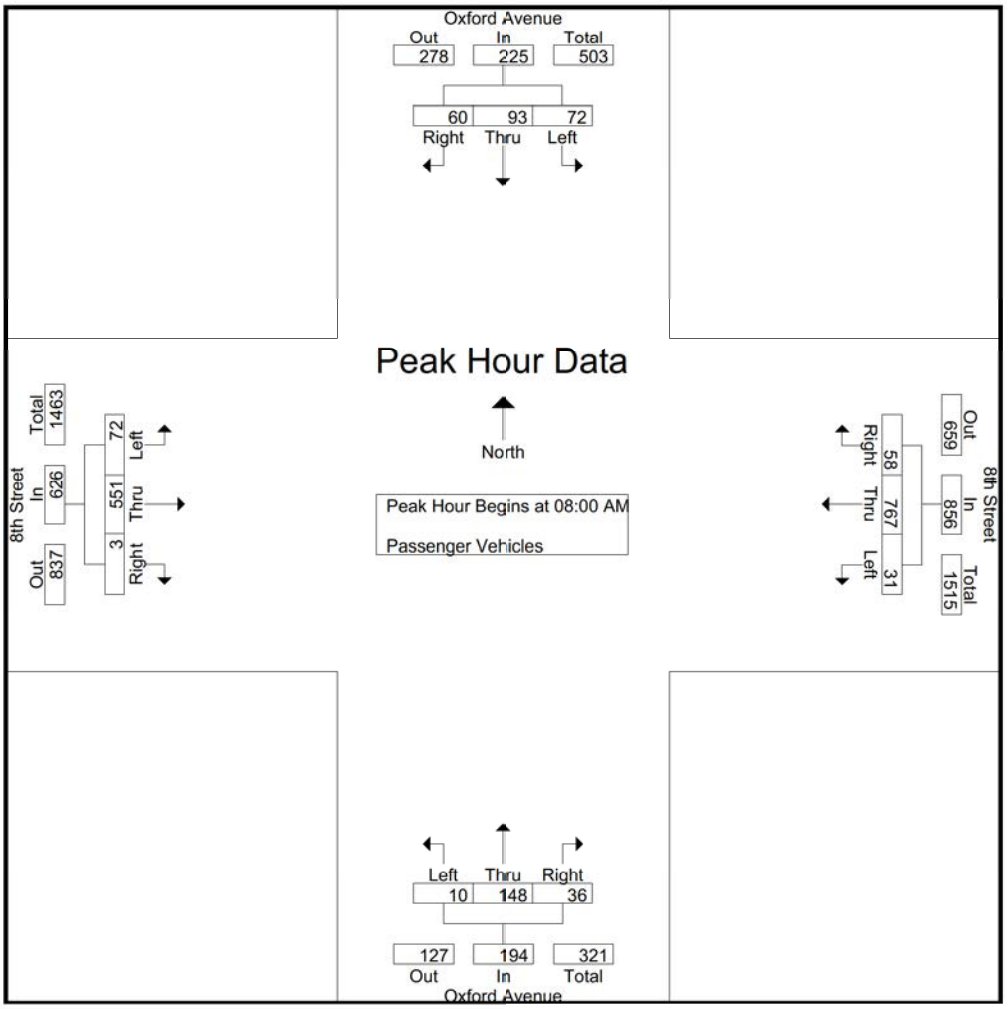

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**20**	**31**	15	**66**	**9**	191	12	212	3	**38**	**12**	**53**	14	**149**	0	163
+15 mins.	20	22	12	54	8	178	15	201	**4**	36	8	48	16	147	**2**	**165**
+30 mins.	15	13	**18**	46	7	189	11	207	2	38	6	46	16	121	0	137
+45 mins.	17	27	15	59	7	**209**	**20**	**236**	1	36	10	47	**26**	134	1	161
Total Volume	72	93	60	225	31	767	58	856	10	148	36	194	72	551	3	626
% App. Total	32	41.3	26.7		3.6	89.6	6.8		5.2	76.3	18.6		11.5	88	0.5	
PHF	.900	.750	.833	.852	.861	.917	.725	.907	.625	.974	.750	.915	.692	.924	.375	.948

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Groups Printed- Dual Wheeled

	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	1	4	0	5	0	0	0	0	0	0	0	0	6
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
07:45 AM	0	2	0	2	0	5	0	5	1	0	0	1	0	0	0	0	8
Total	0	2	1	3	1	16	0	17	1	0	0	1	0	2	0	2	23
08:00 AM	2	1	0	3	0	6	0	6	0	0	0	0	0	0	0	0	9
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
Total	2	1	0	3	0	10	1	11	0	0	0	0	0	7	0	7	21
09:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
09:15 AM	1	1	0	2	0	2	0	2	0	1	0	1	0	0	0	0	5
09:30 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	1	0	1	9
09:45 AM	0	0	0	0	2	1	1	4	0	0	0	0	0	1	0	1	5
Total	1	1	0	2	2	12	1	15	0	1	0	1	0	6	0	6	24
Grand Total	3	4	1	8	3	38	2	43	1	1	0	2	0	15	0	15	68
Apprch %	37.5	50	12.5		7	88.4	4.7		50	50	0		0	100	0		
Total %	4.4	5.9	1.5	11.8	4.4	55.9	2.9	63.2	1.5	1.5	0	2.9	0	22.1	0	22.1	

	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**2**	**1**	0	**3**	0	**6**	0	**6**	0	0	0	0	0	0	0	0	**9**
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**	5
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	2	**1**	3	0	0	0	0	0	1	0	1	4
Total Volume	2	1	0	3	0	10	1	11	0	0	0	0	0	7	0	7	21
% App. Total	66.7	33.3	0		0	90.9	9.1		0	0	0		0	100	0		
PHF	.250	.250	.000	.250	.000	.417	.250	.458	.000	.000	.000	.000	.000	.438	.000	.438	.583

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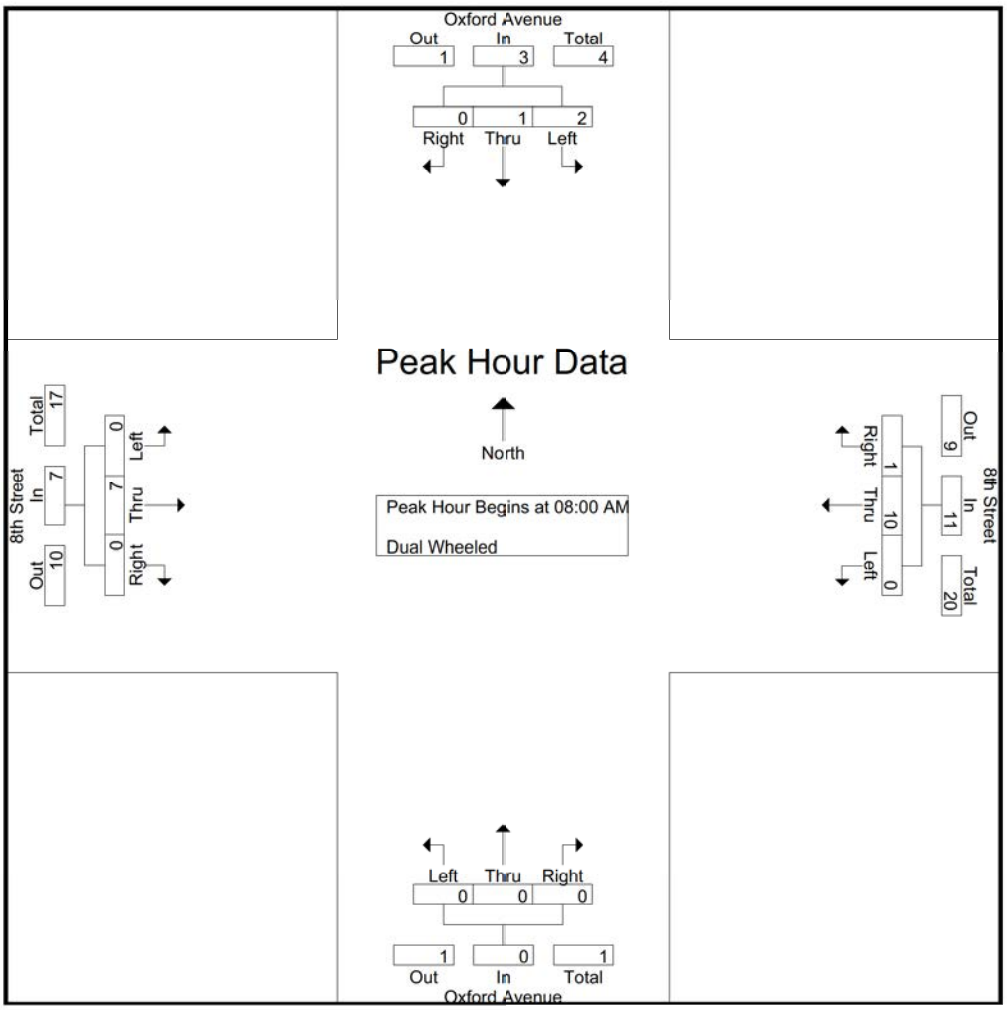

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**2**	**1**	0	**3**	0	**6**	0	**6**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	2	**1**	3	0	0	0	0	0	1	0	1
Total Volume	2	1	0	3	0	10	1	11	0	0	0	0	0	7	0	7
% App. Total	66.7	33.3	0		0	90.9	9.1		0	0	0		0	100	0	
PHF	.250	.250	.000	.250	.000	.417	.250	.458	.000	.000	.000	.000	.000	.438	.000	.438

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File Name : 02_LAC_Oxford_8th AM
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Groups Printed- Buses

	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	3	0	3	0	1	0	1	0	3	0	3	8
07:15 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	3	0	3	6
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	1	5	7
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	2	2	0	10	0	10	0	1	0	1	0	11	1	12	25
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	1	0	0	1	0	4	0	4	0	0	0	0	0	5	0	5	10
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Grand Total	1	0	2	3	0	17	0	17	0	1	0	1	0	19	1	20	41
Apprch %	33.3	0	66.7		0	100	0		0	100	0		0	95	5		
Total %	2.4	0	4.9	7.3	0	41.5	0	41.5	0	2.4	0	2.4	0	46.3	2.4	48.8	

	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
08:15 AM	**1**	0	0	**1**	0	1	0	1	0	0	0	0	0	1	0	1	**3**
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	1	0	0	1	0	4	0	4	0	0	0	0	0	5	0	5	10
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	1.00	.000	1.00	.000	.000	.000	.000	.000	.625	.000	.625	.833

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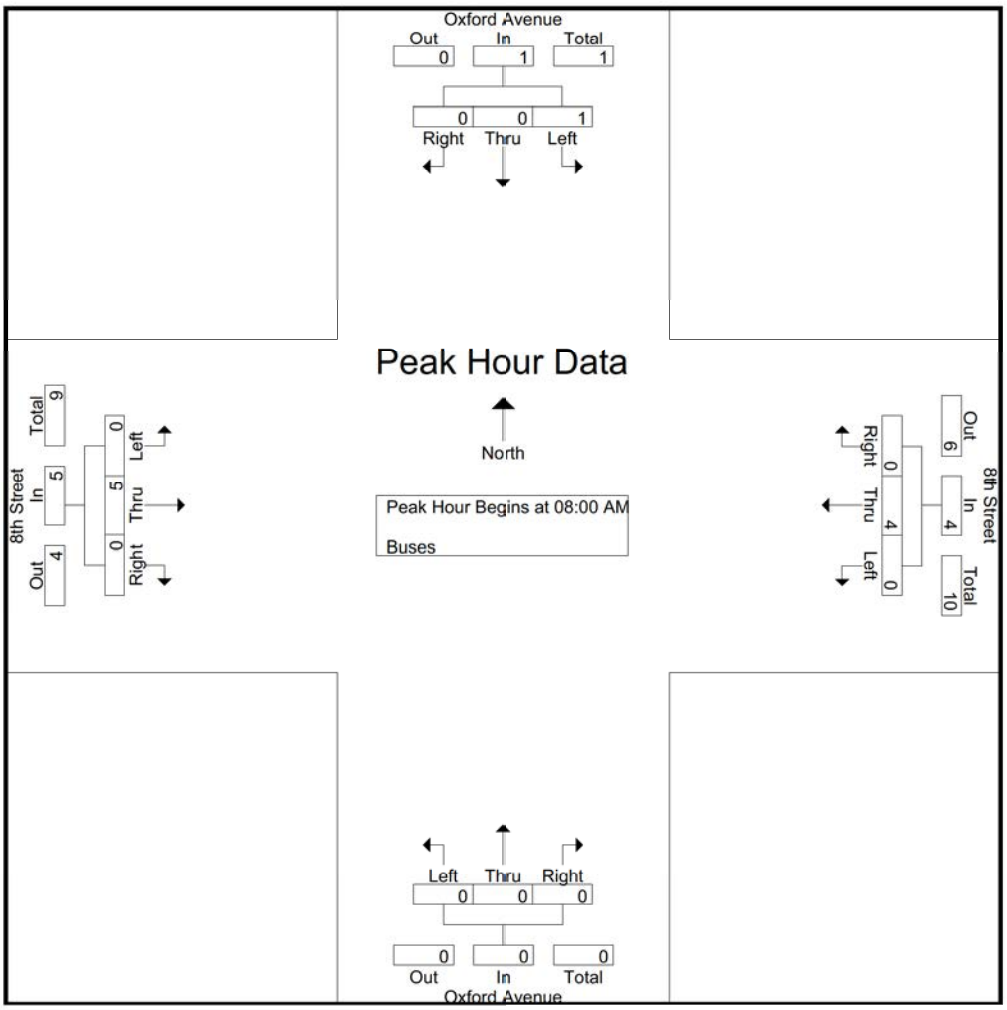

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1
+15 mins.	**1**	0	0	**1**	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	0	4	0	4	0	0	0	0	0	5	0	5
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	1.000	.000	1.000	.000	.000	.000	.000	.000	.625	.000	.625

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	15	39	17	71	7	143	14	164	5	30	9	44	17	123	2	142	421
03:15 PM	22	43	14	79	16	150	10	176	5	37	12	54	7	122	10	139	448
03:30 PM	22	40	14	76	18	136	9	163	4	31	10	45	15	161	1	177	461
03:45 PM	16	36	20	72	20	140	11	171	2	28	12	42	2	139	2	143	428
Total	75	158	65	298	61	569	44	674	16	126	43	185	41	545	15	601	1758
04:00 PM	11	43	19	73	22	137	7	166	4	33	10	47	8	126	4	138	424
04:15 PM	20	50	12	82	18	161	7	186	3	40	7	50	21	141	5	167	485
04:30 PM	19	44	29	92	9	133	9	151	5	33	8	46	16	143	7	166	455
04:45 PM	19	50	19	88	17	141	8	166	6	42	17	65	19	160	3	182	501
Total	69	187	79	335	66	572	31	669	18	148	42	208	64	570	19	653	1865
05:00 PM	20	54	13	87	16	153	6	175	4	29	15	48	10	147	6	163	473
05:15 PM	16	40	22	78	24	180	10	214	7	39	15	61	10	167	6	183	536
05:30 PM	12	39	13	64	16	165	11	192	7	52	12	71	12	206	3	221	548
05:45 PM	22	37	16	75	18	147	12	177	0	37	18	55	11	211	5	227	534
Total	70	170	64	304	74	645	39	758	18	157	60	235	43	731	20	794	2091
Grand Total	214	515	208	937	201	1786	114	2101	52	431	145	628	148	1846	54	2048	5714
Apprch %	22.8	55	22.2		9.6	85	5.4		8.3	68.6	23.1		7.2	90.1	2.6		
Total %	3.7	9	3.6	16.4	3.5	31.3	2	36.8	0.9	7.5	2.5	11	2.6	32.3	0.9	35.8	
Passenger Vehicles	213	509	206	928	198	1761	113	2072	52	428	140	620	147	1813	54	2014	5634
% Passenger Vehicles	99.5	98.8	99	99	98.5	98.6	99.1	98.6	100	99.3	96.6	98.7	99.3	98.2	100	98.3	98.6
Dual Wheeled	1	6	1	8	2	8	1	11	0	3	5	8	1	21	0	22	49
% Dual Wheeled	0.5	1.2	0.5	0.9	1	0.4	0.9	0.5	0	0.7	3.4	1.3	0.7	1.1	0	1.1	0.9
Buses	0	0	1	1	1	17	0	18	0	0	0	0	0	12	0	12	31
% Buses	0	0	0.5	0.1	0.5	1	0	0.9	0	0	0	0	0	0.7	0	0.6	0.5

	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	20	**54**	13	**87**	16	153	6	175	4	29	15	48	10	147	**6**	163	473
05:15 PM	16	40	**22**	78	**24**	**180**	10	**214**	**7**	39	15	61	10	167	6	183	536
05:30 PM	12	39	13	64	16	165	11	192	7	**52**	12	**71**	**12**	206	3	221	**548**
05:45 PM	**22**	37	16	75	18	147	**12**	177	0	37	**18**	55	11	**211**	5	**227**	534
Total Volume	70	170	64	304	74	645	39	758	18	157	60	235	43	731	20	794	2091
% App. Total	23	55.9	21.1		9.8	85.1	5.1		7.7	66.8	25.5		5.4	92.1	2.5		
PHF	.795	.787	.727	.874	.771	.896	.813	.886	.643	.755	.833	.827	.896	.866	.833	.874	.954

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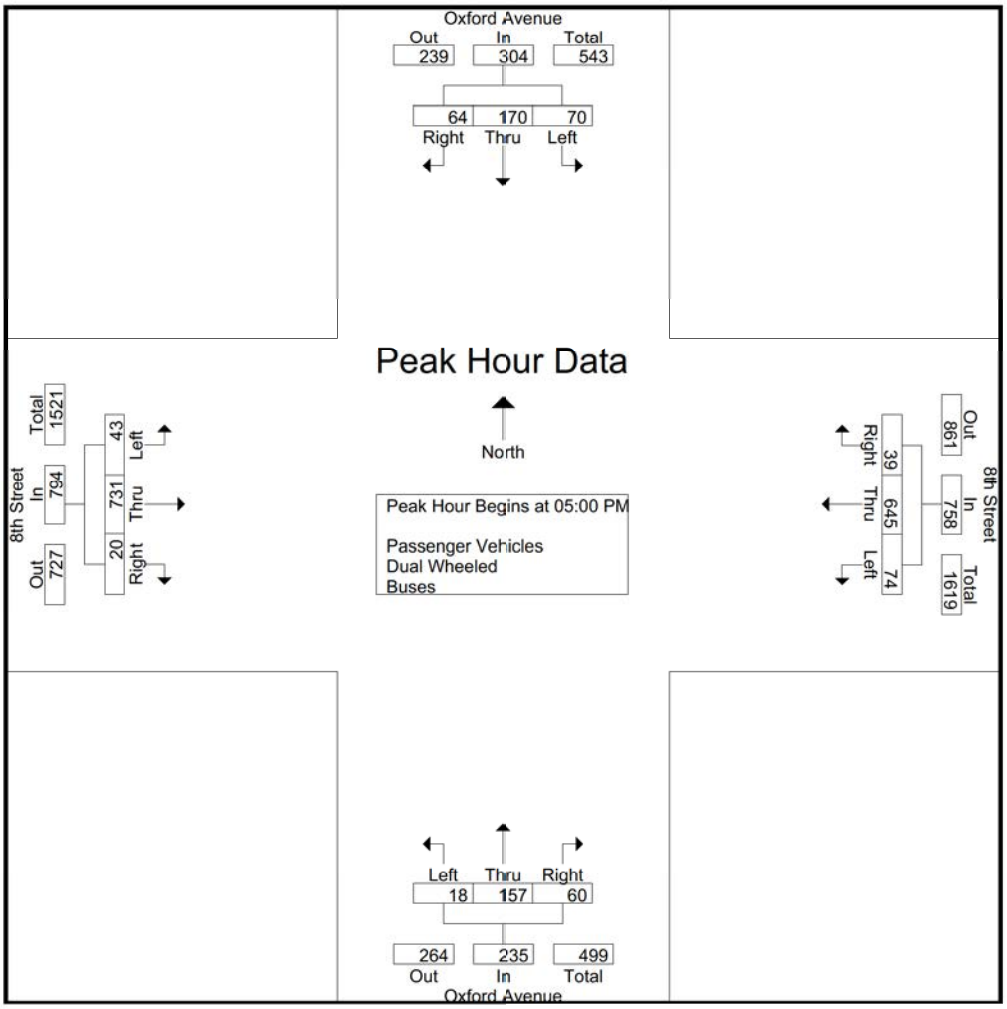

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	**20**	50	12	82	16	153	6	175	6	42	**17**	65	10	147	**6**	163
+15 mins.	19	44	**29**	**92**	**24**	**180**	10	**214**	4	29	15	48	10	167	6	183
+30 mins.	19	50	19	88	16	165	11	192	**7**	39	15	61	**12**	206	3	221
+45 mins.	20	**54**	13	87	18	147	**12**	177	7	**52**	12	**71**	11	**211**	5	**227**
Total Volume	78	198	73	349	74	645	39	758	24	162	59	245	43	731	20	794
% App. Total	22.3	56.7	20.9		9.8	85.1	5.1		9.8	66.1	24.1		5.4	92.1	2.5	
PHF	.975	.917	.629	.948	.771	.896	.813	.886	.857	.779	.868	.863	.896	.866	.833	.874

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Groups Printed- Passenger Vehicles

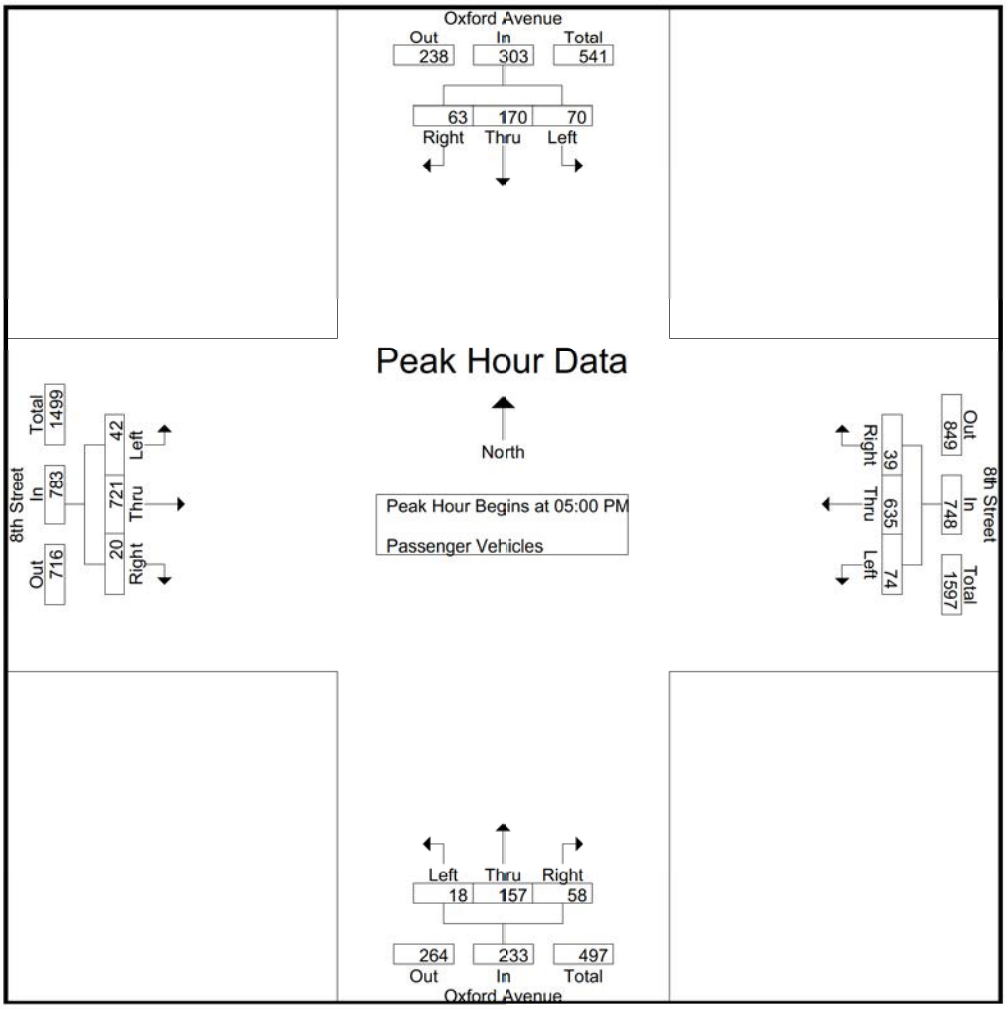
	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	15	36	16	67	7	141	14	162	5	30	8	43	17	118	2	137	409
03:15 PM	22	42	14	78	16	148	9	173	5	37	12	54	7	122	10	139	444
03:30 PM	22	39	14	75	18	133	9	160	4	31	10	45	15	158	1	174	454
03:45 PM	16	36	20	72	19	139	11	169	2	27	12	41	2	135	2	139	421
Total	75	153	64	292	60	561	43	664	16	125	42	183	41	533	15	589	1728
04:00 PM	11	42	19	72	22	136	7	165	4	33	9	46	8	125	4	137	420
04:15 PM	20	50	12	82	18	158	7	183	3	38	7	48	21	138	5	164	477
04:30 PM	19	44	29	92	8	132	9	149	5	33	8	46	16	139	7	162	449
04:45 PM	18	50	19	87	16	139	8	163	6	42	16	64	19	157	3	179	493
Total	68	186	79	333	64	565	31	660	18	146	40	204	64	559	19	642	1839
05:00 PM	20	54	13	87	16	151	6	173	4	29	14	47	10	146	6	162	469
05:15 PM	16	40	22	78	24	178	10	212	7	39	14	60	9	165	6	180	530
05:30 PM	12	39	12	63	16	163	11	190	7	52	12	71	12	204	3	219	543
05:45 PM	22	37	16	75	18	143	12	173	0	37	18	55	11	206	5	222	525
Total	70	170	63	303	74	635	39	748	18	157	58	233	42	721	20	783	2067
Grand Total	213	509	206	928	198	1761	113	2072	52	428	140	620	147	1813	54	2014	5634
Apprch %	23	54.8	22.2		9.6	85	5.5		8.4	69	22.6		7.3	90	2.7		
Total %	3.8	9	3.7	16.5	3.5	31.3	2	36.8	0.9	7.6	2.5	11	2.6	32.2	1	35.7	

	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	20	**54**	13	**87**	16	151	6	173	4	29	14	47	10	146	**6**	162	469
05:15 PM	16	40	**22**	78	**24**	**178**	10	**212**	**7**	39	14	60	9	165	6	180	530
05:30 PM	12	39	12	63	16	163	11	190	7	**52**	12	**71**	**12**	204	3	219	**543**
05:45 PM	**22**	37	16	75	18	143	**12**	173	0	37	**18**	55	11	**206**	5	**222**	525
Total Volume	70	170	63	303	74	635	39	748	18	157	58	233	42	721	20	783	2067
% App. Total	23.1	56.1	20.8		9.9	84.9	5.2		7.7	67.4	24.9		5.4	92.1	2.6		
PHF	.795	.787	.716	.871	.771	.892	.813	.882	.643	.755	.806	.820	.875	.875	.833	.882	.952

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Oxford Avenue
E/W: 8th Street
Weather: Clear

File Name : 02_LAC_Oxford_8th PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	20	**54**	13	**87**	16	151	6	173	4	29	14	47	10	146	**6**	162
+15 mins.	16	40	**22**	78	**24**	**178**	10	**212**	**7**	39	14	60	9	165	6	180
+30 mins.	12	39	12	63	16	163	11	190	7	**52**	12	**71**	**12**	204	3	219
+45 mins.	**22**	37	16	75	18	143	**12**	173	0	37	**18**	55	11	**206**	5	**222**
Total Volume	70	170	63	303	74	635	39	748	18	157	58	233	42	721	20	783
% App. Total	23.1	56.1	20.8		9.9	84.9	5.2		7.7	67.4	24.9		5.4	92.1	2.6	
PHF	.795	.787	.716	.871	.771	.892	.813	.882	.643	.755	.806	.820	.875	.875	.833	.882

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City of Los Angeles
N/S: Oxford Avenue
E/W: 8th Street
Weather: Clear

File Name : 02_LAC_Oxford_8th PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Dual Wheeled

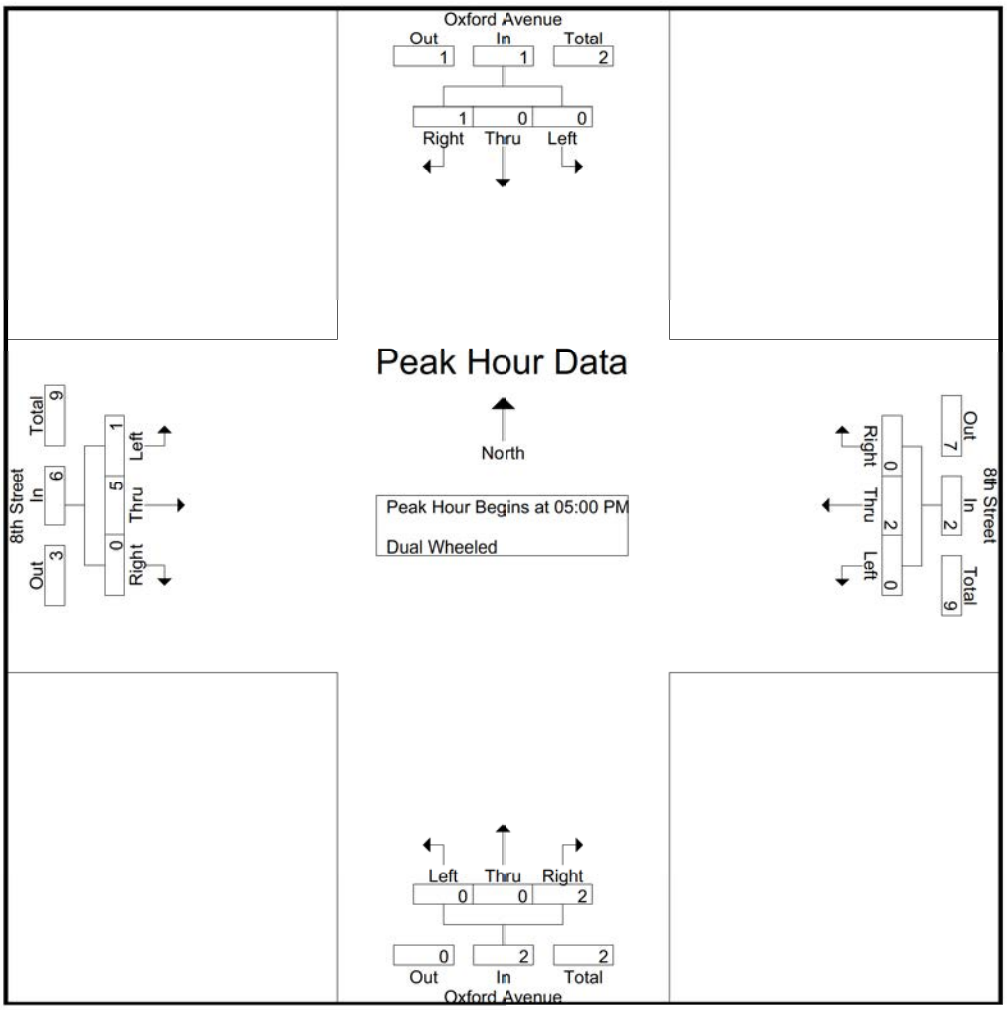
	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	3	0	3	0	1	0	1	0	0	1	1	0	4	0	4	9
03:15 PM	0	1	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
03:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
03:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
Total	0	5	0	5	0	3	1	4	0	1	1	2	0	9	0	9	20
04:00 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	2	0	2	0	2	0	2	0	2	0	2	6
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	3	4
04:45 PM	1	0	0	1	1	1	0	2	0	0	1	1	0	2	0	2	6
Total	1	1	0	2	2	3	0	5	0	2	2	4	0	7	0	7	18
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	1	0	0	1	3
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	1	1	0	2	0	2	0	0	2	2	1	5	0	6	11
Grand Total	1	6	1	8	2	8	1	11	0	3	5	8	1	21	0	22	49
Apprch %	12.5	75	12.5		18.2	72.7	9.1		0	37.5	62.5		4.5	95.5	0		
Total %	2	12.2	2	16.3	4.1	16.3	2	22.4	0	6.1	10.2	16.3	2	42.9	0	44.9	

	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	1	0	1	2
05:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	1	1	**1**	0	0	1	3
05:30 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	**4**
Total Volume	0	0	1	1	0	2	0	2	0	0	2	2	1	5	0	6	11
% App. Total	0	0	100		0	100	0		0	0	100		16.7	83.3	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.500	.500	.250	.417	.000	.500	.688

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Oxford Avenue
E/W: 8th Street
Weather: Clear

File Name : 02_LAC_Oxford_8th PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	1	0	1
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	1	1	**1**	0	0	1
+30 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**
Total Volume	0	0	1	1	0	2	0	2	0	0	2	2	1	5	0	6
% App. Total	0	0	100		0	100	0		0	0	100		16.7	83.3	0	
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.500	.500	.250	.417	.000	.500

Counts Unlimited
PO Box 1178
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City of Los Angeles
N/S: Oxford Avenue
E/W: 8th Street
Weather: Clear

File Name : 02_LAC_Oxford_8th PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Buses

	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
03:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	1	1	1	5	0	6	0	0	0	0	0	3	0	3	10
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
Grand Total	0	0	1	1	1	17	0	18	0	0	0	0	0	12	0	12	31
Apprch %	0	0	100		5.6	94.4	0		0	0	0		0	100	0		
Total %	0	0	3.2	3.2	3.2	54.8	0	58.1	0	0	0	0	0	38.7	0	38.7	

	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**	3
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2	**5**
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.625	.000	.625	.650

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Oxford Avenue
E/W: 8th Street
Weather: Clear

File Name : 02_LAC_Oxford_8th PM
Site Code : 16616351
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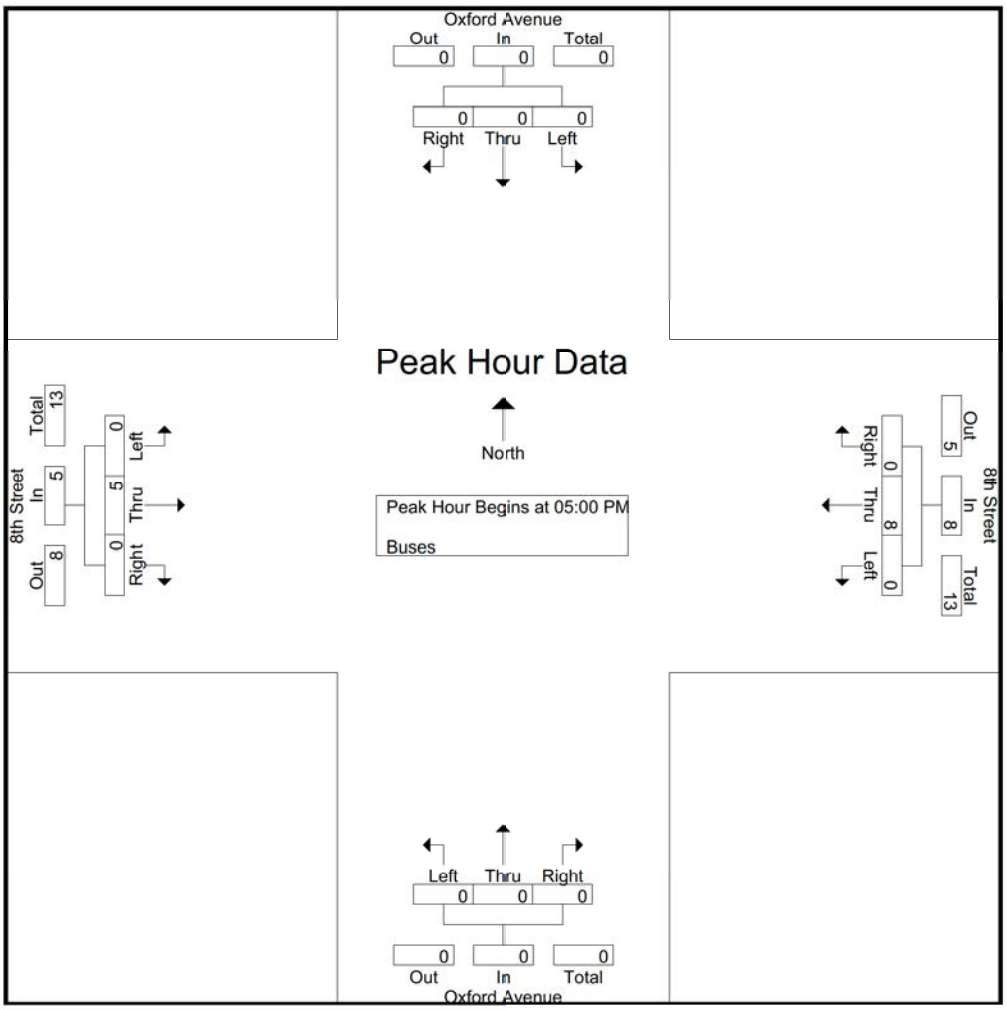

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.625	.000	.625

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Oxford Avenue

East/West 8th Street

Day: Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood I/S CODE 7986

	N/B	S/B	E/B	W/B
DUAL-WHEELED	10	16	37	54
BIKES	32	21	22	14
BUSES	1	4	32	35

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	54	7.45	72	9.45	170	8.15	285	7.00
PM PK 15 MIN	71	5.30	92	4.30	227	5.45	214	5.15
AM PK HOUR	201	7.45	232	7.45	638	8.00	1031	7.00
PM PK HOUR	245	4.45	349	4.15	794	5.00	758	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	15	104	30	149
8-9	10	148	36	194
9-10	13	122	25	160
3-4	16	126	43	185
4-5	18	148	42	208
5-6	18	157	60	235
TOTAL	90	805	236	1131

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	41	73	45	159
8-9	75	94	60	229
9-10	61	108	61	230
3-4	75	158	65	298
4-5	69	187	79	335
5-6	70	170	64	304
TOTAL	391	790	374	1555

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
308	18	1	29	0
423	22	0	31	1
390	23	0	17	0
483	72	3	42	0
543	61	2	46	3
539	94	4	65	0
2686	290	10	230	4

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	36	382	4	422
8-9	72	563	3	638
9-10	60	439	9	508
3-4	41	545	15	601
4-5	64	570	19	653
5-6	43	731	20	794
TOTAL	316	3230	70	3616

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	20	982	29	1031
8-9	31	781	59	871
9-10	44	713	58	815
3-4	61	569	44	674
4-5	66	572	31	669
5-6	74	645	39	758
TOTAL	296	4262	260	4818

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1453	8	1	46	3
1509	7	0	56	1
1323	2	0	51	0
1275	3	0	66	1
1322	3	0	73	5
1552	12	0	115	3
8434	35	1	407	13

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Oxford Avenue				
East/West:	8th Street				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	Yes	District:	Hollywood	I/S Code:	7986
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	5	1	6
8-9	0	4	1	5
9-10	1	1	0	2
3-4	0	3	1	4
4-5	0	6	2	8
5-6	2	5	0	7
TOTAL	3	24	5	32

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	4	0	4
9-10	0	2	0	2
3-4	0	7	0	7
4-5	0	3	0	3
5-6	0	4	0	4
TOTAL	0	21	0	21

TOTAL

Hours	N-S
7-8	7
8-9	9
9-10	4
3-4	11
4-5	11
5-6	11
TOTAL	53

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	3	1	4
8-9	0	1	1	2
9-10	1	2	0	3
3-4	1	3	0	4
4-5	1	2	1	4
5-6	0	5	0	5
TOTAL	3	16	3	22

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	1	0	4
8-9	1	1	0	2
9-10	0	0	0	0
3-4	0	0	0	0
4-5	1	2	0	3
5-6	3	2	0	5
TOTAL	8	6	0	14

TOTAL

Hours	N-S
7-8	8
8-9	4
9-10	3
3-4	4
4-5	7
5-6	10
TOTAL	36

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	2	1	4	2	9
- No helmet riders	26	19	16	9	70
- Sidewalk Riding	17	16	11	8	52
- Wrong way riding	13	6	5	10	34

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Oxford Avenue				
East/West:	8th Street				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	7986
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	6	4	7	2	19
7:15-7:30	7	7	15	2	31
7:30-7:45	12	5	17	2	36
7:45-8:00	4	3	10	3	20
8:00-8:15	8	8	12	1	29
8:15-8:30	6	4	17	1	28
8:30-8:45	11	5	13	4	33
8:45-9:00	7	5	15	1	28
9:00-9:15	6	6	10	1	23
9:15-9:30	4	4	11	0	19
9:30-9:45	4	9	14	0	27
9:45-10:00	3	4	16	1	24
Hours					
7 - 8	29	19	49	9	106
8 - 9	32	22	57	7	118
9 - 10	17	23	51	2	93
TOTAL	78	64	157	18	317

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	14	50	48	2	114
3:15-3:30	6	34	24	2	66
3:30-3:45	9	34	22	0	65
3:45-4:00	13	26	38	2	79
4:00-4:15	12	42	40	2	96
4:15-4:30	11	14	34	0	59
4:30-4:45	8	30	38	2	78
4:45-5:00	18	36	34	2	90
5:00-5:15	12	48	62	8	130
5:15-5:30	22	54	72	8	156
5:30-5:45	17	44	52	6	119
5:45-6:00	14	42	44	2	102
Hours					
3 - 4	42	144	132	6	324
4 - 5	49	122	146	6	323
5 - 6	65	188	230	24	507
	156	454	508	36	1154

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	1	5	2	2	10

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Hobart Boulevard
E/W: Wilshire Boulevard
Weather: Clear

File Name : 03_LAC_Hobart_Wilshire AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	15	8	27	11	292	6	309	0	13	8	21	6	128	1	135	492
07:15 AM	7	11	2	20	5	298	8	311	4	20	4	28	4	172	2	178	537
07:30 AM	12	26	4	42	7	298	17	322	1	38	10	49	8	229	2	239	652
07:45 AM	14	35	7	56	7	352	14	373	2	44	9	55	8	263	8	279	763
Total	37	87	21	145	30	1240	45	1315	7	115	31	153	26	792	13	831	2444
08:00 AM	8	35	8	51	14	329	14	357	1	31	12	44	23	269	7	299	751
08:15 AM	15	39	7	61	9	261	15	285	6	36	11	53	14	279	13	306	705
08:30 AM	18	44	7	69	17	297	15	329	6	27	7	40	11	245	13	269	707
08:45 AM	9	37	9	55	21	268	12	301	5	40	6	51	14	238	8	260	667
Total	50	155	31	236	61	1155	56	1272	18	134	36	188	62	1031	41	1134	2830
09:00 AM	10	33	19	62	10	267	13	290	8	27	13	48	12	231	7	250	650
09:15 AM	4	22	7	33	10	270	9	289	2	25	11	38	9	200	8	217	577
09:30 AM	6	33	8	47	6	273	10	289	4	19	3	26	6	211	4	221	583
09:45 AM	7	29	11	47	6	246	15	267	9	35	6	50	5	171	7	183	547
Total	27	117	45	189	32	1056	47	1135	23	106	33	162	32	813	26	871	2357
Grand Total	114	359	97	570	123	3451	148	3722	48	355	100	503	120	2636	80	2836	7631
Apprch %	20	63	17		3.3	92.7	4		9.5	70.6	19.9		4.2	92.9	2.8		
Total %	1.5	4.7	1.3	7.5	1.6	45.2	1.9	48.8	0.6	4.7	1.3	6.6	1.6	34.5	1	37.2	
Passenger Vehicles	113	356	94	563	122	3349	147	3618	47	352	99	498	119	2566	79	2764	7443
% Passenger Vehicles	99.1	99.2	96.9	98.8	99.2	97	99.3	97.2	97.9	99.2	99	99	99.2	97.3	98.8	97.5	97.5
Dual Wheeled	1	2	3	6	1	38	0	39	1	3	1	5	1	33	1	35	85
% Dual Wheeled	0.9	0.6	3.1	1.1	0.8	1.1	0	1	2.1	0.8	1	1	0.8	1.3	1.2	1.2	1.1
Buses	0	1	0	1	0	64	1	65	0	0	0	0	0	37	0	37	103
% Buses	0	0.3	0	0.2	0	1.9	0.7	1.7	0	0	0	0	0	1.4	0	1.3	1.3

	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	14	35	7	56	7	**352**	14	**373**	2	**44**	9	**55**	8	263	8	279	**763**
08:00 AM	8	35	**8**	51	14	329	14	357	1	31	**12**	44	**23**	269	7	299	751
08:15 AM	15	39	7	61	9	261	**15**	285	**6**	36	11	53	14	**279**	**13**	**306**	705
08:30 AM	**18**	**44**	7	**69**	**17**	297	15	329	6	27	7	40	11	245	13	269	707
Total Volume	55	153	29	237	47	1239	58	1344	15	138	39	192	56	1056	41	1153	2926
% App. Total	23.2	64.6	12.2		3.5	92.2	4.3		7.8	71.9	20.3		4.9	91.6	3.6		
PHF	.764	.869	.906	.859	.691	.880	.967	.901	.625	.784	.813	.873	.609	.946	.788	.942	.959

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Site Code : 16616351
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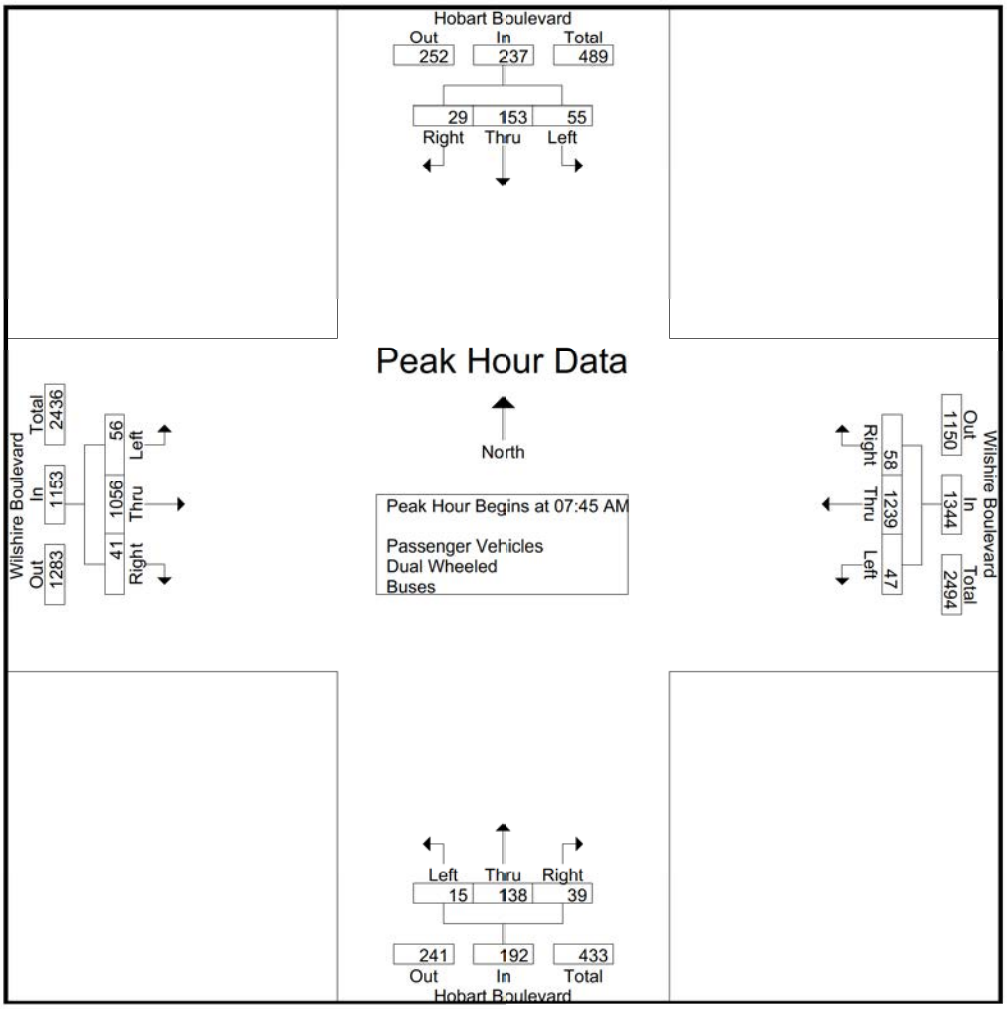

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	15	39	7	61	5	298	8	311	1	38	10	49	8	263	8	279
+15 mins.	**18**	**44**	7	**69**	7	298	**17**	322	2	**44**	9	**55**	**23**	269	7	299
+30 mins.	9	37	9	55	7	**352**	14	**373**	1	31	**12**	44	14	**279**	**13**	**306**
+45 mins.	10	33	**19**	62	**14**	329	14	357	**6**	36	11	53	11	245	13	269
Total Volume	52	153	42	247	33	1277	53	1363	10	149	42	201	56	1056	41	1153
% App. Total	21.1	61.9	17		2.4	93.7	3.9		5	74.1	20.9		4.9	91.6	3.6	
PHF	.722	.869	.553	.895	.589	.907	.779	.914	.417	.847	.875	.914	.609	.946	.788	.942

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Groups Printed- Passenger Vehicles

	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	14	8	26	11	280	5	296	0	13	8	21	6	123	1	130	473
07:15 AM	7	11	2	20	5	292	8	305	4	20	3	27	4	166	2	172	524
07:30 AM	12	26	4	42	7	290	17	314	1	38	10	49	7	226	2	235	640
07:45 AM	14	35	7	56	7	339	14	360	2	44	9	55	8	256	8	272	743
Total	37	86	21	144	30	1201	44	1275	7	115	30	152	25	771	13	809	2380
08:00 AM	8	35	7	50	14	324	14	352	1	31	12	44	23	266	7	296	742
08:15 AM	15	39	7	61	9	255	15	279	6	36	11	53	14	275	13	302	695
08:30 AM	17	44	7	68	16	287	15	318	6	27	7	40	11	235	13	259	685
08:45 AM	9	35	9	53	21	259	12	292	5	40	6	51	14	234	8	256	652
Total	49	153	30	232	60	1125	56	1241	18	134	36	188	62	1010	41	1113	2774
09:00 AM	10	33	19	62	10	260	13	283	8	27	13	48	12	226	7	245	638
09:15 AM	4	22	7	33	10	262	9	281	2	25	11	38	9	188	8	205	557
09:30 AM	6	33	8	47	6	265	10	281	3	18	3	24	6	203	3	212	564
09:45 AM	7	29	9	45	6	236	15	257	9	33	6	48	5	168	7	180	530
Total	27	117	43	187	32	1023	47	1102	22	103	33	158	32	785	25	842	2289
Grand Total	113	356	94	563	122	3349	147	3618	47	352	99	498	119	2566	79	2764	7443
Apprch %	20.1	63.2	16.7		3.4	92.6	4.1		9.4	70.7	19.9		4.3	92.8	2.9		
Total %	1.5	4.8	1.3	7.6	1.6	45	2	48.6	0.6	4.7	1.3	6.7	1.6	34.5	1.1	37.1	

	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	14	35	**7**	56	7	**339**	14	**360**	2	**44**	9	**55**	8	256	8	272	**743**
08:00 AM	8	35	7	50	14	324	14	352	1	31	**12**	44	**23**	266	7	296	742
08:15 AM	15	39	7	61	9	255	**15**	279	**6**	36	11	53	14	**275**	**13**	**302**	695
08:30 AM	**17**	**44**	7	**68**	**16**	287	15	318	6	27	7	40	11	235	13	259	685
Total Volume	54	153	28	235	46	1205	58	1309	15	138	39	192	56	1032	41	1129	2865
% App. Total	23	65.1	11.9		3.5	92.1	4.4		7.8	71.9	20.3		5	91.4	3.6		
PHF	.794	.869	1.00	.864	.719	.889	.967	.909	.625	.784	.813	.873	.609	.938	.788	.935	.964

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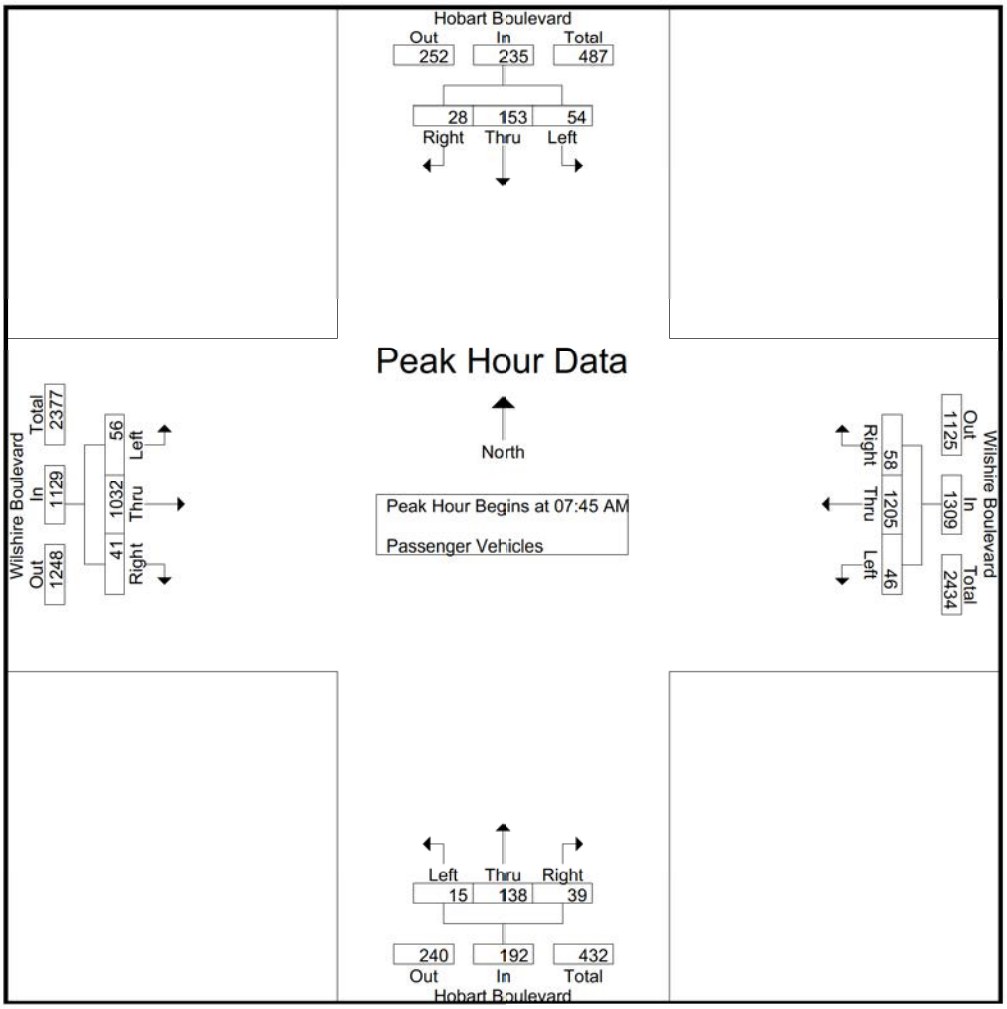

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	14	35	**7**	56	7	**339**	14	**360**	2	**44**	9	**55**	8	256	8	272
+15 mins.	8	35	7	50	14	324	14	352	1	31	**12**	44	**23**	266	7	296
+30 mins.	15	39	7	61	9	255	**15**	279	**6**	36	11	53	14	**275**	**13**	**302**
+45 mins.	**17**	**44**	7	**68**	**16**	287	15	318	6	27	7	40	11	235	13	259
Total Volume	54	153	28	235	46	1205	58	1309	15	138	39	192	56	1032	41	1129
% App. Total	23	65.1	11.9		3.5	92.1	4.4		7.8	71.9	20.3		5	91.4	3.6	
PHF	.794	.869	1.000	.864	.719	.889	.967	.909	.625	.784	.813	.873	.609	.938	.788	.935

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Groups Printed- Dual Wheeled

	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	4	0	4	0	0	0	0	0	2	0	2	7
07:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	6
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total	0	1	0	1	0	13	0	13	0	0	1	1	1	10	0	11	26
08:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	1	0	0	1	1	3	0	4	0	0	0	0	0	4	0	4	9
08:45 AM	0	1	0	1	0	4	0	4	0	0	0	0	0	1	0	1	6
Total	1	1	1	3	1	8	0	9	0	0	0	0	0	6	0	6	18
09:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
09:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	9	0	9	11
09:30 AM	0	0	0	0	0	6	0	6	1	1	0	2	0	4	1	5	13
09:45 AM	0	0	2	2	0	3	0	3	0	2	0	2	0	1	0	1	8
Total	0	0	2	2	0	17	0	17	1	3	0	4	0	17	1	18	41
Grand Total	1	2	3	6	1	38	0	39	1	3	1	5	1	33	1	35	85
Apprch %	16.7	33.3	50		2.6	97.4	0		20	60	20		2.9	94.3	2.9		
Total %	1.2	2.4	3.5	7.1	1.2	44.7	0	45.9	1.2	3.5	1.2	5.9	1.2	38.8	1.2	41.2	

	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	3	0	3	8
08:00 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	**1**	0	0	1	**1**	3	0	4	0	0	0	0	0	**4**	0	**4**	**9**
Total Volume	1	0	1	2	1	9	0	10	0	0	0	0	0	8	0	8	20
% App. Total	50	0	50		10	90	0		0	0	0		0	100	0		
PHF	.250	.000	.250	.500	.250	.450	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.556

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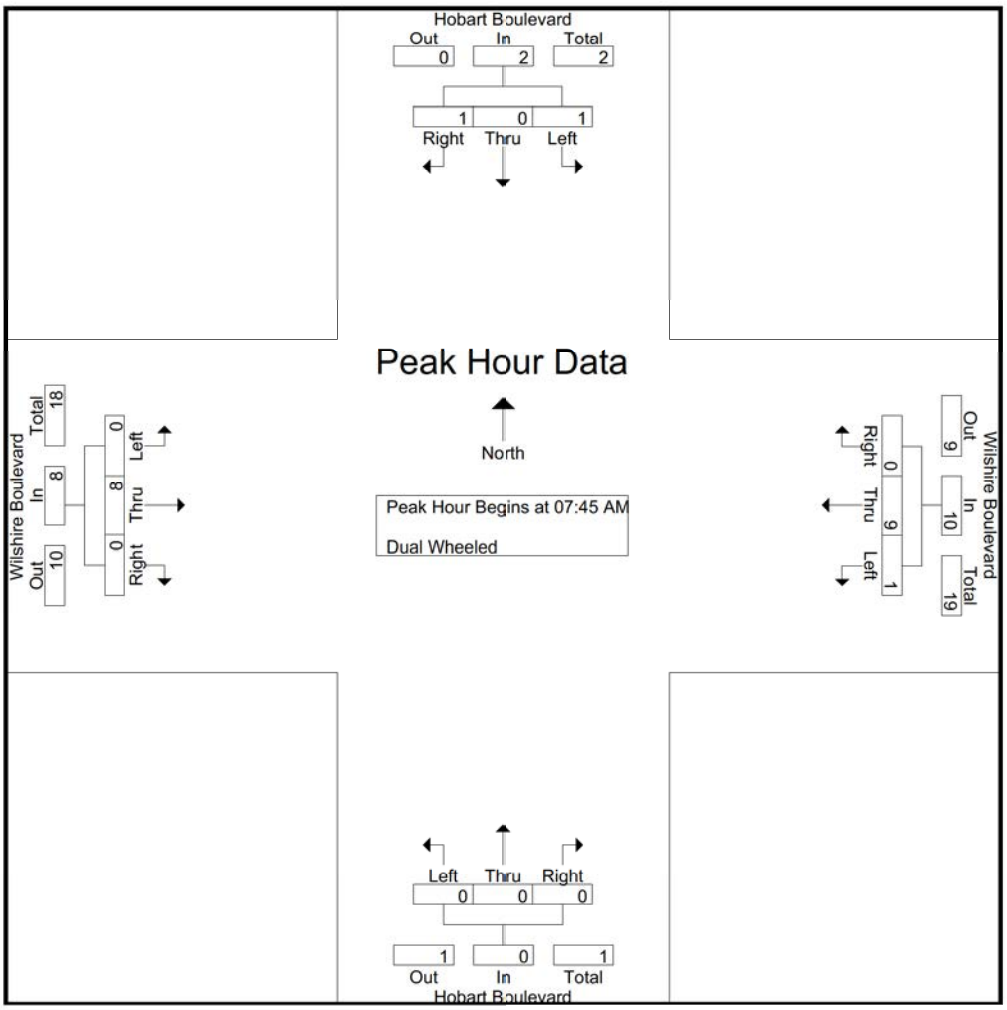

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	3	0	3
+15 mins.	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	**1**	0	0	1	**1**	3	0	4	0	0	0	0	0	**4**	0	**4**
Total Volume	1	0	1	2	1	9	0	10	0	0	0	0	0	8	0	8
% App. Total	50	0	50		10	90	0		0	0	0		0	100	0	
PHF	.250	.000	.250	.500	.250	.450	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

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Groups Printed- Buses

	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	8	1	9	0	0	0	0	0	3	0	3	12
07:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
07:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
Total	0	0	0	0	0	26	1	27	0	0	0	0	0	11	0	11	38
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
08:30 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	13
08:45 AM	0	1	0	1	0	5	0	5	0	0	0	0	0	3	0	3	9
Total	0	1	0	1	0	22	0	22	0	0	0	0	0	15	0	15	38
09:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
09:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
09:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
09:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
Total	0	0	0	0	0	16	0	16	0	0	0	0	0	11	0	11	27
Grand Total	0	1	0	1	0	64	1	65	0	0	0	0	0	37	0	37	103
Apprch %	0	100	0		0	98.5	1.5		0	0	0		0	100	0		
Total %	0	1	0	1	0	62.1	1	63.1	0	0	0	0	0	35.9	0	35.9	

	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	4	0	4	12
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
08:30 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	**6**	0	**6**	**13**
Total Volume	0	0	0	0	0	25	0	25	0	0	0	0	0	16	0	16	41
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.781	.000	.781	.000	.000	.000	.000	.000	.667	.000	.667	.788

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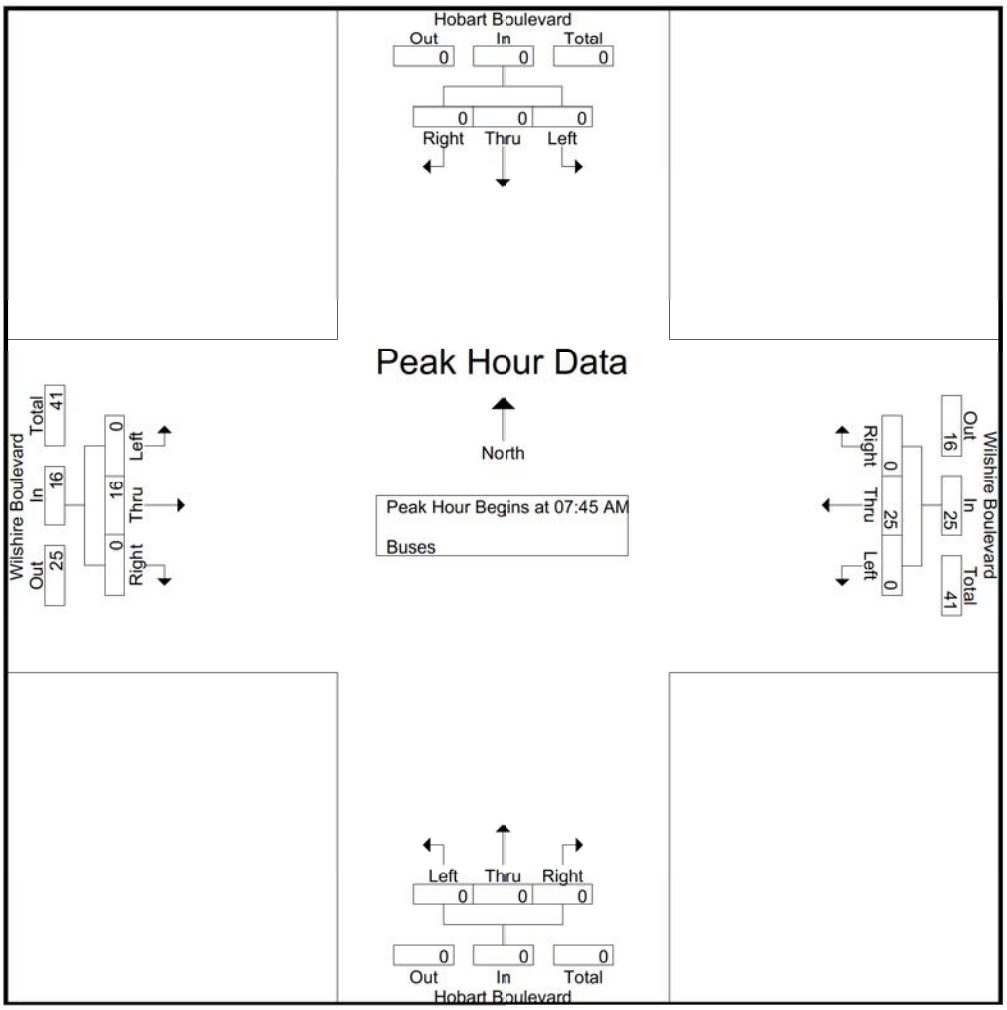

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	**6**	0	**6**
Total Volume	0	0	0	0	0	25	0	25	0	0	0	0	0	16	0	16
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.781	.000	.781	.000	.000	.000	.000	.000	.667	.000	.667

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File Name : 03_LAC_Hobart_Wilshire PM
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	3	29	11	43	6	209	13	228	7	47	14	68	8	277	3	288	627
03:15 PM	7	41	5	53	12	223	10	245	2	52	11	65	12	247	6	265	628
03:30 PM	4	39	7	50	12	226	16	254	6	38	15	59	17	252	9	278	641
03:45 PM	9	34	6	49	19	238	3	260	7	45	13	65	5	226	4	235	609
Total	23	143	29	195	49	896	42	987	22	182	53	257	42	1002	22	1066	2505
04:00 PM	12	47	12	71	9	232	5	246	6	55	16	77	7	243	2	252	646
04:15 PM	11	36	8	55	9	209	11	229	9	39	11	59	5	259	4	268	611
04:30 PM	11	43	13	67	11	222	20	253	5	40	12	57	12	241	7	260	637
04:45 PM	5	62	10	77	13	259	20	292	5	58	16	79	9	292	5	306	754
Total	39	188	43	270	42	922	56	1020	25	192	55	272	33	1035	18	1086	2648
05:00 PM	2	63	8	73	21	261	13	295	7	54	14	75	15	284	7	306	749
05:15 PM	8	57	11	76	16	290	15	321	6	62	14	82	8	242	10	260	739
05:30 PM	9	61	6	76	16	260	9	285	7	74	16	97	9	273	11	293	751
05:45 PM	11	57	7	75	14	267	10	291	3	69	17	89	16	290	11	317	772
Total	30	238	32	300	67	1078	47	1192	23	259	61	343	48	1089	39	1176	3011
Grand Total	92	569	104	765	158	2896	145	3199	70	633	169	872	123	3126	79	3328	8164
Apprch %	12	74.4	13.6		4.9	90.5	4.5		8	72.6	19.4		3.7	93.9	2.4		
Total %	1.1	7	1.3	9.4	1.9	35.5	1.8	39.2	0.9	7.8	2.1	10.7	1.5	38.3	1	40.8	
Passenger Vehicles	92	566	101	759	158	2845	145	3148	69	630	167	866	123	3028	76	3227	8000
% Passenger Vehicles	100	99.5	97.1	99.2	100	98.2	100	98.4	98.6	99.5	98.8	99.3	100	96.9	96.2	97	98
Dual Wheeled	0	2	3	5	0	16	0	16	1	3	2	6	0	30	3	33	60
% Dual Wheeled	0	0.4	2.9	0.7	0	0.6	0	0.5	1.4	0.5	1.2	0.7	0	1	3.8	1	0.7
Buses	0	1	0	1	0	35	0	35	0	0	0	0	0	68	0	68	104
% Buses	0	0.2	0	0.1	0	1.2	0	1.1	0	0	0	0	0	2.2	0	2	1.3

	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	**63**	8	73	**21**	261	13	295	**7**	54	14	75	15	284	7	306	749
05:15 PM	8	57	**11**	**76**	16	**290**	**15**	**321**	6	62	14	82	8	242	10	260	739
05:30 PM	9	61	6	76	16	260	9	285	7	**74**	16	**97**	9	273	**11**	293	751
05:45 PM	**11**	57	7	75	14	267	10	291	3	69	**17**	89	**16**	**290**	11	**317**	**772**
Total Volume	30	238	32	300	67	1078	47	1192	23	259	61	343	48	1089	39	1176	3011
% App. Total	10	79.3	10.7		5.6	90.4	3.9		6.7	75.5	17.8		4.1	92.6	3.3		
PHF	.682	.944	.727	.987	.798	.929	.783	.928	.821	.875	.897	.884	.750	.939	.886	.927	.975

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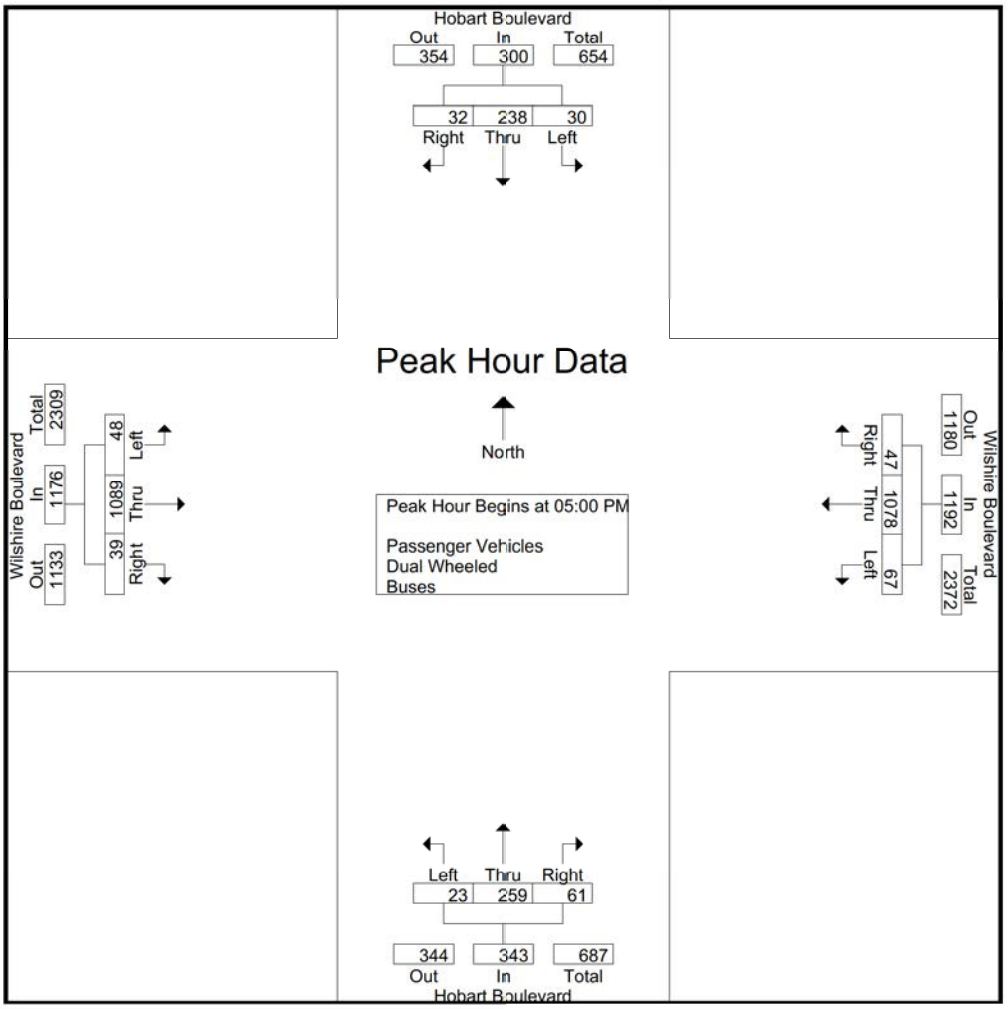
Weather: Clear

File Name : 03_LAC_Hobart_Wilshire PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	5	62	10	**77**	13	259	**20**	292	**7**	54	14	75	15	284	7	306
+15 mins.	2	**63**	8	73	**21**	261	13	295	6	62	14	82	8	242	10	260
+30 mins.	8	57	**11**	76	16	**290**	15	**321**	7	**74**	16	**97**	9	273	**11**	293
+45 mins.	**9**	61	6	76	16	260	9	285	3	69	**17**	89	**16**	**290**	11	**317**
Total Volume	24	243	35	302	66	1070	57	1193	23	259	61	343	48	1089	39	1176
% App. Total	7.9	80.5	11.6		5.5	89.7	4.8		6.7	75.5	17.8		4.1	92.6	3.3	
PHF	.667	.964	.795	.981	.786	.922	.713	.929	.821	.875	.897	.884	.750	.939	.886	.927

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City of Los Angeles
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Weather: Clear

File Name : 03_LAC_Hobart_Wilshire PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles

	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	3	29	10	42	6	205	13	224	7	46	14	67	8	265	3	276	609
03:15 PM	7	40	5	52	12	217	10	239	2	52	11	65	12	241	5	258	614
03:30 PM	4	39	7	50	12	220	16	248	6	38	15	59	17	239	8	264	621
03:45 PM	9	33	5	47	19	234	3	256	7	45	13	65	5	217	4	226	594
Total	23	141	27	191	49	876	42	967	22	181	53	256	42	962	20	1024	2438
04:00 PM	12	46	11	69	9	227	5	241	6	55	16	77	7	233	2	242	629
04:15 PM	11	36	8	55	9	205	11	225	9	39	11	59	5	252	4	261	600
04:30 PM	11	43	13	67	11	218	20	249	5	40	12	57	12	234	6	252	625
04:45 PM	5	62	10	77	13	256	20	289	5	58	15	78	9	286	5	300	744
Total	39	187	42	268	42	906	56	1004	25	192	54	271	33	1005	17	1055	2598
05:00 PM	2	63	8	73	21	257	13	291	7	54	14	75	15	280	7	302	741
05:15 PM	8	57	11	76	16	285	15	316	5	61	13	79	8	233	10	251	722
05:30 PM	9	61	6	76	16	258	9	283	7	74	16	97	9	266	11	286	742
05:45 PM	11	57	7	75	14	263	10	287	3	68	17	88	16	282	11	309	759
Total	30	238	32	300	67	1063	47	1177	22	257	60	339	48	1061	39	1148	2964
Grand Total	92	566	101	759	158	2845	145	3148	69	630	167	866	123	3028	76	3227	8000
Apprch %	12.1	74.6	13.3		5	90.4	4.6		8	72.7	19.3		3.8	93.8	2.4		
Total %	1.1	7.1	1.3	9.5	2	35.6	1.8	39.3	0.9	7.9	2.1	10.8	1.5	37.8	0.9	40.3	

	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	**63**	8	73	**21**	257	13	291	**7**	54	14	75	15	280	7	302	741
05:15 PM	8	57	**11**	**76**	16	**285**	**15**	**316**	5	61	13	79	8	233	10	251	722
05:30 PM	9	61	6	76	16	258	9	283	7	**74**	16	**97**	9	266	**11**	286	742
05:45 PM	**11**	57	7	75	14	263	10	287	3	68	**17**	88	**16**	**282**	11	**309**	**759**
Total Volume	30	238	32	300	67	1063	47	1177	22	257	60	339	48	1061	39	1148	2964
% App. Total	10	79.3	10.7		5.7	90.3	4		6.5	75.8	17.7		4.2	92.4	3.4		
PHF	.682	.944	.727	.987	.798	.932	.783	.931	.786	.868	.882	.874	.750	.941	.886	.929	.976

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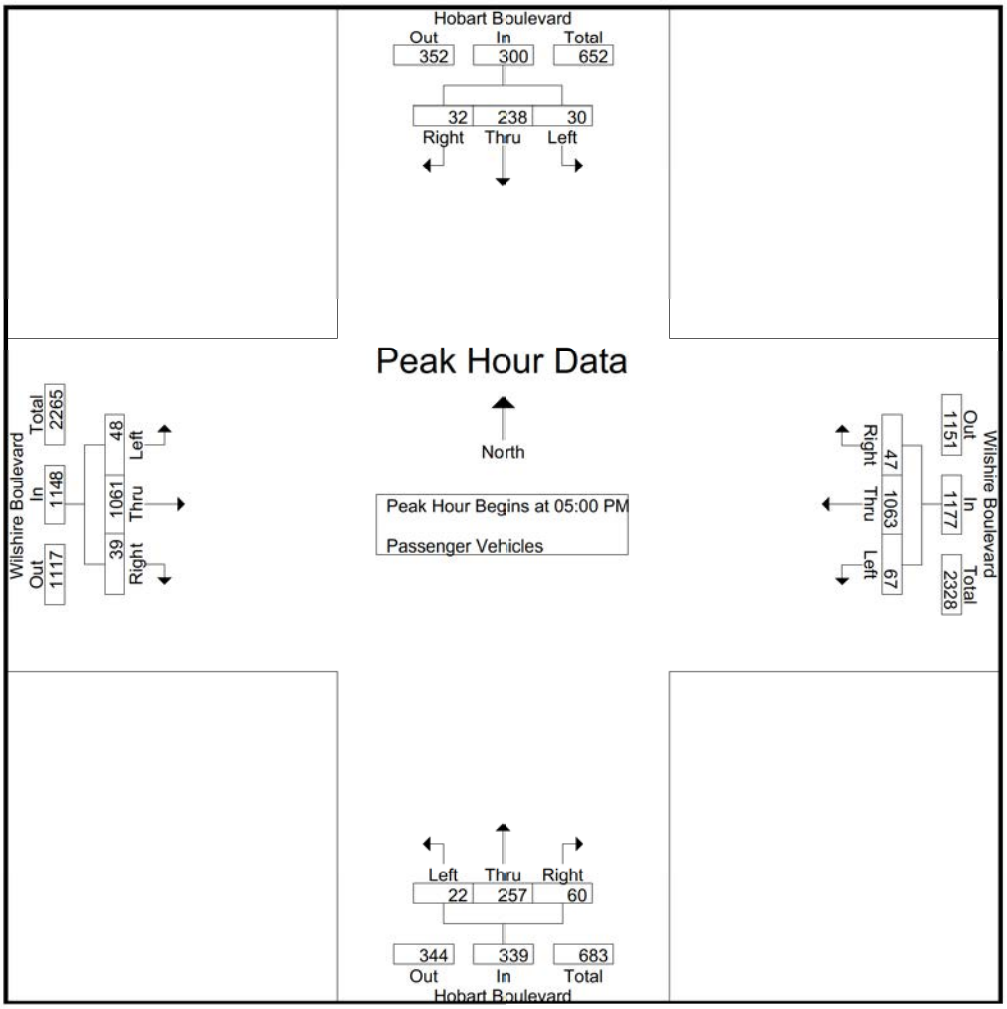
Weather: Clear

File Name : 03_LAC_Hobart_Wilshire PM
Site Code : 16616351
Start Date : 6/6/2018



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	2	**63**	8	73	**21**	257	13	291	**7**	54	14	75	15	280	7	302
+15 mins.	8	57	**11**	**76**	16	**285**	**15**	**316**	5	61	13	79	8	233	10	251
+30 mins.	9	61	6	76	16	258	9	283	7	**74**	16	**97**	9	266	**11**	286
+45 mins.	**11**	57	7	75	14	263	10	287	3	68	**17**	88	**16**	**282**	11	**309**
Total Volume	30	238	32	300	67	1063	47	1177	22	257	60	339	48	1061	39	1148
% App. Total	10	79.3	10.7		5.7	90.3	4		6.5	75.8	17.7		4.2	92.4	3.4	
PHF	.682	.944	.727	.987	.798	.932	.783	.931	.786	.868	.882	.874	.750	.941	.886	.929

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Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Dual Wheeled

	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	1	1	0	2	0	2	0	1	0	1	0	5	0	5	9
03:15 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	2	1	3	6
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	1	7	9
03:45 PM	0	1	1	2	0	1	0	1	0	0	0	0	0	4	0	4	7
Total	0	2	2	4	0	7	0	7	0	1	0	1	0	17	2	19	31
04:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	4	0	4	6
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
Total	0	0	1	1	0	5	0	5	0	0	1	1	0	9	1	10	17
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	2	0	2	1	1	1	3	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
Total	0	0	0	0	0	4	0	4	1	2	1	4	0	4	0	4	12
Grand Total	0	2	3	5	0	16	0	16	1	3	2	6	0	30	3	33	60
Apprch %	0	40	60		0	100	0		16.7	50	33.3		0	90.9	9.1		
Total %	0	3.3	5	8.3	0	26.7	0	26.7	1.7	5	3.3	10	0	50	5	55	

	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**	3
05:15 PM	0	0	0	0	0	**2**	0	**2**	**1**	**1**	**1**	**3**	0	0	0	0	**5**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
Total Volume	0	0	0	0	0	4	0	4	1	2	1	4	0	4	0	4	12
% App. Total	0	0	0		0	100	0		25	50	25		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.500	.250	.333	.000	.500	.000	.500	.600

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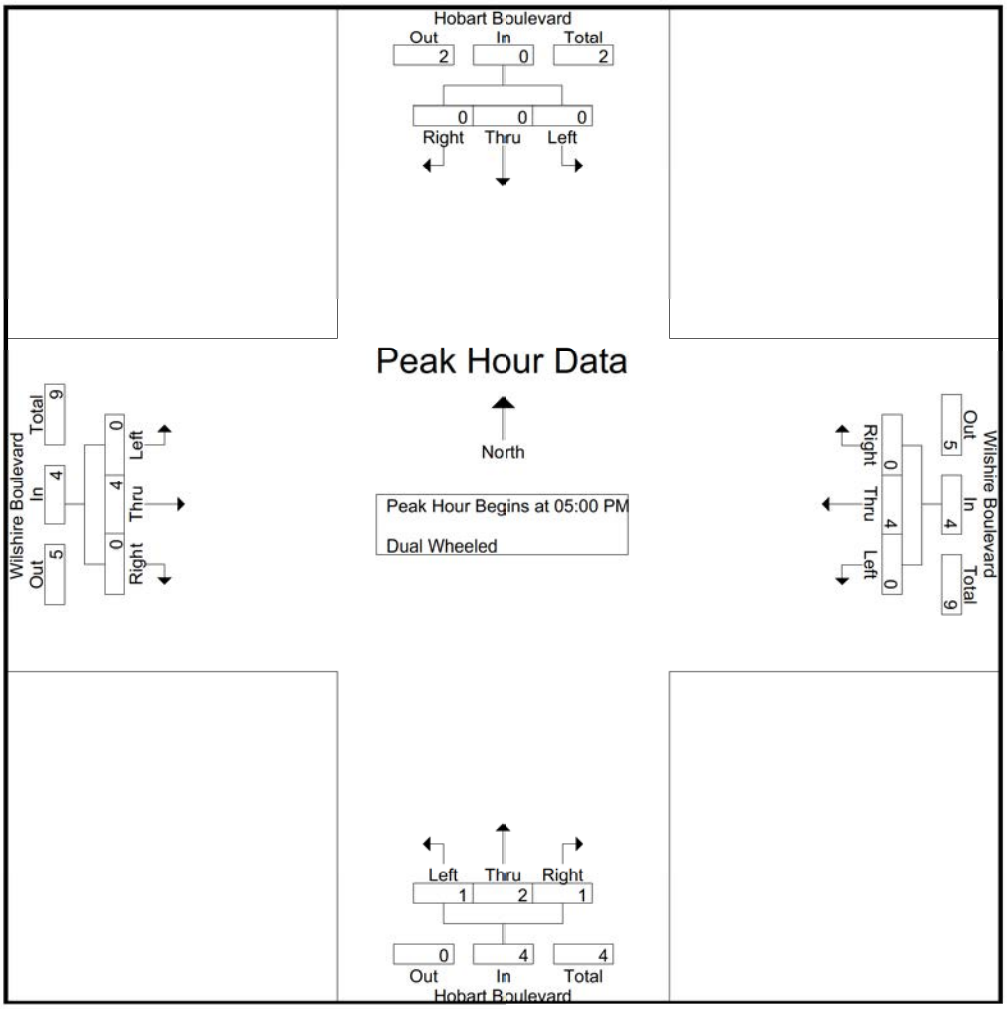
File Name : 03_LAC_Hobart_Wilshire PM
Site Code : 16616351
Start Date : 6/6/2018



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	**2**	0	**2**	**1**	**1**	**1**	**3**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2
Total Volume	0	0	0	0	0	4	0	4	1	2	1	4	0	4	0	4
% App. Total	0	0	0		0	100	0		25	50	25		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.500	.250	.333	.000	.500	.000	.500

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Weather: Clear

File Name : 03_LAC_Hobart_Wilshire PM
Site Code : 16616351
Start Date : 6/6/2018

Groups Printed- Buses

	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
03:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
03:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
03:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Total	0	0	0	0	0	13	0	13	0	0	0	0	0	23	0	23	36
04:00 PM	0	1	0	1	0	4	0	4	0	0	0	0	0	6	0	6	11
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total	0	1	0	1	0	11	0	11	0	0	0	0	0	21	0	21	33
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	9	0	9	12
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
Total	0	0	0	0	0	11	0	11	0	0	0	0	0	24	0	24	35
Grand Total	0	1	0	1	0	35	0	35	0	0	0	0	0	68	0	68	104
Apprch %	0	100	0		0	100	0		0	0	0		0	100	0		
Total %	0	1	0	1	0	33.7	0	33.7	0	0	0	0	0	65.4	0	65.4	

	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2	5
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	**9**	0	**9**	**12**
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	24	0	24	35
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.917	.000	.917	.000	.000	.000	.000	.000	.667	.000	.667	.729

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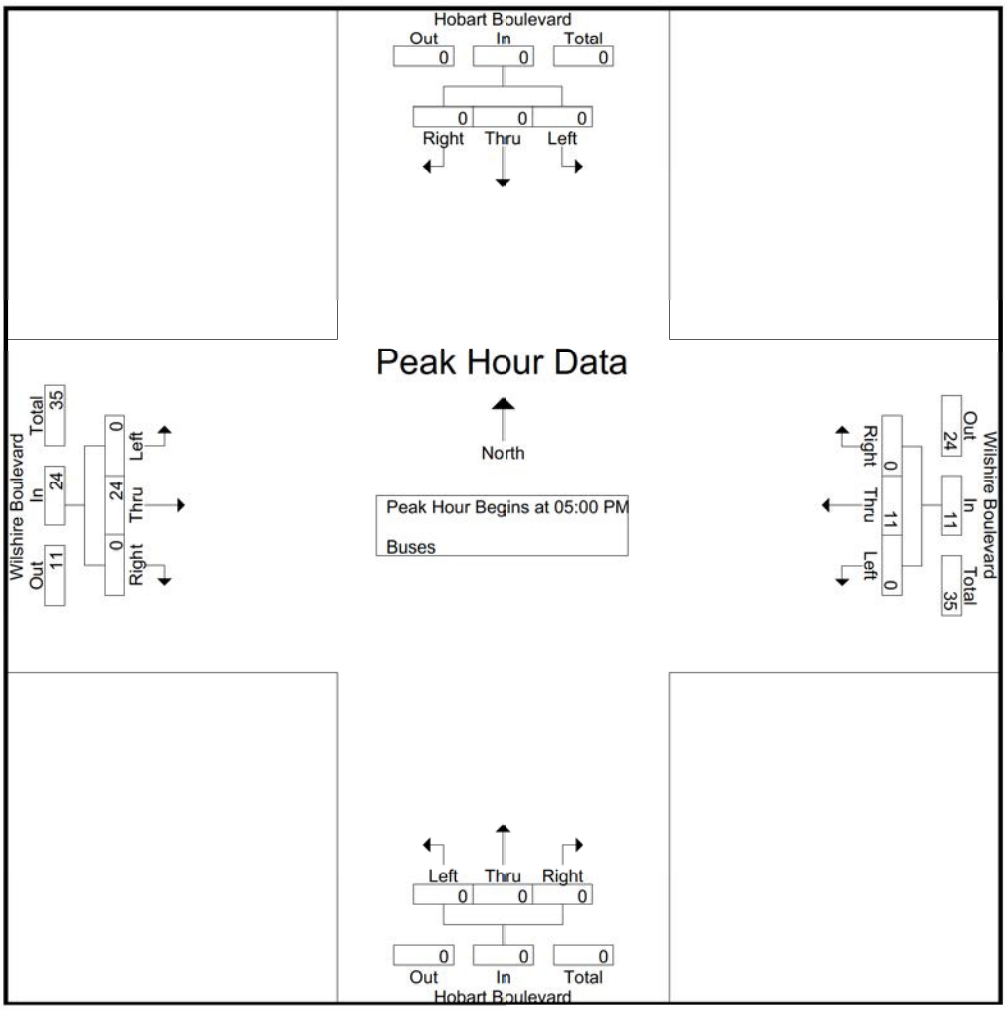
File Name : 03_LAC_Hobart_Wilshire PM
Site Code : 16616351
Start Date : 6/6/2018



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	**9**	0	**9**
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	24	0	24
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.917	.000	.917	.000	.000	.000	.000	.000	.667	.000	.667

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hobart Boulevard

East/West Wilshire Boulevard

Day: Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	11	11	68	55
BIKES	12	9	47	66
BUSES	0	2	105	100

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	55	7.45	69	8.30	306	8.15	373	7.45
PM PK 15 MIN	97	5.30	77	4.45	317	5.45	321	5.15
AM PK HOUR	201	7.30	247	8.15	1153	7.45	1363	7.15
PM PK HOUR	343	5.00	302	4.45	1176	5.00	1193	4.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	7	115	31	153
8-9	18	134	36	188
9-10	23	106	33	162
3-4	22	182	53	257
4-5	25	192	55	272
5-6	23	259	61	343
TOTAL	118	988	269	1375

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	87	21	145
8-9	50	155	31	236
9-10	27	117	45	189
3-4	23	143	29	195
4-5	39	188	43	270
5-6	30	238	32	300
TOTAL	206	928	201	1335

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
298	41	25	49	5
424	52	45	77	33
351	56	52	85	17
452	116	33	114	30
542	95	38	101	34
643	99	37	162	24
2710	459	230	588	143

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	792	13	831
8-9	62	1031	41	1134
9-10	32	813	26	871
3-4	42	1002	22	1066
4-5	33	1035	18	1086
5-6	48	1089	39	1176
TOTAL	243	5762	159	6164

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	30	1240	45	1315
8-9	61	1155	56	1272
9-10	32	1056	47	1135
3-4	49	896	42	987
4-5	42	922	56	1020
5-6	67	1078	47	1192
TOTAL	281	6347	293	6921

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2146	6	1	9	5
2406	12	6	19	7
2006	17	3	21	2
2053	21	2	27	7
2106	13	14	22	0
2368	17	11	42	3
13085	86	37	140	24

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Hobart Boulevard				
East/West:	Wilshire Boulevard				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	Yes	District:	Hollywood	I/S Code:	0
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	1	0	1
9-10	0	3	0	3
3-4	1	0	0	1
4-5	2	4	0	6
5-6	0	0	1	1
TOTAL	3	8	1	12

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	0	0	0
9-10	1	3	0	4
3-4	0	0	0	0
4-5	0	2	0	2
5-6	0	2	0	2
TOTAL	1	8	0	9

TOTAL

Hours	N-S
7-8	1
8-9	1
9-10	7
3-4	1
4-5	8
5-6	3
TOTAL	21

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	2	0	2
8-9	0	10	0	10
9-10	2	5	0	7
3-4	1	7	0	8
4-5	0	12	0	12
5-6	0	8	0	8
TOTAL	3	44	0	47

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	6	0	6
8-9	0	6	0	6
9-10	0	12	1	13
3-4	0	3	0	3
4-5	0	13	0	13
5-6	0	25	0	25
TOTAL	0	65	1	66

TOTAL

Hours	N-S
7-8	8
8-9	16
9-10	20
3-4	11
4-5	25
5-6	33
TOTAL	113

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	0	0	1	1	2
- No helmet riders	10	8	39	42	99
- Sidewalk Riding	7	4	34	40	85
- Wrong way riding	5	2	17	19	43

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Hobart Boulevard				
East/West:	Wilshire Boulevard				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	0
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	8	17	2	2	29
7:15-7:30	6	13	3	0	22
7:30-7:45	16	16	2	1	35
7:45-8:00	24	20	7	4	55
8:00-8:15	18	18	4	2	42
8:15-8:30	37	25	4	8	74
8:30-8:45	31	30	12	4	77
8:45-9:00	24	24	6	4	58
9:00-9:15	27	22	6	6	61
9:15-9:30	25	25	2	2	54
9:30-9:45	19	34	5	4	62
9:45-10:00	31	27	10	8	76
Hours					
7 - 8	54	66	14	7	141
8 - 9	110	97	26	18	251
9 - 10	102	108	23	20	253
TOTAL	266	271	63	45	645

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	38	64	28	20	150
3:15-3:30	29	44	10	6	89
3:30-3:45	48	50	12	10	120
3:45-4:00	29	74	4	6	113
4:00-4:15	33	50	12	10	105
4:15-4:30	38	64	10	8	120
4:30-4:45	21	34	18	2	75
4:45-5:00	43	42	4	6	95
5:00-5:15	49	82	32	12	175
5:15-5:30	52	42	26	4	124
5:30-5:45	42	52	14	2	110
5:45-6:00	43	22	12	16	93
Hours					
3 - 4	144	232	54	42	472
4 - 5	135	190	44	26	395
5 - 6	186	198	84	34	502
	465	620	182	102	1369

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	1	0	0	0	1
- Skateboard/scooter	8	18	1	0	27

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Hobart Boulevard
E/W: 8th Street
Weather: Clear

File Name : 04_LAC_Hobart_8th AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	13	9	30	3	277	8	288	4	17	2	23	2	82	0	84	425
07:15 AM	6	15	5	26	3	259	3	265	5	13	2	20	8	100	1	109	420
07:30 AM	15	13	6	34	3	277	8	288	4	29	3	36	5	130	3	138	496
07:45 AM	17	21	10	48	5	190	10	205	5	39	6	50	9	121	5	135	438
Total	46	62	30	138	14	1003	29	1046	18	98	13	129	24	433	9	466	1779
08:00 AM	19	34	2	55	8	218	17	243	9	24	3	36	8	172	6	186	520
08:15 AM	12	16	5	33	5	199	19	223	8	40	7	55	14	154	6	174	485
08:30 AM	12	24	7	43	0	229	10	239	7	37	4	48	2	133	6	141	471
08:45 AM	19	19	9	47	4	239	12	255	7	50	4	61	8	145	4	157	520
Total	62	93	23	178	17	885	58	960	31	151	18	200	32	604	22	658	1996
09:00 AM	10	17	11	38	1	204	11	216	4	25	3	32	13	129	6	148	434
09:15 AM	14	21	12	47	4	184	7	195	10	25	5	40	7	108	2	117	399
09:30 AM	8	23	8	39	1	206	9	216	6	18	4	28	2	90	3	95	378
09:45 AM	13	26	8	47	7	207	10	224	4	33	6	43	12	140	5	157	471
Total	45	87	39	171	13	801	37	851	24	101	18	143	34	467	16	517	1682
Grand Total	153	242	92	487	44	2689	124	2857	73	350	49	472	90	1504	47	1641	5457
Apprch %	31.4	49.7	18.9		1.5	94.1	4.3		15.5	74.2	10.4		5.5	91.7	2.9		
Total %	2.8	4.4	1.7	8.9	0.8	49.3	2.3	52.4	1.3	6.4	0.9	8.6	1.6	27.6	0.9	30.1	
Passenger Vehicles	151	240	90	481	41	2640	124	2805	73	346	47	466	90	1466	46	1602	5354
% Passenger Vehicles	98.7	99.2	97.8	98.8	93.2	98.2	100	98.2	100	98.9	95.9	98.7	100	97.5	97.9	97.6	98.1
Dual Wheeled	1	1	2	4	1	32	0	33	0	4	0	4	0	17	1	18	59
% Dual Wheeled	0.7	0.4	2.2	0.8	2.3	1.2	0	1.2	0	1.1	0	0.8	0	1.1	2.1	1.1	1.1
Buses	1	1	0	2	2	17	0	19	0	0	2	2	0	21	0	21	44
% Buses	0.7	0.4	0	0.4	4.5	0.6	0	0.7	0	0	4.1	0.4	0	1.4	0	1.3	0.8

	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**19**	**34**	2	**55**	**8**	218	17	243	**9**	24	3	36	8	**172**	**6**	**186**	**520**
08:15 AM	12	16	5	33	5	199	**19**	223	8	40	**7**	55	**14**	154	6	174	485
08:30 AM	12	24	7	43	0	229	10	239	7	37	4	48	2	133	6	141	471
08:45 AM	19	19	**9**	47	4	**239**	12	**255**	7	**50**	4	**61**	8	145	4	157	520
Total Volume	62	93	23	178	17	885	58	960	31	151	18	200	32	604	22	658	1996
% App. Total	34.8	52.2	12.9		1.8	92.2	6		15.5	75.5	9		4.9	91.8	3.3		
PHF	.816	.684	.639	.809	.531	.926	.763	.941	.861	.755	.643	.820	.571	.878	.917	.884	.960

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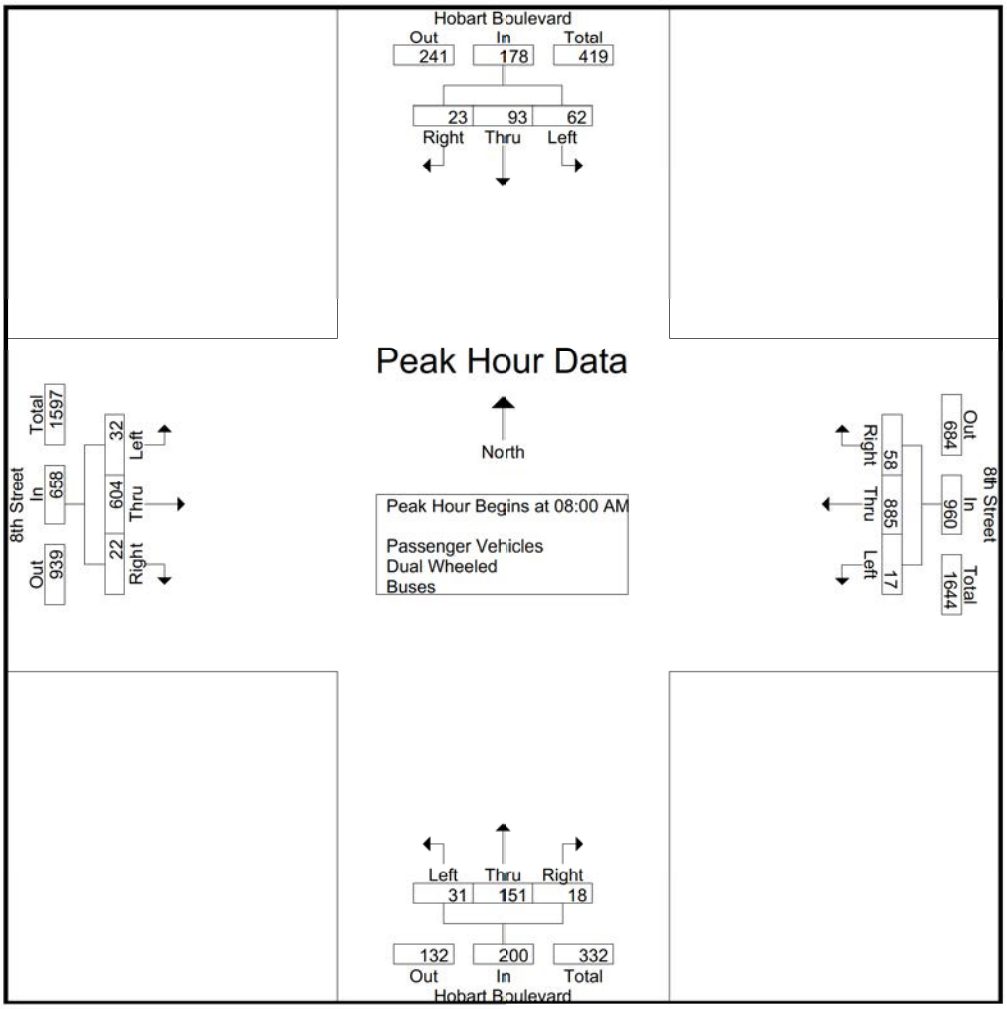

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				08:00 AM				08:00 AM			
+0 mins.	17	21	**10**	48	3	**277**	8	**288**	**9**	24	3	36	8	**172**	**6**	**186**
+15 mins.	**19**	**34**	2	**55**	3	259	3	265	8	40	**7**	55	**14**	154	6	174
+30 mins.	12	16	5	33	3	277	8	288	7	37	4	48	2	133	6	141
+45 mins.	12	24	7	43	**5**	190	**10**	205	7	**50**	4	**61**	8	145	4	157
Total Volume	60	95	24	179	14	1003	29	1046	31	151	18	200	32	604	22	658
% App. Total	33.5	53.1	13.4		1.3	95.9	2.8		15.5	75.5	9		4.9	91.8	3.3	
PHF	.789	.699	.600	.814	.700	.905	.725	.908	.861	.755	.643	.820	.571	.878	.917	.884

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Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles

	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	13	8	29	3	269	8	280	4	17	2	23	2	78	0	80	412
07:15 AM	6	15	5	26	2	253	3	258	5	13	2	20	8	94	1	103	407
07:30 AM	14	13	5	32	3	274	8	285	4	29	2	35	5	126	3	134	486
07:45 AM	17	21	10	48	4	183	10	197	5	39	6	50	9	120	5	134	429
Total	45	62	28	135	12	979	29	1020	18	98	12	128	24	418	9	451	1734
08:00 AM	19	34	2	55	8	211	17	236	9	24	2	35	8	169	6	183	509
08:15 AM	12	16	5	33	5	199	19	223	8	40	7	55	14	150	6	170	481
08:30 AM	12	23	7	42	0	227	10	237	7	37	4	48	2	129	5	136	463
08:45 AM	18	18	9	45	3	236	12	251	7	50	4	61	8	143	4	155	512
Total	61	91	23	175	16	873	58	947	31	151	17	199	32	591	21	644	1965
09:00 AM	10	17	11	38	1	204	11	216	4	25	3	32	13	125	6	144	430
09:15 AM	14	21	12	47	4	181	7	192	10	24	5	39	7	107	2	116	394
09:30 AM	8	23	8	39	1	198	9	208	6	15	4	25	2	88	3	93	365
09:45 AM	13	26	8	47	7	205	10	222	4	33	6	43	12	137	5	154	466
Total	45	87	39	171	13	788	37	838	24	97	18	139	34	457	16	507	1655
Grand Total	151	240	90	481	41	2640	124	2805	73	346	47	466	90	1466	46	1602	5354
Apprch %	31.4	49.9	18.7		1.5	94.1	4.4		15.7	74.2	10.1		5.6	91.5	2.9		
Total %	2.8	4.5	1.7	9	0.8	49.3	2.3	52.4	1.4	6.5	0.9	8.7	1.7	27.4	0.9	29.9	

	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**19**	**34**	2	**55**	**8**	211	17	236	**9**	24	2	35	8	**169**	**6**	**183**	509
08:15 AM	12	16	5	33	5	199	**19**	223	8	40	**7**	55	**14**	150	6	170	481
08:30 AM	12	23	7	42	0	227	10	237	7	37	4	48	2	129	5	136	463
08:45 AM	18	18	**9**	45	3	**236**	12	**251**	7	**50**	4	**61**	8	143	4	155	**512**
Total Volume	61	91	23	175	16	873	58	947	31	151	17	199	32	591	21	644	1965
% App. Total	34.9	52	13.1		1.7	92.2	6.1		15.6	75.9	8.5		5	91.8	3.3		
PHF	.803	.669	.639	.795	.500	.925	.763	.943	.861	.755	.607	.816	.571	.874	.875	.880	.959

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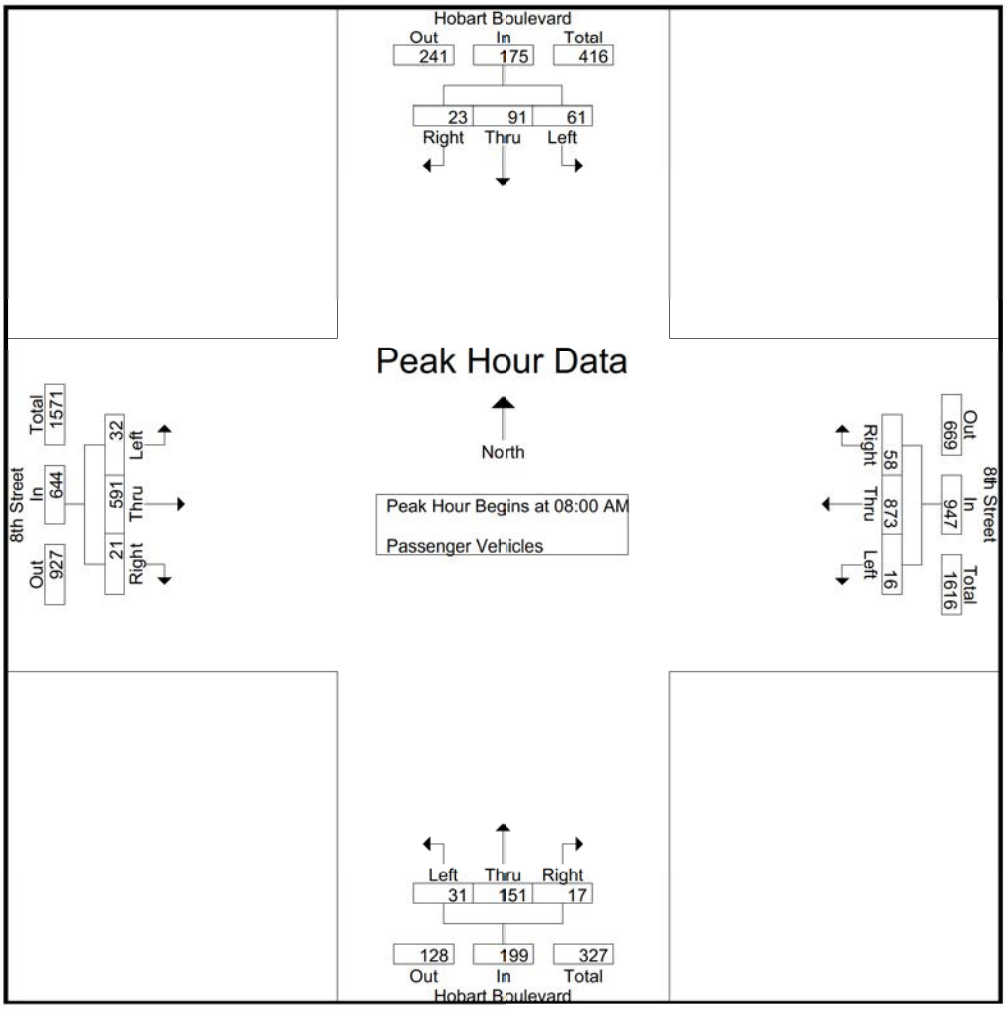

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**19**	**34**	2	**55**	**8**	211	17	236	**9**	24	2	35	8	**169**	**6**	**183**
+15 mins.	12	16	5	33	5	199	**19**	223	8	40	**7**	55	**14**	150	6	170
+30 mins.	12	23	7	42	0	227	10	237	7	37	4	48	2	129	5	136
+45 mins.	18	18	**9**	45	3	**236**	12	**251**	7	**50**	4	**61**	8	143	4	155
Total Volume	61	91	23	175	16	873	58	947	31	151	17	199	32	591	21	644
% App. Total	34.9	52	13.1		1.7	92.2	6.1		15.6	75.9	8.5		5	91.8	3.3	
PHF	.803	.669	.639	.795	.500	.925	.763	.943	.861	.755	.607	.816	.571	.874	.875	.880

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File Name : 04_LAC_Hobart_8th AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Dual Wheeled

	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	0	0	0	4
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:30 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
Total	0	0	2	2	0	13	0	13	0	0	0	0	0	3	0	3	18
08:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	2	1	3	5
08:45 AM	1	0	0	1	1	2	0	3	0	0	0	0	0	1	0	1	5
Total	1	1	0	2	1	9	0	10	0	0	0	0	0	7	1	8	20
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
09:15 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
09:30 AM	0	0	0	0	0	7	0	7	0	3	0	3	0	1	0	1	11
09:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	10	0	10	0	4	0	4	0	7	0	7	21
Grand Total	1	1	2	4	1	32	0	33	0	4	0	4	0	17	1	18	59
Apprch %	25	25	50		3	97	0		0	100	0		0	94.4	5.6		
Total %	1.7	1.7	3.4	6.8	1.7	54.2	0	55.9	0	6.8	0	6.8	0	28.8	1.7	30.5	

	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	**2**	0	2	**8**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	2	**1**	**3**	5
08:45 AM	**1**	0	0	1	**1**	2	0	3	0	0	0	0	0	1	0	1	5
Total Volume	1	1	0	2	1	9	0	10	0	0	0	0	0	7	1	8	20
% App. Total	50	50	0		10	90	0		0	0	0		0	87.5	12.5		
PHF	.250	.250	.000	.500	.250	.375	.000	.417	.000	.000	.000	.000	.000	.875	.250	.667	.625

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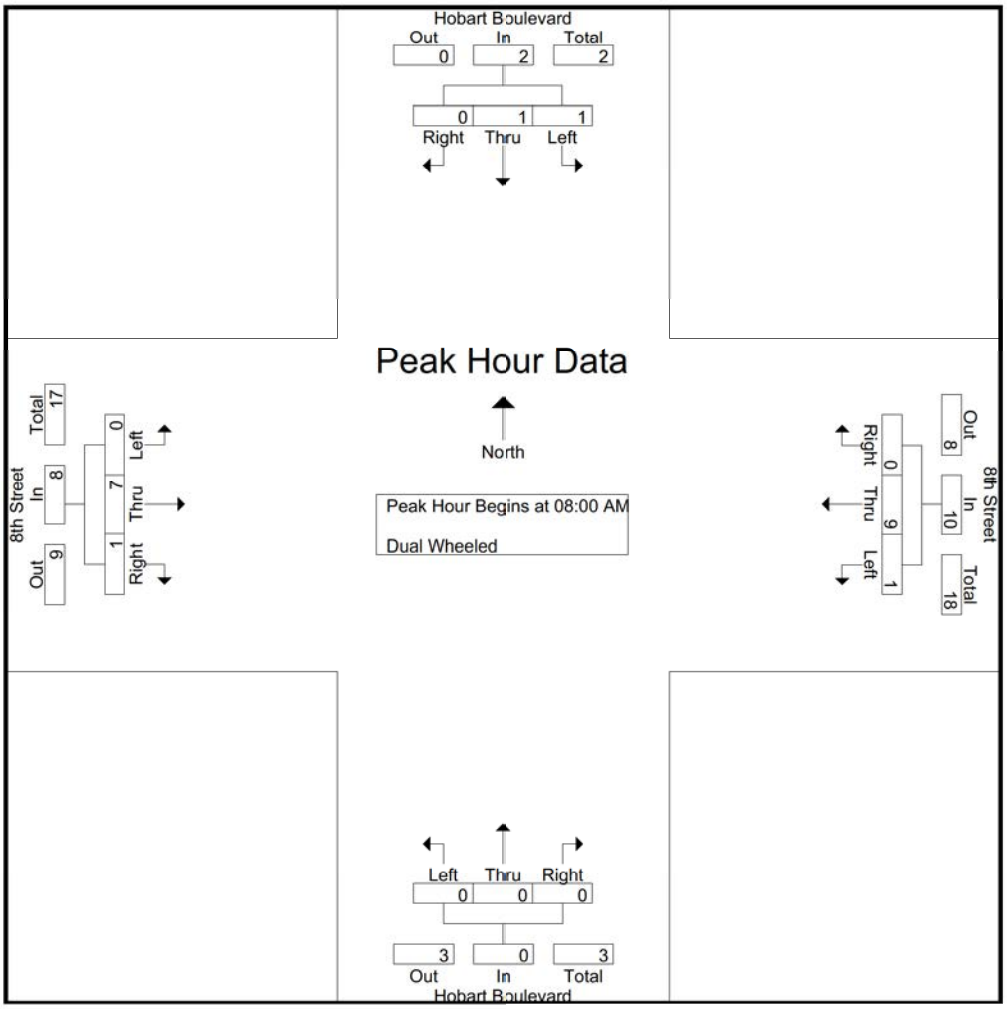

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	**2**	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	2	**1**	**3**
+45 mins.	**1**	0	0	1	**1**	2	0	3	0	0	0	0	0	1	0	1
Total Volume	1	1	0	2	1	9	0	10	0	0	0	0	0	7	1	8
% App. Total	50	50	0		10	90	0		0	0	0		0	87.5	12.5	
PHF	.250	.250	.000	.500	.250	.375	.000	.417	.000	.000	.000	.000	.000	.875	.250	.667

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Groups Printed- Buses

	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
07:15 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	4	0	4	8
07:30 AM	1	0	0	1	0	1	0	1	0	0	1	1	0	3	0	3	6
07:45 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
Total	1	0	0	1	2	11	0	13	0	0	1	1	0	12	0	12	27
08:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total	0	1	0	1	0	3	0	3	0	0	1	1	0	6	0	6	11
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Grand Total	1	1	0	2	2	17	0	19	0	0	2	2	0	21	0	21	44
Apprch %	50	50	0		10.5	89.5	0		0	0	100		0	100	0		
Total %	2.3	2.3	0	4.5	4.5	38.6	0	43.2	0	0	4.5	4.5	0	47.7	0	47.7	

	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	1	0	1	**3**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	1	0	1	3
Total Volume	0	1	0	1	0	3	0	3	0	0	1	1	0	6	0	6	11
% App. Total	0	100	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.250	.250	.000	.750	.000	.750	.917

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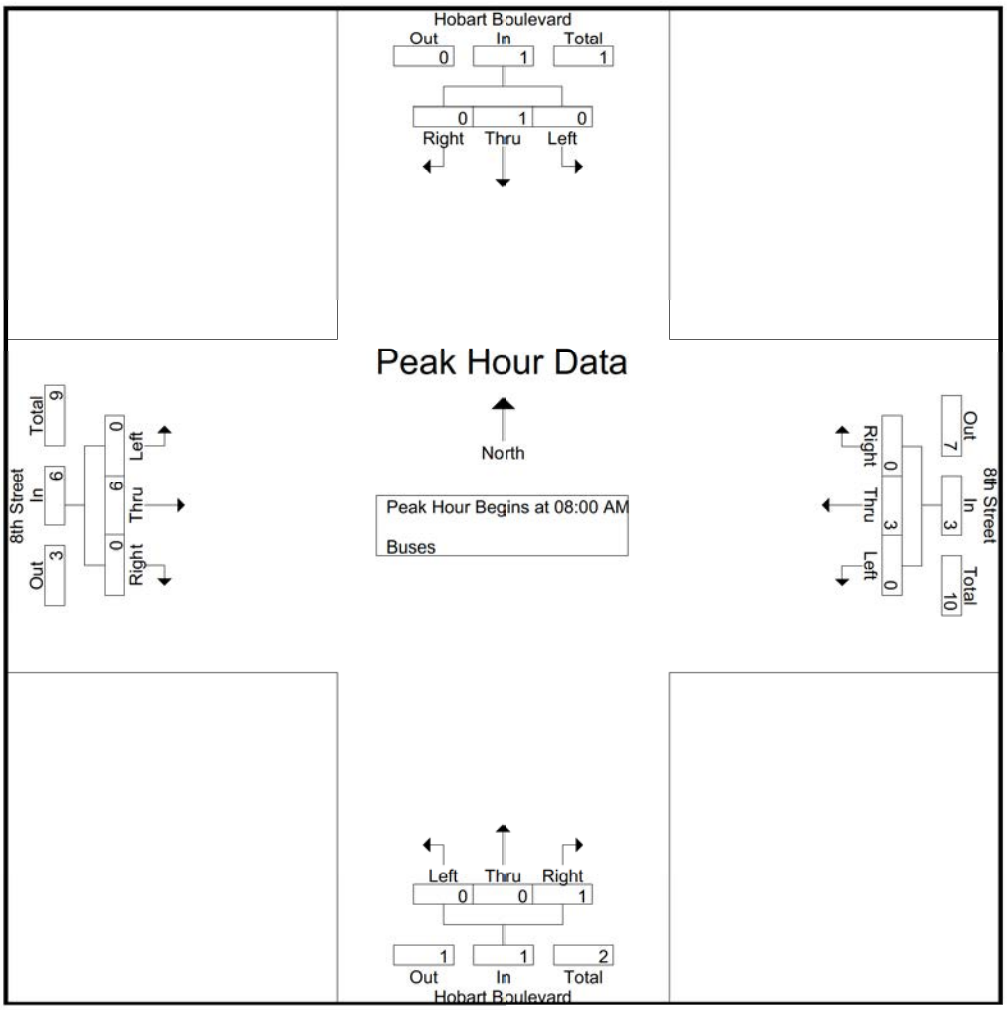

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	1	0	1	0	3	0	3	0	0	1	1	0	6	0	6
% App. Total	0	100	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.250	.250	.000	.750	.000	.750

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	8	25	5	38	30	166	11	207	2	38	33	73	10	163	6	179	497
03:15 PM	10	33	10	53	25	171	15	211	5	45	17	67	13	158	9	180	511
03:30 PM	14	41	20	75	31	159	10	200	7	36	29	72	10	186	9	205	552
03:45 PM	10	34	9	53	39	175	18	232	5	49	35	89	14	166	10	190	564
Total	42	133	44	219	125	671	54	850	19	168	114	301	47	673	34	754	2124
04:00 PM	16	32	7	55	28	166	8	202	3	44	27	74	19	159	5	183	514
04:15 PM	18	39	14	71	30	181	18	229	4	33	48	85	10	175	8	193	578
04:30 PM	16	34	7	57	39	147	20	206	3	30	30	63	8	175	11	194	520
04:45 PM	17	50	11	78	26	177	11	214	5	44	39	88	19	189	10	218	598
Total	67	155	39	261	123	671	57	851	15	151	144	310	56	698	34	788	2210
05:00 PM	23	52	14	89	24	180	16	220	1	36	39	76	13	195	7	215	600
05:15 PM	20	66	17	103	6	182	12	200	1	39	51	91	15	203	10	228	622
05:30 PM	30	49	25	104	10	173	7	190	9	29	9	47	16	230	9	255	596
05:45 PM	18	65	11	94	5	167	15	187	9	51	11	71	19	245	10	274	626
Total	91	232	67	390	45	702	50	797	20	155	110	285	63	873	36	972	2444
Grand Total	200	520	150	870	293	2044	161	2498	54	474	368	896	166	2244	104	2514	6778
Apprch %	23	59.8	17.2		11.7	81.8	6.4		6	52.9	41.1		6.6	89.3	4.1		
Total %	3	7.7	2.2	12.8	4.3	30.2	2.4	36.9	0.8	7	5.4	13.2	2.4	33.1	1.5	37.1	
Passenger Vehicles	199	517	150	866	290	2013	159	2462	52	472	365	889	164	2206	103	2473	6690
% Passenger Vehicles	99.5	99.4	100	99.5	99	98.5	98.8	98.6	96.3	99.6	99.2	99.2	98.8	98.3	99	98.4	98.7
Dual Wheeled	1	2	0	3	3	14	2	19	1	2	2	5	2	24	1	27	54
% Dual Wheeled	0.5	0.4	0	0.3	1	0.7	1.2	0.8	1.9	0.4	0.5	0.6	1.2	1.1	1	1.1	0.8
Buses	0	1	0	1	0	17	0	17	1	0	1	2	0	14	0	14	34
% Buses	0	0.2	0	0.1	0	0.8	0	0.7	1.9	0	0.3	0.2	0	0.6	0	0.6	0.5

	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	23	52	14	89	**24**	180	**16**	**220**	1	36	39	76	13	195	7	215	600
05:15 PM	20	**66**	17	103	6	**182**	12	200	1	39	**51**	**91**	15	203	**10**	228	622
05:30 PM	**30**	49	**25**	**104**	10	173	7	190	**9**	29	9	47	16	230	9	255	596
05:45 PM	18	65	11	94	5	167	15	187	9	**51**	11	71	**19**	**245**	10	**274**	**626**
Total Volume	91	232	67	390	45	702	50	797	20	155	110	285	63	873	36	972	2444
% App. Total	23.3	59.5	17.2		5.6	88.1	6.3		7	54.4	38.6		6.5	89.8	3.7		
PHF	.758	.879	.670	.938	.469	.964	.781	.906	.556	.760	.539	.783	.829	.891	.900	.887	.976

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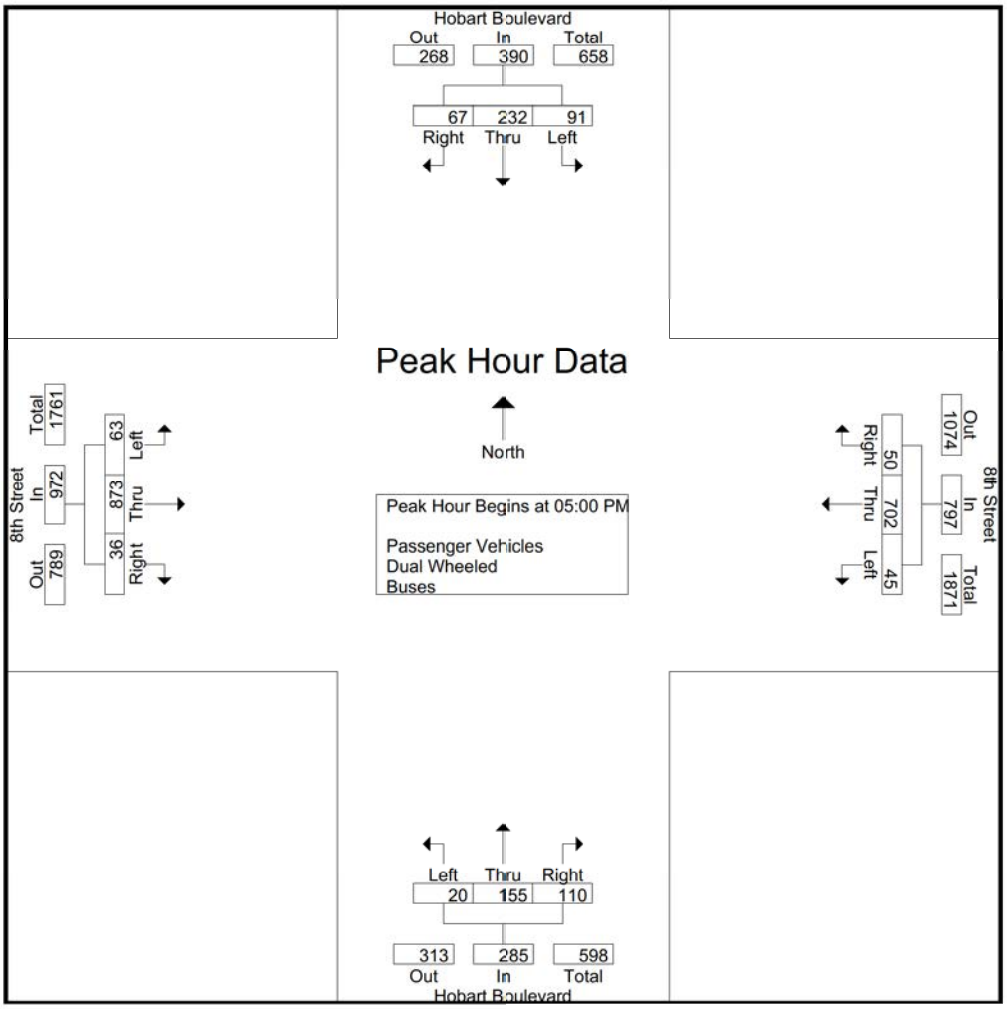

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				03:45 PM				03:30 PM				05:00 PM			
+0 mins.	23	52	14	89	**39**	175	18	**232**	**7**	36	29	72	13	195	7	215
+15 mins.	20	**66**	17	103	28	166	8	202	5	**49**	35	**89**	15	203	**10**	228
+30 mins.	**30**	49	**25**	**104**	30	**181**	18	229	3	44	27	74	16	230	9	255
+45 mins.	18	65	11	94	39	147	**20**	206	4	33	**48**	85	**19**	**245**	10	**274**
Total Volume	91	232	67	390	136	669	64	869	19	162	139	320	63	873	36	972
% App. Total	23.3	59.5	17.2		15.7	77	7.4		5.9	50.6	43.4		6.5	89.8	3.7	
PHF	.758	.879	.670	.938	.872	.924	.800	.936	.679	.827	.724	.899	.829	.891	.900	.887

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Groups Printed- Passenger Vehicles

	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	8	25	5	38	29	163	11	203	2	37	32	71	9	160	6	175	487
03:15 PM	10	33	10	53	25	168	15	208	5	44	17	66	13	156	9	178	505
03:30 PM	14	40	20	74	30	156	10	196	6	36	29	71	10	181	9	200	541
03:45 PM	10	33	9	52	38	173	18	229	4	49	34	87	14	161	10	185	553
Total	42	131	44	217	122	660	54	836	17	166	112	295	46	658	34	738	2086
04:00 PM	16	32	7	55	28	165	8	201	3	44	26	73	19	158	5	182	511
04:15 PM	18	38	14	70	30	177	18	225	4	33	48	85	10	170	8	188	568
04:30 PM	15	34	7	56	39	145	19	203	3	30	30	63	8	172	11	191	513
04:45 PM	17	50	11	78	26	175	11	212	5	44	39	88	19	187	9	215	593
Total	66	154	39	259	123	662	56	841	15	151	143	309	56	687	33	776	2185
05:00 PM	23	52	14	89	24	177	16	217	1	36	39	76	13	193	7	213	595
05:15 PM	20	66	17	103	6	179	11	196	1	39	51	91	14	200	10	224	614
05:30 PM	30	49	25	104	10	172	7	189	9	29	9	47	16	228	9	253	593
05:45 PM	18	65	11	94	5	163	15	183	9	51	11	71	19	240	10	269	617
Total	91	232	67	390	45	691	49	785	20	155	110	285	62	861	36	959	2419
Grand Total	199	517	150	866	290	2013	159	2462	52	472	365	889	164	2206	103	2473	6690
Apprch %	23	59.7	17.3		11.8	81.8	6.5		5.8	53.1	41.1		6.6	89.2	4.2		
Total %	3	7.7	2.2	12.9	4.3	30.1	2.4	36.8	0.8	7.1	5.5	13.3	2.5	33	1.5	37	

	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	23	52	14	89	**24**	177	**16**	**217**	1	36	39	76	13	193	7	213	595
05:15 PM	20	**66**	17	103	6	**179**	11	196	1	39	**51**	**91**	14	200	**10**	224	614
05:30 PM	**30**	49	**25**	**104**	10	172	7	189	**9**	29	9	47	16	228	9	253	593
05:45 PM	18	65	11	94	5	163	15	183	9	**51**	11	71	**19**	**240**	10	**269**	**617**
Total Volume	91	232	67	390	45	691	49	785	20	155	110	285	62	861	36	959	2419
% App. Total	23.3	59.5	17.2		5.7	88	6.2		7	54.4	38.6		6.5	89.8	3.8		
PHF	.758	.879	.670	.938	.469	.965	.766	.904	.556	.760	.539	.783	.816	.897	.900	.891	.980

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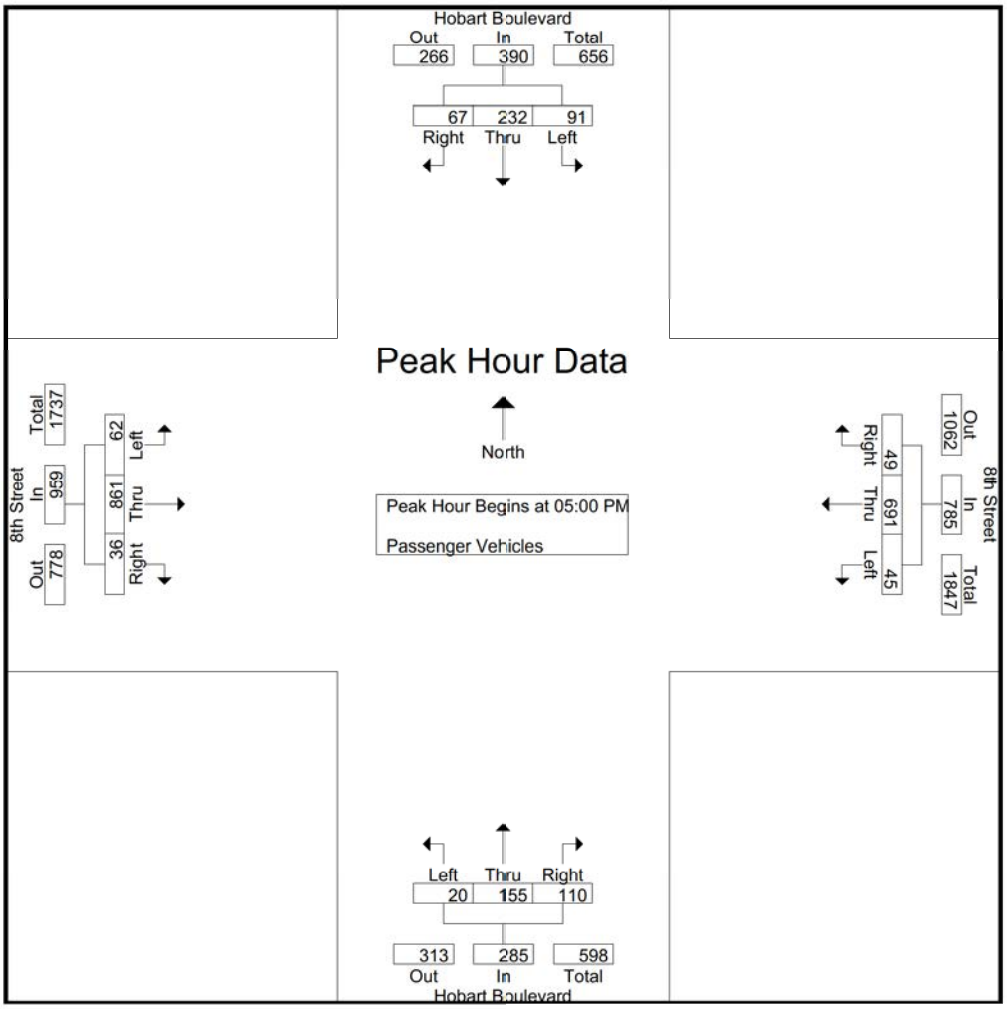

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	23	52	14	89	**24**	177	**16**	**217**	1	36	39	76	13	193	7	213
+15 mins.	20	**66**	17	103	6	**179**	11	196	1	39	**51**	**91**	14	200	**10**	224
+30 mins.	**30**	49	**25**	**104**	10	172	7	189	**9**	29	9	47	16	228	9	253
+45 mins.	18	65	11	94	5	163	15	183	9	**51**	11	71	**19**	**240**	10	**269**
Total Volume	91	232	67	390	45	691	49	785	20	155	110	285	62	861	36	959
% App. Total	23.3	59.5	17.2		5.7	88	6.2		7	54.4	38.6		6.5	89.8	3.8	
PHF	.758	.879	.670	.938	.469	.965	.766	.904	.556	.760	.539	.783	.816	.897	.900	.891

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Groups Printed- Dual Wheeled

	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	1	2	0	3	0	1	1	2	1	2	0	3	8
03:15 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	1	0	1	4
03:30 PM	0	1	0	1	1	1	0	2	1	0	0	1	0	4	0	4	8
03:45 PM	0	1	0	1	1	1	0	2	0	0	0	0	0	3	0	3	6
Total	0	2	0	2	3	6	0	9	1	2	1	4	1	10	0	11	26
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
04:30 PM	1	0	0	1	0	1	1	2	0	0	0	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
Total	1	0	0	1	0	5	1	6	0	0	1	1	0	7	1	8	16
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	1	1	0	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	0	0	0	3	1	4	0	0	0	0	1	7	0	8	12
Grand Total	1	2	0	3	3	14	2	19	1	2	2	5	2	24	1	27	54
Apprch %	33.3	66.7	0		15.8	73.7	10.5		20	40	40		7.4	88.9	3.7		
Total %	1.9	3.7	0	5.6	5.6	25.9	3.7	35.2	1.9	3.7	3.7	9.3	3.7	44.4	1.9	50	

	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	1	**1**	**2**	0	0	0	0	**1**	1	0	2	**4**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	4
Total Volume	0	0	0	0	0	3	1	4	0	0	0	0	1	7	0	8	12
% App. Total	0	0	0		0	75	25		0	0	0		12.5	87.5	0		
PHF	.000	.000	.000	.000	.000	.750	.250	.500	.000	.000	.000	.000	.250	.583	.000	.667	.750

Counts Unlimited
PO Box 1178
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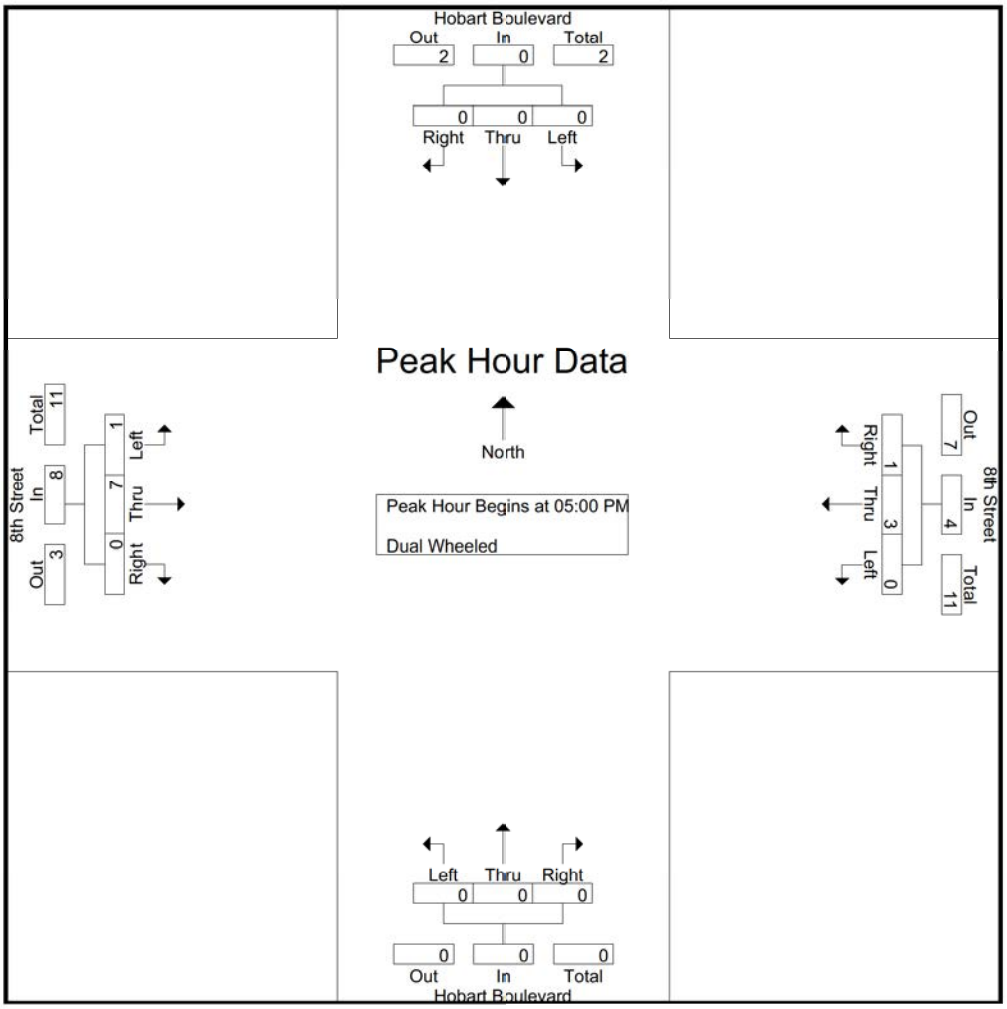
City of Los Angeles
N/S: Hobart Boulevard
E/W: 8th Street
Weather: Clear

File Name : 04_LAC_Hobart_8th PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	**1**	**2**	0	0	0	0	**1**	1	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**
Total Volume	0	0	0	0	0	3	1	4	0	0	0	0	1	7	0	8
% App. Total	0	0	0		0	75	25		0	0	0		12.5	87.5	0	
PHF	.000	.000	.000	.000	.000	.750	.250	.500	.000	.000	.000	.000	.250	.583	.000	.667

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City of Los Angeles
N/S: Hobart Boulevard
E/W: 8th Street
Weather: Clear

File Name : 04_LAC_Hobart_8th PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Buses

	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
03:45 PM	0	0	0	0	0	1	0	1	1	0	1	2	0	2	0	2	5
Total	0	0	0	0	0	5	0	5	1	0	1	2	0	5	0	5	12
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	1	0	1	0	4	0	4	0	0	0	0	0	4	0	4	9
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
Grand Total	0	1	0	1	0	17	0	17	1	0	1	2	0	14	0	14	34
Apprch %	0	100	0		0	100	0		50	0	50		0	100	0		
Total %	0	2.9	0	2.9	0	50	0	50	2.9	0	2.9	5.9	0	41.2	0	41.2	

	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2	**5**
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.625	.000	.625	.650

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City of Los Angeles
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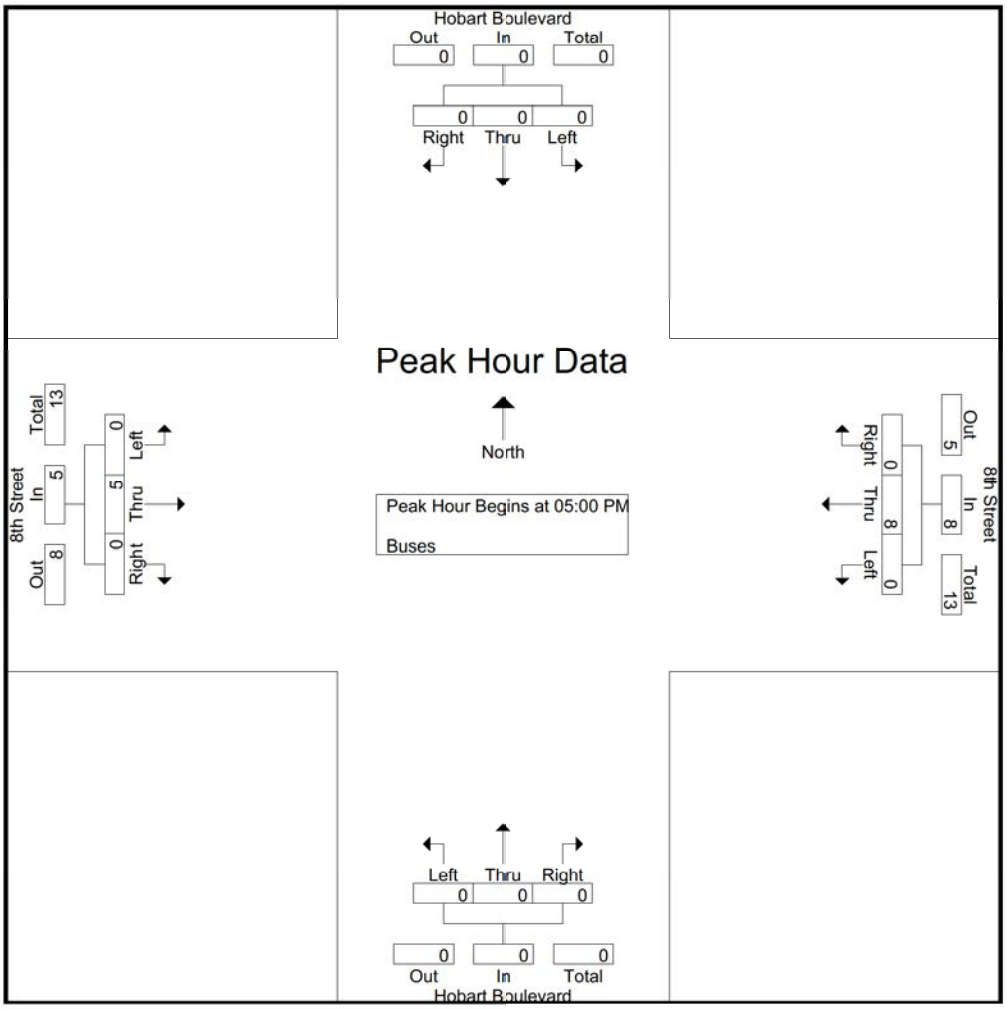

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.625	.000	.625

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hobart Boulevard

East/West 8th Street

Day: Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	9	7	45	52
BIKES	18	12	37	64
BUSES	4	3	35	36

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	61	8.45	55	8.00	186	8.00	288	7.00
PM PK 15 MIN	91	5.15	104	5.30	274	5.45	232	3.45
AM PK HOUR	200	8.00	179	7.45	658	8.00	1046	7.00
PM PK HOUR	320	3.30	390	5.00	972	5.00	869	3.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	18	98	13	129
8-9	31	151	18	200
9-10	24	101	18	143
3-4	19	168	114	301
4-5	15	151	144	310
5-6	20	155	110	285
TOTAL	127	824	417	1368

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	46	62	30	138
8-9	62	93	23	178
9-10	45	87	39	171
3-4	42	133	44	219
4-5	67	155	39	261
5-6	91	232	67	390
TOTAL	353	762	242	1357

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
267	26	10	36	3
378	40	4	20	4
314	29	1	34	0
520	69	12	46	2
571	60	14	39	0
675	95	17	70	1
2725	319	58	245	10

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	24	433	9	466
8-9	32	604	22	658
9-10	34	467	16	517
3-4	47	673	34	754
4-5	56	698	34	788
5-6	63	873	36	972
TOTAL	256	3748	151	4155

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	1003	29	1046
8-9	17	885	58	960
9-10	13	801	37	851
3-4	125	671	54	850
4-5	123	671	57	851
5-6	45	702	50	797
TOTAL	337	4733	285	5355

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1512	20	0	23	6
1618	23	5	27	2
1368	18	2	19	1
1604	46	1	20	1
1639	45	0	28	4
1769	61	1	36	0
9510	213	9	153	14

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Hobart Boulevard				
East/West:	8th Street				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	Yes	District:	Hollywood	I/S Code:	0
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	0	0	1
8-9	0	1	0	1
9-10	0	4	0	4
3-4	0	2	1	3
4-5	1	3	3	7
5-6	0	1	1	2
TOTAL	2	11	5	18

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	0	0	1
8-9	0	0	0	0
9-10	1	3	0	4
3-4	1	0	0	1
4-5	0	2	0	2
5-6	0	3	1	4
TOTAL	3	8	1	12

TOTAL

Hours	N-S
7-8	2
8-9	1
9-10	8
3-4	4
4-5	9
5-6	6
TOTAL	30

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	5	0	5
8-9	0	3	0	3
9-10	0	2	0	2
3-4	2	10	0	12
4-5	2	8	0	10
5-6	0	4	1	5
TOTAL	4	32	1	37

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	13	0	15
8-9	1	5	0	6
9-10	0	3	1	4
3-4	4	6	0	10
4-5	3	10	2	15
5-6	5	9	0	14
TOTAL	15	46	3	64

TOTAL

Hours	N-S
7-8	20
8-9	9
9-10	6
3-4	22
4-5	25
5-6	19
TOTAL	101

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	1	0	3	0	4
- No helmet riders	14	10	34	53	111
- Sidewalk Riding	9	6	27	7	49
- Wrong way riding	3	6	14	29	52

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Hobart Boulevard				
East/West:	8th Street				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	0
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	10	6	8	5	29
7:15-7:30	8	9	6	5	28
7:30-7:45	14	15	8	6	43
7:45-8:00	7	6	7	4	24
8:00-8:15	7	10	8	5	30
8:15-8:30	7	9	9	13	38
8:30-8:45	8	12	6	5	31
8:45-9:00	2	13	6	5	26
9:00-9:15	5	10	3	6	24
9:15-9:30	7	6	5	6	24
9:30-9:45	8	7	3	5	23
9:45-10:00	14	7	9	3	33
Hours					
7 - 8	39	36	29	20	124
8 - 9	24	44	29	28	125
9 - 10	34	30	20	20	104
TOTAL	97	110	78	68	353

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	20	36	8	22	86
3:15-3:30	16	30	14	28	88
3:30-3:45	6	40	4	20	70
3:45-4:00	6	32	14	22	74
4:00-4:15	10	28	16	26	80
4:15-4:30	10	30	10	18	68
4:30-4:45	6	34	12	18	70
4:45-5:00	13	28	18	28	87
5:00-5:15	15	38	12	14	79
5:15-5:30	16	66	34	34	150
5:30-5:45	16	44	18	34	112
5:45-6:00	24	42	8	40	114
Hours					
3 - 4	48	138	40	92	318
4 - 5	39	120	56	90	305
5 - 6	71	190	72	122	455
	158	448	168	304	1078

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	3	4	3	2	12

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Counts Unlimited
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(951) 268-6268

City of Los Angeles
N/S: Hobart Boulevard
E/W: James M Woods Boulevard
Weather: Clear

File Name : 05_LAC_Hobart_James M Woods AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	9	5	20	3	35	7	45	1	7	5	13	3	36	2	41	119
07:15 AM	4	3	13	20	1	37	6	44	0	7	5	12	1	30	7	38	114
07:30 AM	6	9	4	19	4	39	11	54	2	21	6	29	9	57	3	69	171
07:45 AM	13	13	10	36	3	40	13	56	2	21	12	35	11	54	4	69	196
Total	29	34	32	95	11	151	37	199	5	56	28	89	24	177	16	217	600
08:00 AM	15	18	11	44	4	53	11	68	0	14	11	25	8	57	4	69	206
08:15 AM	7	13	4	24	4	54	11	69	0	30	11	41	8	67	2	77	211
08:30 AM	6	18	2	26	4	37	17	58	1	20	10	31	8	69	4	81	196
08:45 AM	5	17	9	31	4	32	9	45	1	36	7	44	10	62	5	77	197
Total	33	66	26	125	16	176	48	240	2	100	39	141	34	255	15	304	810
09:00 AM	2	12	9	23	3	36	5	44	3	13	4	20	3	43	0	46	133
09:15 AM	5	19	2	26	2	32	11	45	3	13	5	21	5	30	7	42	134
09:30 AM	5	18	9	32	4	34	8	46	1	13	5	19	4	38	2	44	141
09:45 AM	4	16	12	32	5	45	11	61	1	18	2	21	8	32	4	44	158
Total	16	65	32	113	14	147	35	196	8	57	16	81	20	143	13	176	566
Grand Total	78	165	90	333	41	474	120	635	15	213	83	311	78	575	44	697	1976
Apprch %	23.4	49.5	27		6.5	74.6	18.9		4.8	68.5	26.7		11.2	82.5	6.3		
Total %	3.9	8.4	4.6	16.9	2.1	24	6.1	32.1	0.8	10.8	4.2	15.7	3.9	29.1	2.2	35.3	
Passenger Vehicles	77	163	87	327	40	461	117	618	15	211	81	307	76	561	42	679	1931
% Passenger Vehicles	98.7	98.8	96.7	98.2	97.6	97.3	97.5	97.3	100	99.1	97.6	98.7	97.4	97.6	95.5	97.4	97.7
Dual Wheeled	1	2	1	4	1	4	3	8	0	1	1	2	1	5	1	7	21
% Dual Wheeled	1.3	1.2	1.1	1.2	2.4	0.8	2.5	1.3	0	0.5	1.2	0.6	1.3	0.9	2.3	1	1.1
Buses	0	0	2	2	0	9	0	9	0	1	1	2	1	9	1	11	24
% Buses	0	0	2.2	0.6	0	1.9	0	1.4	0	0.5	1.2	0.6	1.3	1.6	2.3	1.6	1.2

	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**15**	**18**	**11**	**44**	**4**	53	11	68	0	14	**11**	25	8	57	4	69	206
08:15 AM	7	13	4	24	4	**54**	11	**69**	0	30	11	41	8	67	2	77	**211**
08:30 AM	6	18	2	26	4	37	**17**	58	**1**	20	10	31	8	**69**	4	**81**	196
08:45 AM	5	17	9	31	4	32	9	45	1	**36**	7	**44**	**10**	62	**5**	77	197
Total Volume	33	66	26	125	16	176	48	240	2	100	39	141	34	255	15	304	810
% App. Total	26.4	52.8	20.8		6.7	73.3	20		1.4	70.9	27.7		11.2	83.9	4.9		
PHF	.550	.917	.591	.710	1.00	.815	.706	.870	.500	.694	.886	.801	.850	.924	.750	.938	.960

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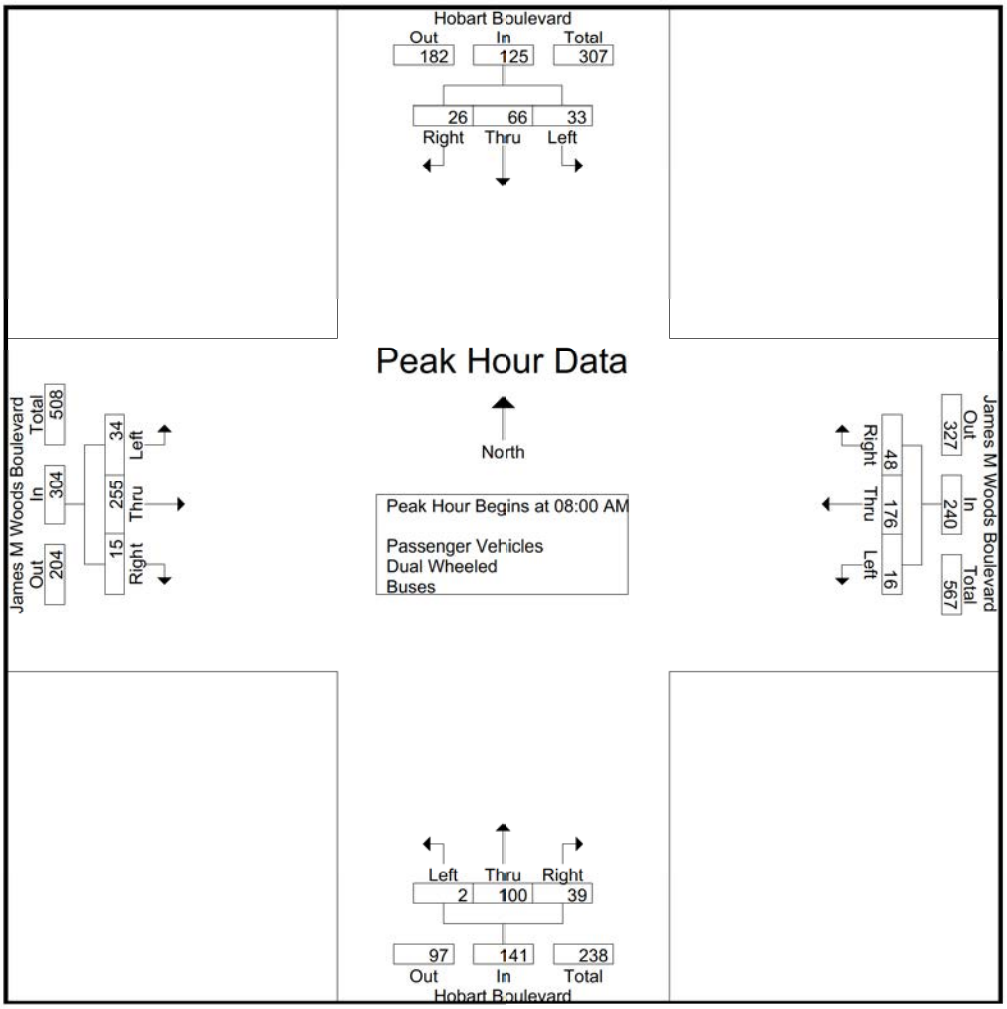

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				08:00 AM				08:00 AM			
+0 mins.	13	13	10	36	3	40	13	56	0	14	**11**	25	8	57	4	69
+15 mins.	**15**	**18**	**11**	**44**	**4**	53	11	68	0	30	11	41	8	67	2	77
+30 mins.	7	13	4	24	4	**54**	11	**69**	**1**	20	10	31	8	**69**	4	**81**
+45 mins.	6	18	2	26	4	37	**17**	58	1	**36**	7	**44**	**10**	62	**5**	77
Total Volume	41	62	27	130	15	184	52	251	2	100	39	141	34	255	15	304
% App. Total	31.5	47.7	20.8		6	73.3	20.7		1.4	70.9	27.7		11.2	83.9	4.9	
PHF	.683	.861	.614	.739	.938	.852	.765	.909	.500	.694	.886	.801	.850	.924	.750	.938

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N/S: Hobart Boulevard
E/W: James M Woods Boulevard
Weather: Clear

File Name : 05_LAC_Hobart_James M Woods AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles

	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	9	5	20	3	33	7	43	1	7	5	13	3	35	2	40	116
07:15 AM	4	3	12	19	1	37	6	44	0	7	5	12	1	29	7	37	112
07:30 AM	6	9	3	18	4	38	11	53	2	20	5	27	9	56	2	67	165
07:45 AM	13	13	9	35	3	39	13	55	2	21	12	35	11	54	4	69	194
Total	29	34	29	92	11	147	37	195	5	55	27	87	24	174	15	213	587
08:00 AM	15	18	11	44	4	53	11	68	0	14	10	24	7	55	4	66	202
08:15 AM	7	13	4	24	4	53	11	68	0	30	11	41	8	66	2	76	209
08:30 AM	6	17	2	25	4	35	17	56	1	20	10	31	8	68	4	80	192
08:45 AM	5	17	9	31	4	32	9	45	1	36	7	44	10	61	5	76	196
Total	33	65	26	124	16	173	48	237	2	100	38	140	33	250	15	298	799
09:00 AM	1	11	9	21	3	33	4	40	3	13	4	20	3	42	0	45	126
09:15 AM	5	19	2	26	2	32	11	45	3	12	5	20	5	28	7	40	131
09:30 AM	5	18	9	32	3	32	6	41	1	13	5	19	3	36	2	41	133
09:45 AM	4	16	12	32	5	44	11	60	1	18	2	21	8	31	3	42	155
Total	15	64	32	111	13	141	32	186	8	56	16	80	19	137	12	168	545
Grand Total	77	163	87	327	40	461	117	618	15	211	81	307	76	561	42	679	1931
Apprch %	23.5	49.8	26.6		6.5	74.6	18.9		4.9	68.7	26.4		11.2	82.6	6.2		
Total %	4	8.4	4.5	16.9	2.1	23.9	6.1	32	0.8	10.9	4.2	15.9	3.9	29.1	2.2	35.2	

	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**15**	**18**	**11**	**44**	**4**	**53**	11	**68**	0	14	10	24	7	55	4	66	202
08:15 AM	7	13	4	24	4	53	11	68	0	30	**11**	41	8	66	2	76	**209**
08:30 AM	6	17	2	25	4	35	**17**	56	**1**	20	10	31	8	**68**	4	**80**	192
08:45 AM	5	17	9	31	4	32	9	45	1	**36**	7	**44**	**10**	61	**5**	76	196
Total Volume	33	65	26	124	16	173	48	237	2	100	38	140	33	250	15	298	799
% App. Total	26.6	52.4	21		6.8	73	20.3		1.4	71.4	27.1		11.1	83.9	5		
PHF	.550	.903	.591	.705	1.00	.816	.706	.871	.500	.694	.864	.795	.825	.919	.750	.931	.956

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City of Los Angeles
N/S: Hobart Boulevard
E/W: James M Woods Boulevard
Weather: Clear

File Name : 05_LAC_Hobart_James M Woods AM
Site Code : 16616351
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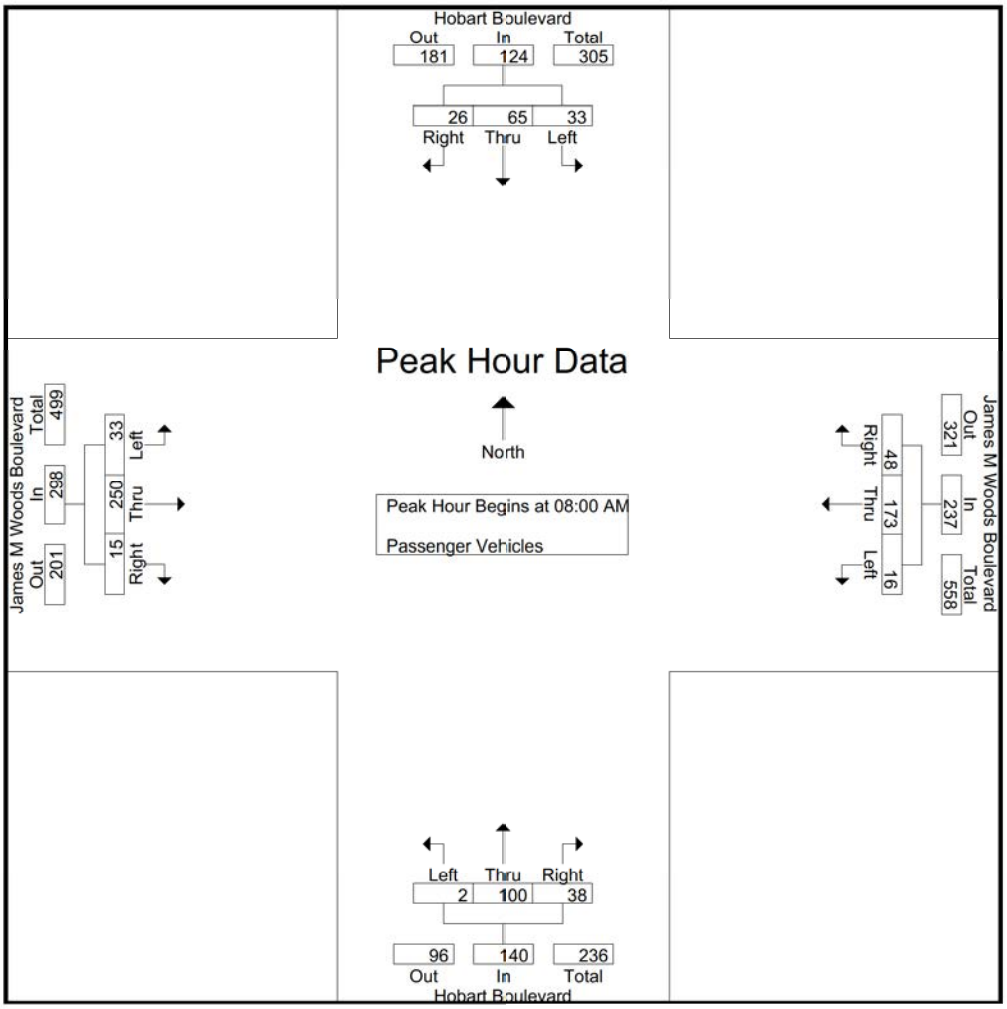

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**15**	**18**	**11**	**44**	**4**	**53**	11	**68**	0	14	10	24	7	55	4	66
+15 mins.	7	13	4	24	4	53	11	68	0	30	**11**	41	8	66	2	76
+30 mins.	6	17	2	25	4	35	**17**	56	**1**	20	10	31	8	**68**	4	**80**
+45 mins.	5	17	9	31	4	32	9	45	1	**36**	7	**44**	**10**	61	**5**	76
Total Volume	33	65	26	124	16	173	48	237	2	100	38	140	33	250	15	298
% App. Total	26.6	52.4	21		6.8	73	20.3		1.4	71.4	27.1		11.1	83.9	5	
PHF	.550	.903	.591	.705	1.000	.816	.706	.871	.500	.694	.864	.795	.825	.919	.750	.931

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City of Los Angeles
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File Name : 05_LAC_Hobart_James M Woods AM
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Start Date : 6/6/2018
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Groups Printed- Dual Wheeled

	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	1	0	0	0	0	0	0	1	1	0	2	0	2	4
09:00 AM	1	1	0	2	0	1	1	2	0	0	0	0	0	0	0	0	4
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
09:30 AM	0	0	0	0	1	2	2	5	0	0	0	0	1	1	0	2	7
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total	1	1	0	2	1	3	3	7	0	1	0	1	1	3	1	5	15
Grand Total	1	2	1	4	1	4	3	8	0	1	1	2	1	5	1	7	21
Apprch %	25	50	25		12.5	50	37.5		0	50	50		14.3	71.4	14.3		
Total %	4.8	9.5	4.8	19	4.8	19	14.3	38.1	0	4.8	4.8	9.5	4.8	23.8	4.8	33.3	

	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**	**2**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	0	1	0	0	0	0	0	0	1	1	0	2	0	2	4
% App. Total	0	100	0		0	0	0		0	0	100		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500	.500

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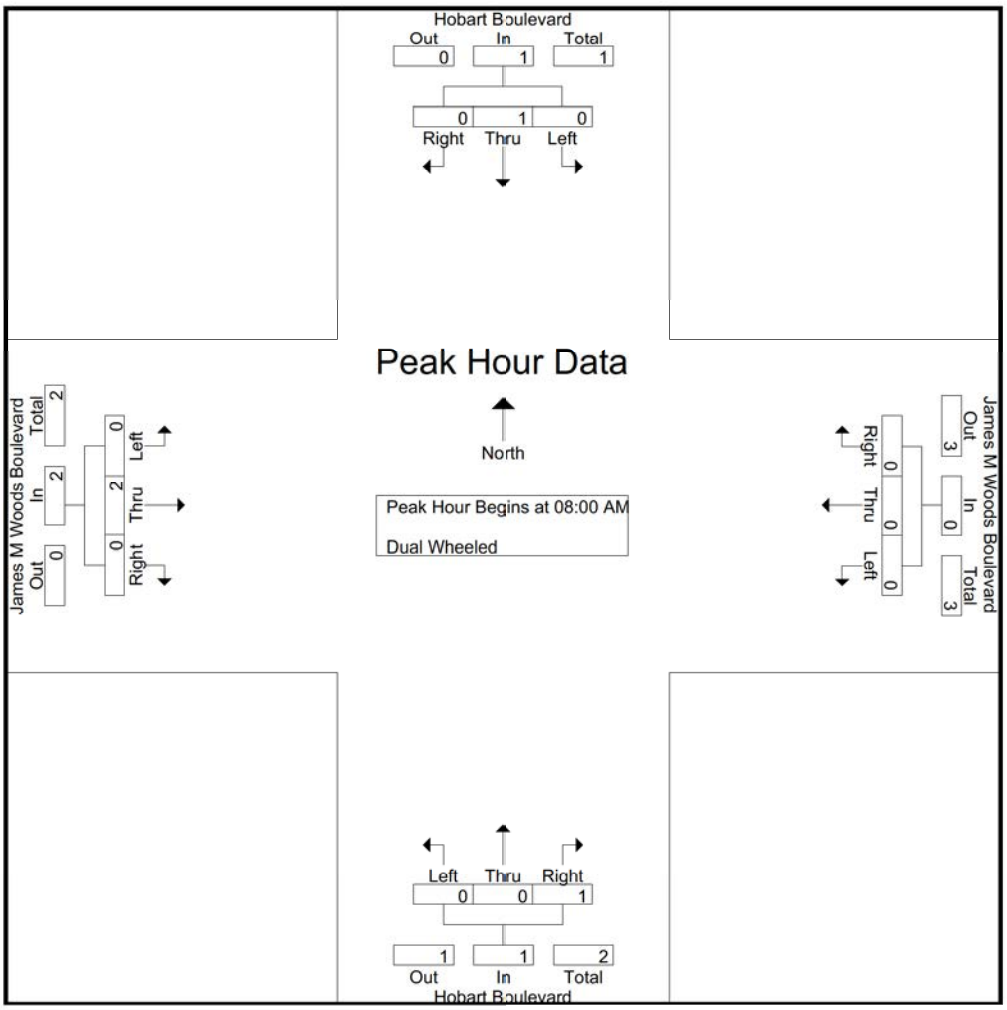

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	1	0	1	0	0	0	0	0	0	1	1	0	2	0	2
% App. Total	0	100	0		0	0	0		0	0	100		0	100	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500

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City of Los Angeles
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Weather: Clear

File Name : 05_LAC_Hobart_James M Woods AM
Site Code : 16616351
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Groups Printed- Buses

	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	1	0	1	0	1	1	2	0	1	1	2	5
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	2	2	0	3	0	3	0	1	1	2	0	3	1	4	11
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4	7
09:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Grand Total	0	0	2	2	0	9	0	9	0	1	1	2	1	9	1	11	24
Apprch %	0	0	100		0	100	0		0	50	50		9.1	81.8	9.1		
Total %	0	0	8.3	8.3	0	37.5	0	37.5	0	4.2	4.2	8.3	4.2	37.5	4.2	45.8	

	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	**3**
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4	7
% App. Total	0	0	0		0	100	0		0	0	0		25	75	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.250	.750	.000	.500	.583

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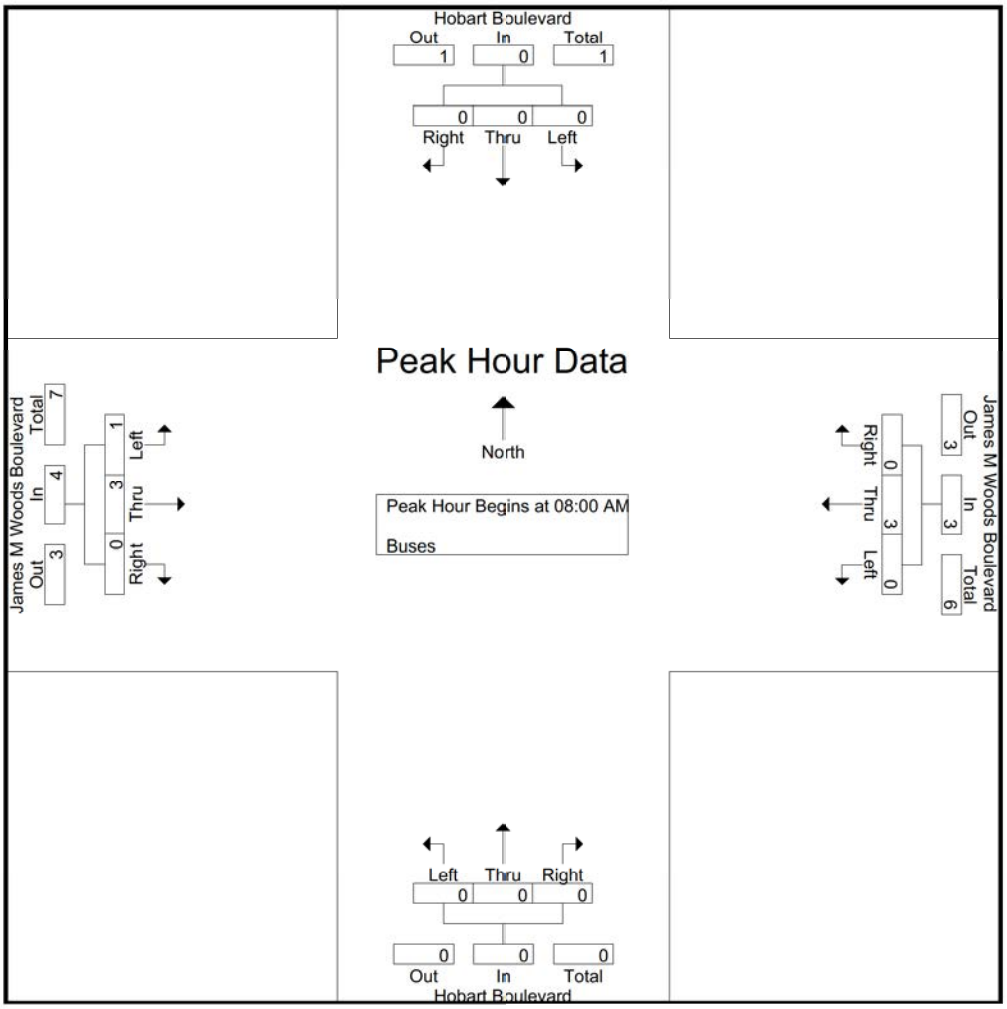

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4
% App. Total	0	0	0		0	100	0		0	0	0		25	75	0	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.250	.750	.000	.500

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City of Los Angeles
N/S: Hobart Boulevard
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Weather: Clear

File Name : 05_LAC_Hobart_James M Woods PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	4	44	10	58	0	12	0	12	4	49	0	53	25	51	32	108	231
03:15 PM	0	54	10	64	0	15	0	15	4	43	1	48	14	52	37	103	230
03:30 PM	0	60	14	74	1	16	1	18	4	37	0	41	28	73	51	152	285
03:45 PM	0	64	13	77	0	19	2	21	2	62	0	64	30	63	34	127	289
Total	4	222	47	273	1	62	3	66	14	191	1	206	97	239	154	490	1035
04:00 PM	0	60	15	75	0	18	1	19	3	54	0	57	25	70	48	143	294
04:15 PM	0	48	23	71	1	27	2	30	6	43	0	49	33	71	41	145	295
04:30 PM	0	69	10	79	0	20	0	20	5	46	0	51	26	50	29	105	255
04:45 PM	0	55	22	77	0	21	2	23	5	54	0	59	34	75	43	152	311
Total	0	232	70	302	1	86	5	92	19	197	0	216	118	266	161	545	1155
05:00 PM	0	51	26	77	1	36	1	38	7	41	1	49	26	65	34	125	289
05:15 PM	6	39	31	76	1	57	4	62	6	42	3	51	43	97	23	163	352
05:30 PM	11	38	8	57	0	75	9	84	2	28	5	35	13	81	12	106	282
05:45 PM	14	38	11	63	1	58	11	70	3	46	4	53	8	93	9	110	296
Total	31	166	76	273	3	226	25	254	18	157	13	188	90	336	78	504	1219
Grand Total	35	620	193	848	5	374	33	412	51	545	14	610	305	841	393	1539	3409
Apprch %	4.1	73.1	22.8		1.2	90.8	8		8.4	89.3	2.3		19.8	54.6	25.5		
Total %	1	18.2	5.7	24.9	0.1	11	1	12.1	1.5	16	0.4	17.9	8.9	24.7	11.5	45.1	
Passenger Vehicles	35	614	191	840	5	365	33	403	46	538	14	598	304	822	381	1507	3348
% Passenger Vehicles	100	99	99	99.1	100	97.6	100	97.8	90.2	98.7	100	98	99.7	97.7	96.9	97.9	98.2
Dual Wheeled	0	6	1	7	0	1	0	1	1	4	0	5	1	9	6	16	29
% Dual Wheeled	0	1	0.5	0.8	0	0.3	0	0.2	2	0.7	0	0.8	0.3	1.1	1.5	1	0.9
Buses	0	0	1	1	0	8	0	8	4	3	0	7	0	10	6	16	32
% Buses	0	0	0.5	0.1	0	2.1	0	1.9	7.8	0.6	0	1.1	0	1.2	1.5	1	0.9

	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**55**	22	**77**	0	21	2	23	5	**54**	0	**59**	34	75	**43**	152	311
05:00 PM	0	51	26	77	**1**	36	1	38	**7**	41	1	49	26	65	34	125	289
05:15 PM	6	39	**31**	76	1	57	4	62	6	42	3	51	**43**	**97**	23	**163**	**352**
05:30 PM	**11**	38	8	57	0	**75**	**9**	**84**	2	28	**5**	35	13	81	12	106	282
Total Volume	17	183	87	287	2	189	16	207	20	165	9	194	116	318	112	546	1234
% App. Total	5.9	63.8	30.3		1	91.3	7.7		10.3	85.1	4.6		21.2	58.2	20.5		
PHF	.386	.832	.702	.932	.500	.630	.444	.616	.714	.764	.450	.822	.674	.820	.651	.837	.876

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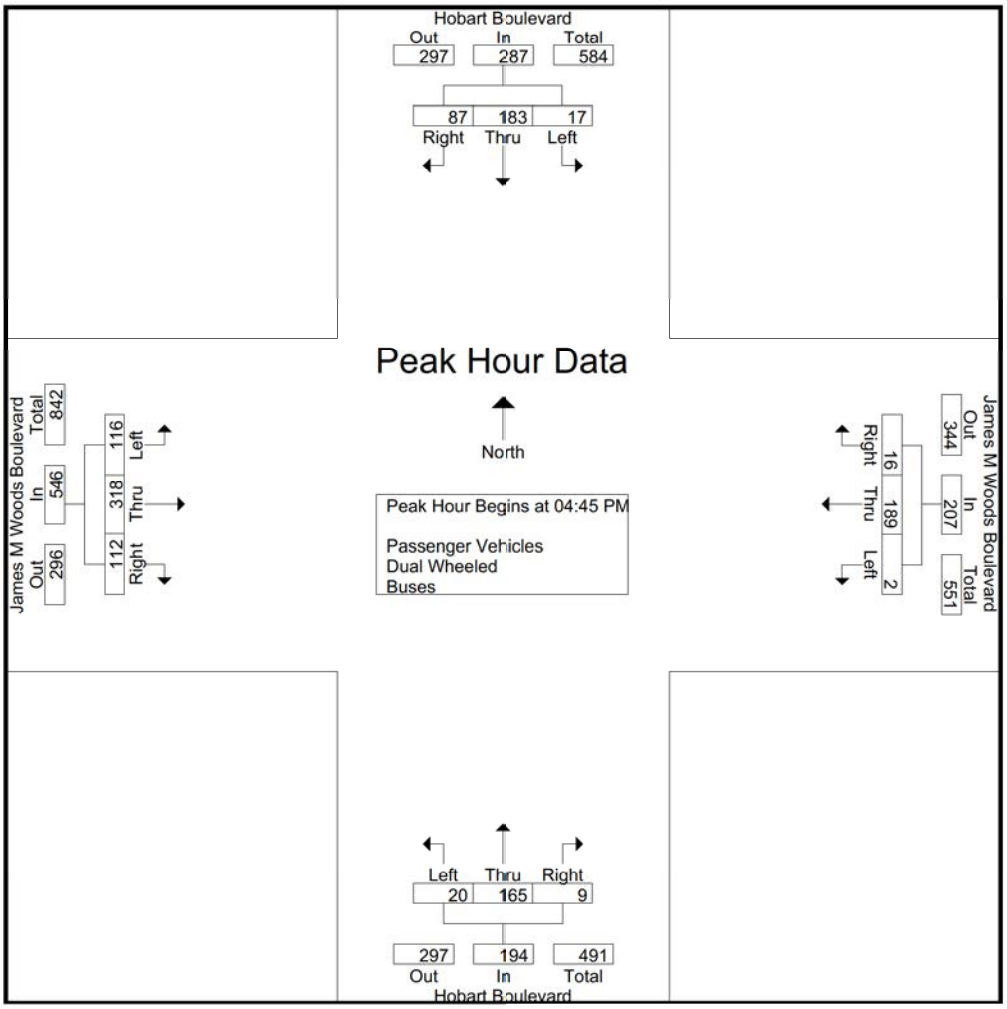

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				03:45 PM				03:30 PM			
+0 mins.	0	**69**	10	**79**	**1**	36	1	38	2	**62**	0	**64**	28	**73**	**51**	**152**
+15 mins.	0	55	22	77	1	57	4	62	3	54	0	57	30	63	34	127
+30 mins.	0	51	26	77	0	**75**	9	**84**	**6**	43	0	49	25	70	48	143
+45 mins.	**6**	39	**31**	76	1	58	**11**	70	5	46	0	51	**33**	71	41	145
Total Volume	6	214	89	309	3	226	25	254	16	205	0	221	116	277	174	567
% App. Total	1.9	69.3	28.8		1.2	89	9.8		7.2	92.8	0		20.5	48.9	30.7	
PHF	.250	.775	.718	.978	.750	.753	.568	.756	.667	.827	.000	.863	.879	.949	.853	.933

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Hobart Boulevard
E/W: James M Woods Boulevard
Weather: Clear

File Name : 05_LAC_Hobart_James M Woods PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles

	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	4	43	10	57	0	12	0	12	4	48	0	52	24	49	30	103	224
03:15 PM	0	54	10	64	0	14	0	14	3	41	1	45	14	48	35	97	220
03:30 PM	0	58	14	72	1	16	1	18	4	37	0	41	28	72	50	150	281
03:45 PM	0	62	13	75	0	17	2	19	1	60	0	61	30	61	33	124	279
Total	4	217	47	268	1	59	3	63	12	186	1	199	96	230	148	474	1004
04:00 PM	0	60	15	75	0	18	1	19	3	53	0	56	25	68	46	139	289
04:15 PM	0	47	22	69	1	25	2	28	6	43	0	49	33	69	40	142	288
04:30 PM	0	69	10	79	0	19	0	19	4	45	0	49	26	50	28	104	251
04:45 PM	0	55	21	76	0	21	2	23	4	54	0	58	34	73	43	150	307
Total	0	231	68	299	1	83	5	89	17	195	0	212	118	260	157	535	1135
05:00 PM	0	51	26	77	1	36	1	38	7	41	1	49	26	63	33	122	286
05:15 PM	6	39	31	76	1	56	4	61	5	42	3	50	43	96	22	161	348
05:30 PM	11	38	8	57	0	74	9	83	2	28	5	35	13	81	12	106	281
05:45 PM	14	38	11	63	1	57	11	69	3	46	4	53	8	92	9	109	294
Total	31	166	76	273	3	223	25	251	17	157	13	187	90	332	76	498	1209
Grand Total	35	614	191	840	5	365	33	403	46	538	14	598	304	822	381	1507	3348
Apprch %	4.2	73.1	22.7		1.2	90.6	8.2		7.7	90	2.3		20.2	54.5	25.3		
Total %	1	18.3	5.7	25.1	0.1	10.9	1	12	1.4	16.1	0.4	17.9	9.1	24.6	11.4	45	

	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**55**	21	76	0	21	2	23	4	**54**	0	**58**	34	73	**43**	150	307
05:00 PM	0	51	26	**77**	**1**	36	1	38	**7**	41	1	49	26	63	33	122	286
05:15 PM	6	39	**31**	76	1	56	4	61	5	42	3	50	**43**	**96**	22	**161**	**348**
05:30 PM	**11**	38	8	57	0	**74**	**9**	**83**	2	28	**5**	35	13	81	12	106	281
Total Volume	17	183	86	286	2	187	16	205	18	165	9	192	116	313	110	539	1222
% App. Total	5.9	64	30.1		1	91.2	7.8		9.4	85.9	4.7		21.5	58.1	20.4		
PHF	.386	.832	.694	.929	.500	.632	.444	.617	.643	.764	.450	.828	.674	.815	.640	.837	.878

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City of Los Angeles
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E/W: James M Woods Boulevard
Weather: Clear

File Name : 05_LAC_Hobart_James M Woods PM
Site Code : 16616351
Start Date : 6/6/2018
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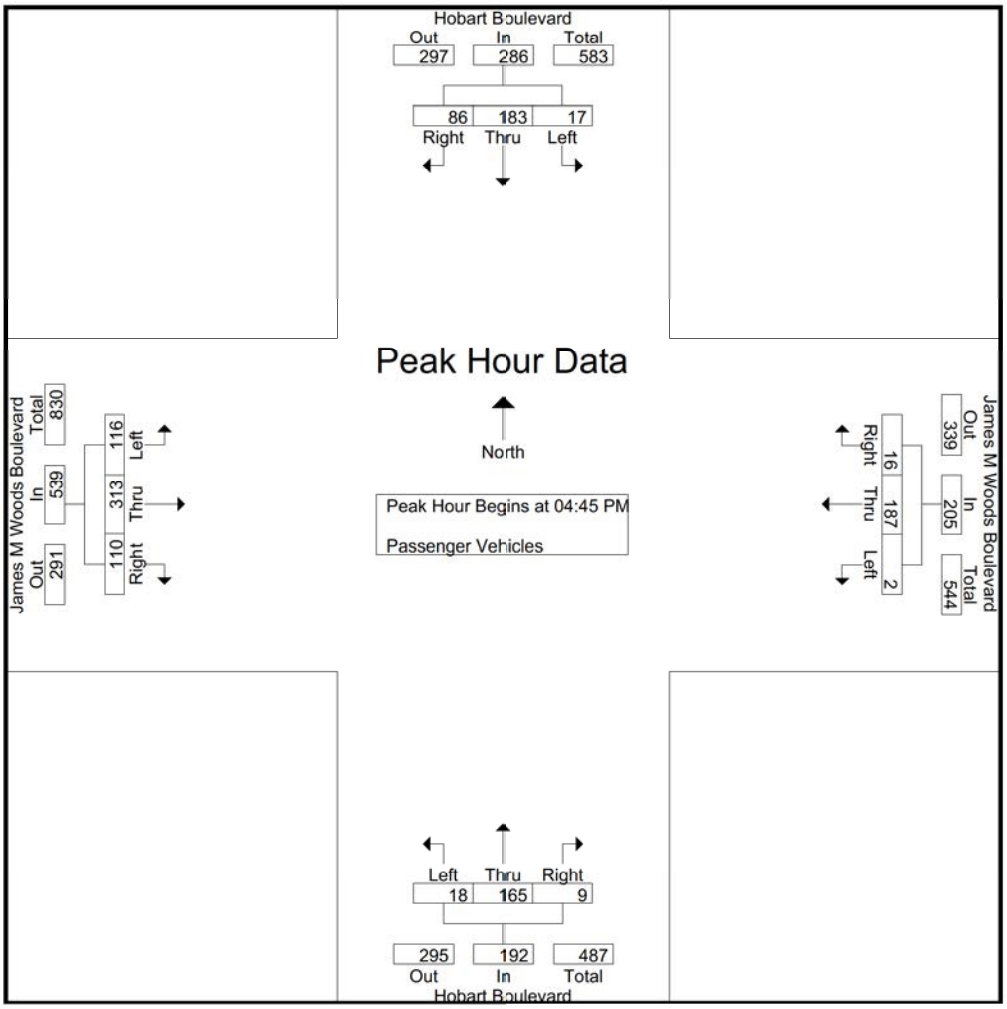

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**55**	21	76	0	21	2	23	4	**54**	0	**58**	34	73	**43**	150
+15 mins.	0	51	26	**77**	**1**	36	1	38	**7**	41	1	49	26	63	33	122
+30 mins.	6	39	**31**	76	1	56	4	61	5	42	3	50	**43**	**96**	22	**161**
+45 mins.	**11**	38	8	57	0	**74**	**9**	**83**	2	28	**5**	35	13	81	12	106
Total Volume	17	183	86	286	2	187	16	205	18	165	9	192	116	313	110	539
% App. Total	5.9	64	30.1		1	91.2	7.8		9.4	85.9	4.7		21.5	58.1	20.4	
PHF	.386	.832	.694	.929	.500	.632	.444	.617	.643	.764	.450	.828	.674	.815	.640	.837

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City of Los Angeles
N/S: Hobart Boulevard
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Weather: Clear

File Name : 05_LAC_Hobart_James M Woods PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Dual Wheeled

	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	1	1	3	5
03:15 PM	0	0	0	0	0	0	0	0	1	2	0	3	0	1	1	2	5
03:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	1	1	2	4
03:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	0	5	0	5	0	0	0	0	1	3	0	4	1	4	3	8	17
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	2	3
04:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	1	2	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	1	1	2	0	1	0	1	0	1	0	1	0	3	2	5	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
Grand Total	0	6	1	7	0	1	0	1	1	4	0	5	1	9	6	16	29
Apprch %	0	85.7	14.3		0	100	0		20	80	0		6.2	56.2	37.5		
Total %	0	20.7	3.4	24.1	0	3.4	0	3.4	3.4	13.8	0	17.2	3.4	31	20.7	55.2	

	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**	0	1	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	**2**	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	2	1	3	4
% App. Total	0	0	100		0	0	0		0	0	0		0	66.7	33.3		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.375	.500

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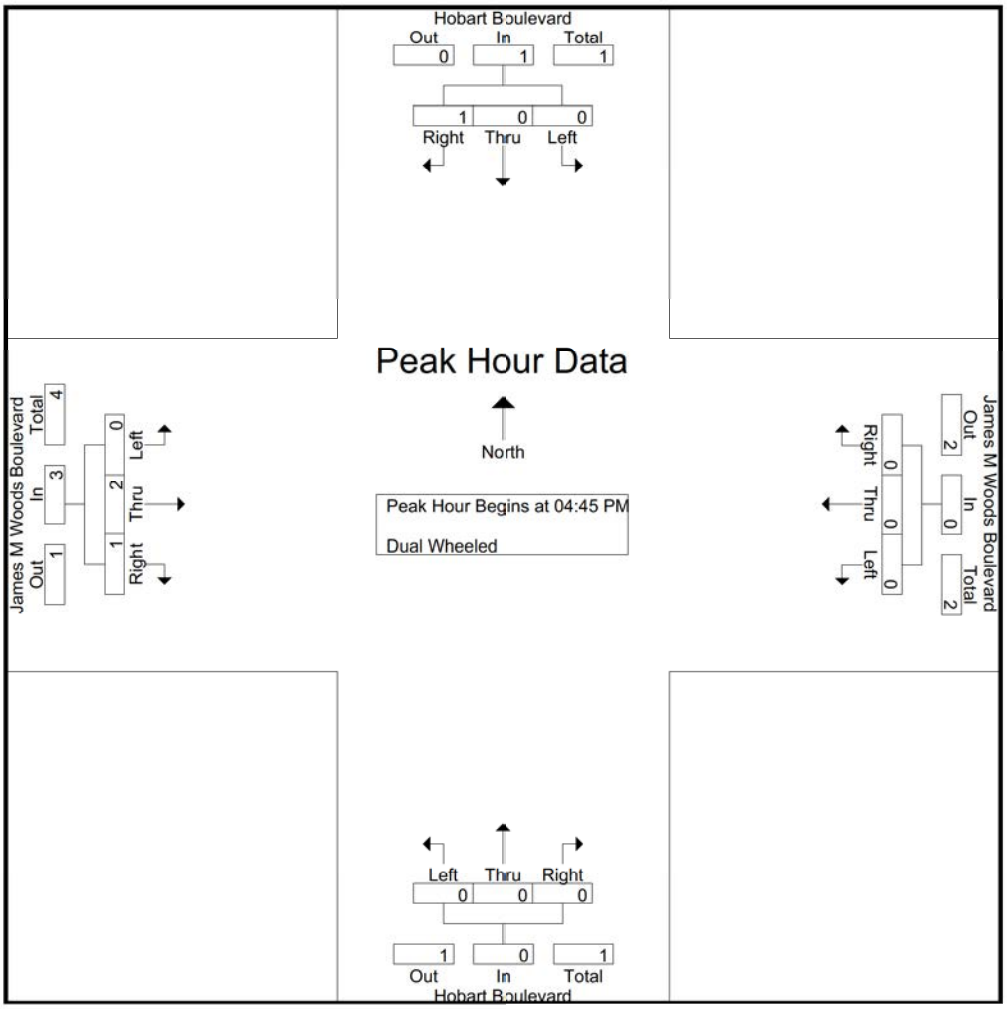

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	2	1	3
% App. Total	0	0	100		0	0	0		0	0	0		0	66.7	33.3	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.375

Counts Unlimited
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City of Los Angeles
N/S: Hobart Boulevard
E/W: James M Woods Boulevard
Weather: Clear

File Name : 05_LAC_Hobart_James M Woods PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Buses

	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	4	5
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	2	0	2	1	2	0	3	0	1	1	2	7
Total	0	0	0	0	0	3	0	3	1	2	0	3	0	5	3	8	14
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
04:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	1	0	1	1	1	0	2	0	0	1	1	4
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Total	0	0	1	1	0	2	0	2	2	1	0	3	0	3	2	5	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	1	2	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	1	0	0	1	0	2	1	3	7
Grand Total	0	0	1	1	0	8	0	8	4	3	0	7	0	10	6	16	32
Apprch %	0	0	100		0	100	0		57.1	42.9	0		0	62.5	37.5		
Total %	0	0	3.1	3.1	0	25	0	25	12.5	9.4	0	21.9	0	31.2	18.8	50	

	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**1**	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	**1**	0	**1**	1	0	0	1	0	1	**1**	**2**	**4**
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	2	0	0	2	0	3	1	4	8
% App. Total	0	0	0		0	100	0		100	0	0		0	75	25		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.500	.000	.750	.250	.500	.500

Counts Unlimited
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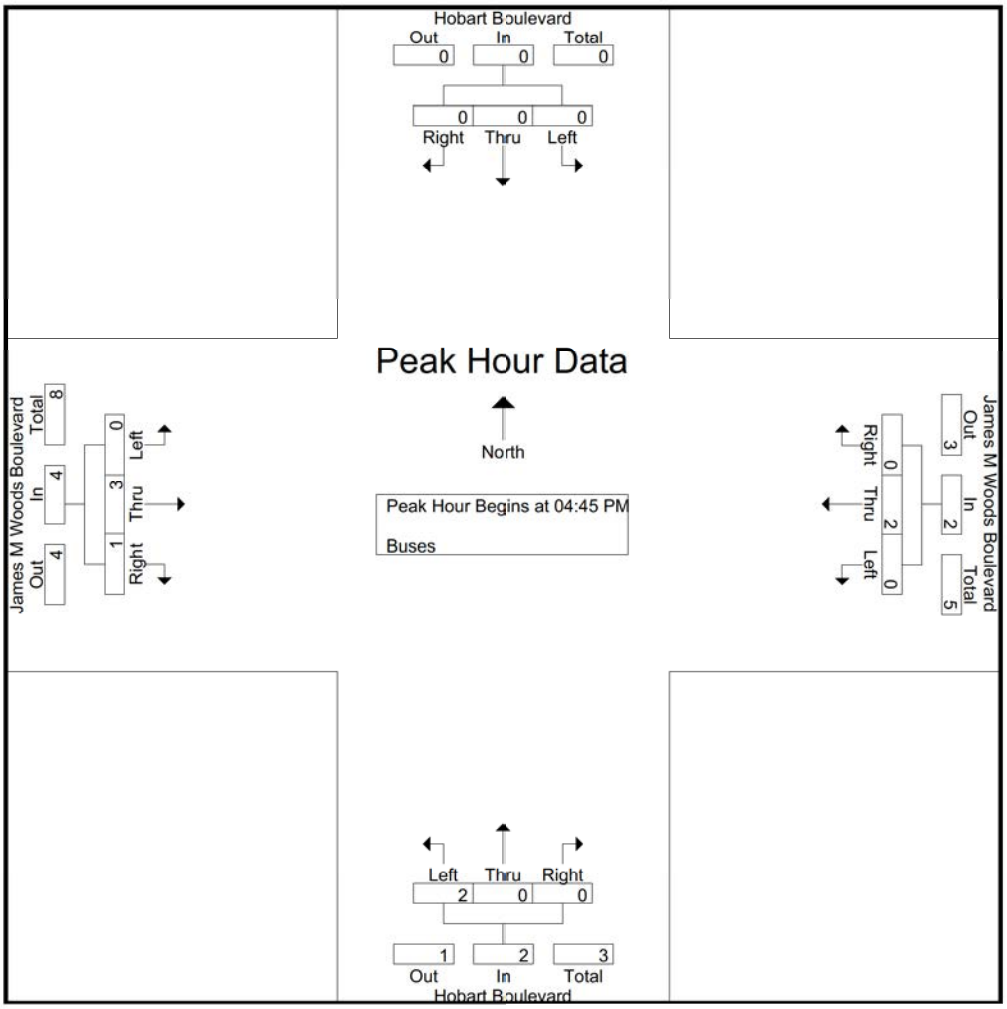

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**1**	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	**1**	0	**1**	1	0	0	1	0	1	**1**	**2**
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	2	0	0	2	0	3	1	4
% App. Total	0	0	0		0	100	0		100	0	0		0	75	25	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.500	.000	.750	.250	.500

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hobart Boulevard

East/West James M Woods Boulevard

Day: Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood I/S CODE 7972

	N/B	S/B	E/B	W/B
DUAL-WHEELED	7	11	23	9
BIKES	16	22	25	22
BUSES	9	3	27	17

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	44	8.45	44	8.00	81	8.30	69	8.15
PM PK 15 MIN	64	3.45	79	4.30	163	5.15	84	5.30
AM PK HOUR	141	8.00	130	7.45	304	8.00	251	7.45
PM PK HOUR	221	3.45	309	4.30	567	3.30	254	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	5	56	28	89
8-9	2	100	39	141
9-10	8	57	16	81
3-4	14	191	1	206
4-5	19	197	0	216
5-6	18	157	13	188
TOTAL	66	758	97	921

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	34	32	95
8-9	33	66	26	125
9-10	16	65	32	113
3-4	4	222	47	273
4-5	0	232	70	302
5-6	31	166	76	273
TOTAL	113	785	283	1181

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
184	32	14	16	11
266	34	4	18	2
194	16	1	16	3
479	20	9	21	14
518	32	2	17	5
461	31	5	24	3
2102	165	35	112	38

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	24	177	16	217
8-9	34	255	15	304
9-10	20	143	13	176
3-4	97	239	154	490
4-5	118	266	161	545
5-6	90	336	78	504
TOTAL	383	1416	437	2236

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	11	151	37	199
8-9	16	176	48	240
9-10	14	147	35	196
3-4	1	62	3	66
4-5	1	86	5	92
5-6	3	226	25	254
TOTAL	46	848	153	1047

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
416	11	5	16	12
544	19	2	19	3
372	15	1	14	0
556	20	17	19	10
637	30	12	35	8
758	32	7	20	2
3283	127	44	123	35

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Hobart Boulevard				
East/West:	James M Woods Boulevard				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	Yes	District:	Hollywood	I/S Code:	7972
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	1	0	2
8-9	1	0	0	1
9-10	0	1	1	2
3-4	0	3	0	3
4-5	0	8	0	8
5-6	0	0	0	0
TOTAL	2	13	1	16

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	1	0	1
9-10	0	2	1	3
3-4	0	3	2	5
4-5	0	5	2	7
5-6	1	1	3	5
TOTAL	1	13	8	22

TOTAL

Hours	N-S
7-8	3
8-9	2
9-10	5
3-4	8
4-5	15
5-6	5
TOTAL	38

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	5	0	5
8-9	0	4	1	5
9-10	2	3	0	5
3-4	0	0	0	0
4-5	4	0	3	7
5-6	2	1	0	3
TOTAL	8	13	4	25

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	5	0	5
8-9	0	6	0	6
9-10	0	6	0	6
3-4	0	0	1	1
4-5	0	0	0	0
5-6	1	3	0	4
TOTAL	1	20	1	22

TOTAL

Hours	N-S
7-8	10
8-9	11
9-10	11
3-4	1
4-5	7
5-6	7
TOTAL	47

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	0	0	4	1	5
- No helmet riders	14	17	13	15	59
- Sidewalk Riding	9	9	5	9	32
- Wrong way riding	6	5	6	4	21

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Hobart Boulevard				
East/West:	James M Woods Boulevard				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	7972
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	3	17	6	3	29
7:15-7:30	4	7	4	1	16
7:30-7:45	5	14	7	3	29
7:45-8:00	15	8	11	9	43
8:00-8:15	9	13	7	4	33
8:15-8:30	5	12	11	10	38
8:30-8:45	2	6	3	3	14
8:45-9:00	4	7	1	4	16
9:00-9:15	7	4	3	10	24
9:15-9:30	5	5	2	4	16
9:30-9:45	0	4	5	0	9
9:45-10:00	7	4	4	2	17
Hours					
7 - 8	27	46	28	16	117
8 - 9	20	38	22	21	101
9 - 10	19	17	14	16	66
TOTAL	66	101	64	53	284

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	7	6	12	0	25
3:15-3:30	8	10	2	12	32
3:30-3:45	9	8	8	16	41
3:45-4:00	11	16	16	12	55
4:00-4:15	7	20	30	14	71
4:15-4:30	4	12	16	14	46
4:30-4:45	9	20	8	18	55
4:45-5:00	2	12	16	14	44
5:00-5:15	3	18	8	12	41
5:15-5:30	7	4	12	20	43
5:30-5:45	8	20	14	16	58
5:45-6:00	9	20	6	16	51
Hours					
3 - 4	35	40	38	40	153
4 - 5	22	64	70	60	216
5 - 6	27	62	40	64	193
	84	166	148	164	562

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	3	0	0	1	4

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

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City of Los Angeles
N/S: Harvard Boulevard
E/W: Wilshire Boulevard
Weather: Clear

File Name : 06_LAC_Harvard_Wilshire AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	11	5	18	6	310	2	318	1	14	8	23	4	188	0	192	551
07:15 AM	8	19	4	31	2	285	1	288	8	30	8	46	6	182	3	191	556
07:30 AM	9	33	9	51	5	297	8	310	5	31	3	39	2	255	3	260	660
07:45 AM	3	30	10	43	13	355	5	373	4	34	6	44	8	265	7	280	740
Total	22	93	28	143	26	1247	16	1289	18	109	25	152	20	890	13	923	2507
08:00 AM	10	31	12	53	9	332	12	353	5	34	9	48	10	278	5	293	747
08:15 AM	8	46	10	64	10	266	8	284	4	31	6	41	9	299	10	318	707
08:30 AM	4	36	13	53	20	316	4	340	4	46	7	57	2	246	8	256	706
08:45 AM	6	31	9	46	12	278	13	303	0	41	10	51	6	242	11	259	659
Total	28	144	44	216	51	1192	37	1280	13	152	32	197	27	1065	34	1126	2819
09:00 AM	6	43	9	58	17	254	10	281	12	46	13	71	10	230	10	250	660
09:15 AM	8	33	16	57	9	253	3	265	4	37	13	54	11	247	5	263	639
09:30 AM	4	30	6	40	9	293	7	309	2	24	8	34	12	245	4	261	644
09:45 AM	9	21	7	37	9	255	8	272	3	36	13	52	6	227	4	237	598
Total	27	127	38	192	44	1055	28	1127	21	143	47	211	39	949	23	1011	2541
Grand Total	77	364	110	551	121	3494	81	3696	52	404	104	560	86	2904	70	3060	7867
Apprch %	14	66.1	20		3.3	94.5	2.2		9.3	72.1	18.6		2.8	94.9	2.3		
Total %	1	4.6	1.4	7	1.5	44.4	1	47	0.7	5.1	1.3	7.1	1.1	36.9	0.9	38.9	
Passenger Vehicles	76	360	109	545	120	3386	81	3587	52	401	102	555	84	2836	68	2988	7675
% Passenger Vehicles	98.7	98.9	99.1	98.9	99.2	96.9	100	97.1	100	99.3	98.1	99.1	97.7	97.7	97.1	97.6	97.6
Dual Wheeled	1	4	1	6	1	44	0	45	0	3	1	4	2	32	2	36	91
% Dual Wheeled	1.3	1.1	0.9	1.1	0.8	1.3	0	1.2	0	0.7	1	0.7	2.3	1.1	2.9	1.2	1.2
Buses	0	0	0	0	0	64	0	64	0	0	1	1	0	36	0	36	101
% Buses	0	0	0	0	0	1.8	0	1.7	0	0	1	0.2	0	1.2	0	1.2	1.3

	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	30	10	43	13	**355**	5	**373**	4	34	6	44	8	265	7	280	740
08:00 AM	**10**	31	12	53	9	332	**12**	353	**5**	34	**9**	48	**10**	278	5	293	**747**
08:15 AM	8	**46**	10	**64**	10	266	8	284	4	31	6	41	9	**299**	**10**	**318**	707
08:30 AM	4	36	**13**	53	**20**	316	4	340	4	**46**	7	**57**	2	246	8	256	706
Total Volume	25	143	45	213	52	1269	29	1350	17	145	28	190	29	1088	30	1147	2900
% App. Total	11.7	67.1	21.1		3.9	94	2.1		8.9	76.3	14.7		2.5	94.9	2.6		
PHF	.625	.777	.865	.832	.650	.894	.604	.905	.850	.788	.778	.833	.725	.910	.750	.902	.971

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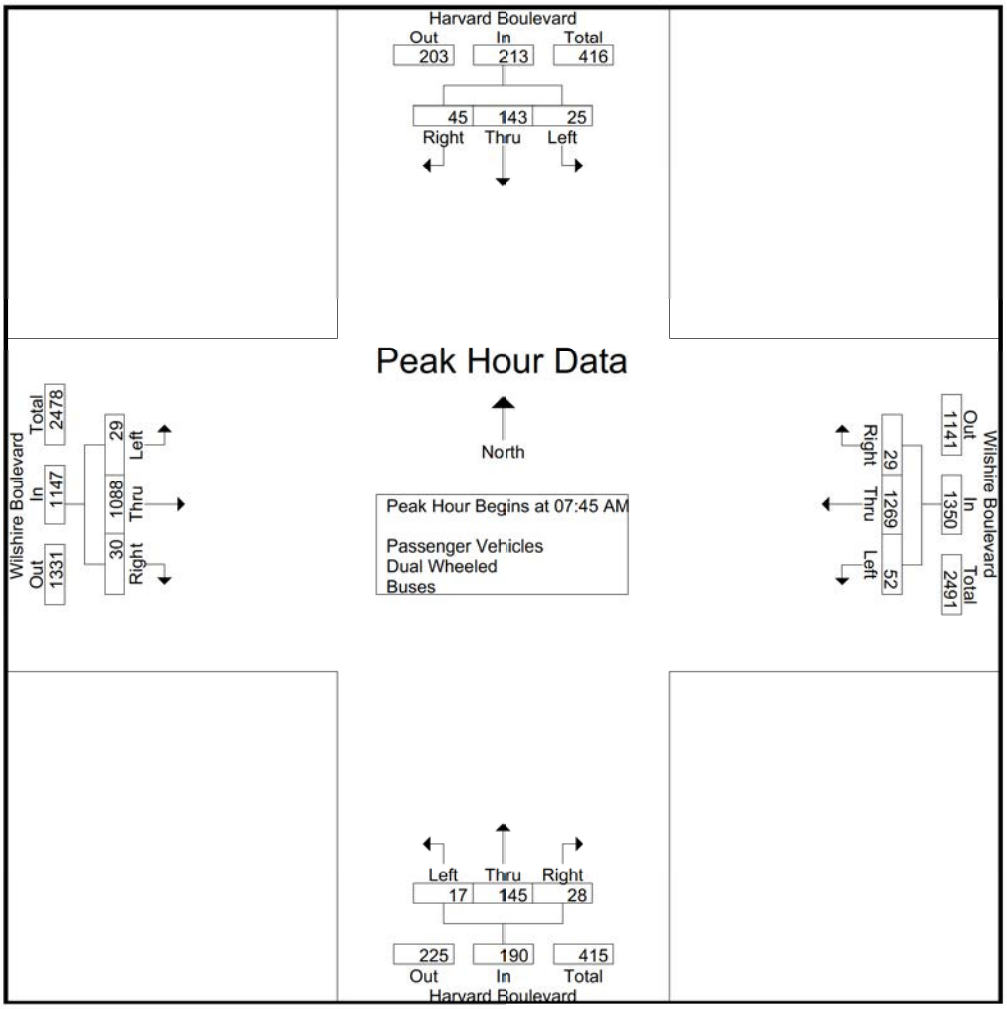
Site Code : 16616351
Start Date : 6/6/2018



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				07:45 AM				08:30 AM				07:30 AM			
+0 mins.	**8**	**46**	10	**64**	13	**355**	5	**373**	4	**46**	7	57	2	255	3	260
+15 mins.	4	36	**13**	53	9	332	**12**	353	0	41	10	51	8	265	7	280
+30 mins.	6	31	9	46	10	266	8	284	**12**	46	**13**	**71**	**10**	278	5	293
+45 mins.	6	43	9	58	**20**	316	4	340	4	37	13	54	9	**299**	**10**	**318**
Total Volume	24	156	41	221	52	1269	29	1350	20	170	43	233	29	1097	25	1151
% App. Total	10.9	70.6	18.6		3.9	94	2.1		8.6	73	18.5		2.5	95.3	2.2	
PHF	.750	.848	.788	.863	.650	.894	.604	.905	.417	.924	.827	.820	.725	.917	.625	.905

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Page No : 1

Groups Printed- Passenger Vehicles

	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	11	5	18	6	297	2	305	1	13	8	22	4	181	0	185	530
07:15 AM	8	18	4	30	2	279	1	282	8	30	8	46	5	177	3	185	543
07:30 AM	9	33	9	51	5	289	8	302	5	31	2	38	2	252	3	257	648
07:45 AM	3	30	9	42	13	343	5	361	4	34	6	44	8	259	6	273	720
Total	22	92	27	141	26	1208	16	1250	18	108	24	150	19	869	12	900	2441
08:00 AM	10	31	12	53	9	327	12	348	5	34	9	48	10	275	5	290	739
08:15 AM	8	46	10	64	10	257	8	275	4	31	6	41	9	295	10	314	694
08:30 AM	4	34	13	51	19	306	4	329	4	46	7	57	2	235	8	245	682
08:45 AM	6	31	9	46	12	268	13	293	0	40	10	50	6	239	11	256	645
Total	28	142	44	214	50	1158	37	1245	13	151	32	196	27	1044	34	1105	2760
09:00 AM	6	42	9	57	17	246	10	273	12	45	13	70	10	225	10	245	645
09:15 AM	8	33	16	57	9	245	3	257	4	37	12	53	11	236	4	251	618
09:30 AM	4	30	6	40	9	284	7	300	2	24	8	34	11	238	4	253	627
09:45 AM	8	21	7	36	9	245	8	262	3	36	13	52	6	224	4	234	584
Total	26	126	38	190	44	1020	28	1092	21	142	46	209	38	923	22	983	2474
Grand Total	76	360	109	545	120	3386	81	3587	52	401	102	555	84	2836	68	2988	7675
Apprch %	13.9	66.1	20		3.3	94.4	2.3		9.4	72.3	18.4		2.8	94.9	2.3		
Total %	1	4.7	1.4	7.1	1.6	44.1	1.1	46.7	0.7	5.2	1.3	7.2	1.1	37	0.9	38.9	

	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	30	9	42	13	**343**	5	**361**	4	34	6	44	8	259	6	273	720
08:00 AM	**10**	31	12	53	9	327	**12**	348	**5**	34	**9**	48	**10**	275	5	290	**739**
08:15 AM	8	**46**	10	**64**	10	257	8	275	4	31	6	41	9	**295**	**10**	**314**	694
08:30 AM	4	34	**13**	51	**19**	306	4	329	4	**46**	7	**57**	2	235	8	245	682
Total Volume	25	141	44	210	51	1233	29	1313	17	145	28	190	29	1064	29	1122	2835
% App. Total	11.9	67.1	21		3.9	93.9	2.2		8.9	76.3	14.7		2.6	94.8	2.6		
PHF	.625	.766	.846	.820	.671	.899	.604	.909	.850	.788	.778	.833	.725	.902	.725	.893	.959

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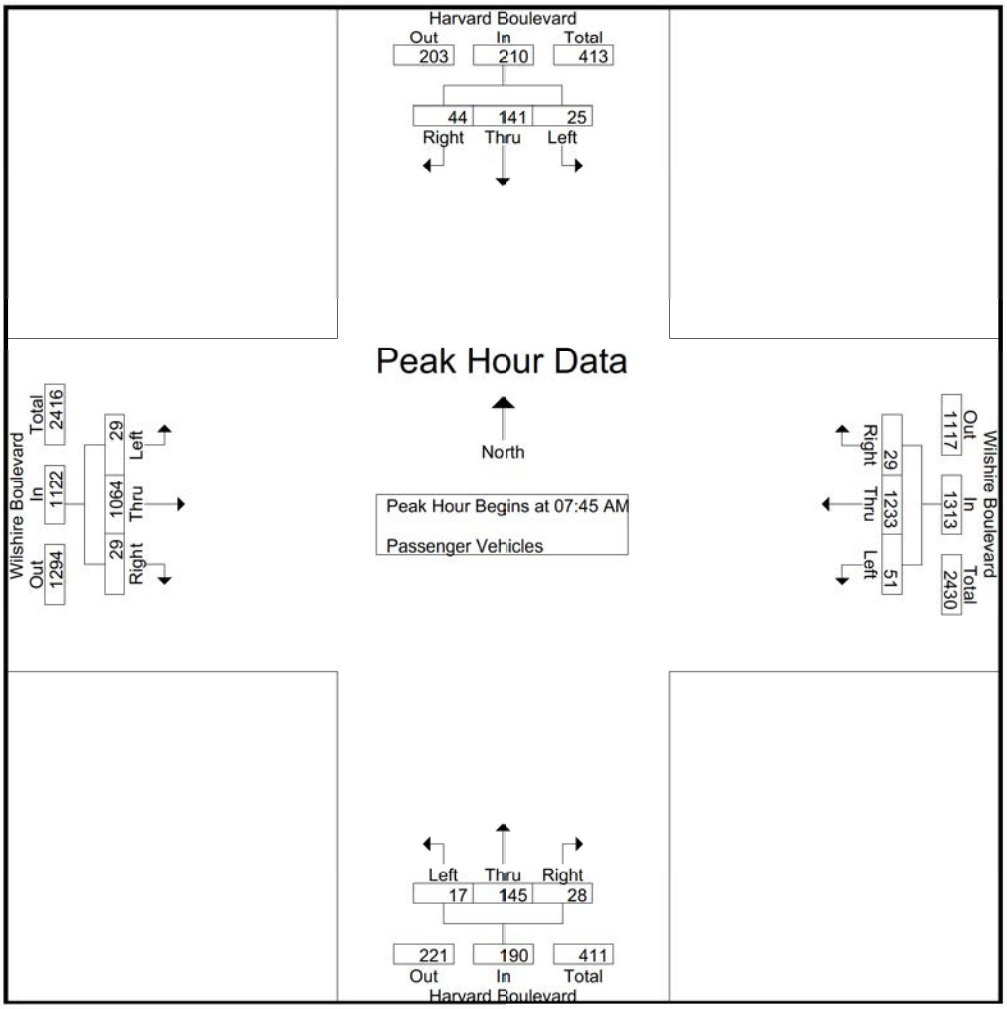
Site Code : 16616351
Start Date : 6/6/2018



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	3	30	9	42	13	**343**	5	**361**	4	34	6	44	8	259	6	273
+15 mins.	**10**	31	12	53	9	327	**12**	348	**5**	34	**9**	48	**10**	275	5	290
+30 mins.	8	**46**	10	**64**	10	257	8	275	4	31	6	41	9	**295**	**10**	**314**
+45 mins.	4	34	**13**	51	**19**	306	4	329	4	**46**	7	**57**	2	235	8	245
Total Volume	25	141	44	210	51	1233	29	1313	17	145	28	190	29	1064	29	1122
% App. Total	11.9	67.1	21		3.9	93.9	2.2		8.9	76.3	14.7		2.6	94.8	2.6	
PHF	.625	.766	.846	.820	.671	.899	.604	.909	.850	.788	.778	.833	.725	.902	.725	.893

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Page No : 1

Groups Printed- Dual Wheeled

	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	0	4	0	1	0	1	0	3	0	3	8
07:15 AM	0	1	0	1	0	2	0	2	0	0	0	0	1	3	0	4	7
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:45 AM	0	0	1	1	0	4	0	4	0	0	0	0	0	2	1	3	8
Total	0	1	1	2	0	13	0	13	0	1	0	1	1	10	1	12	28
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	2	0	2	1	5	0	6	0	0	0	0	0	5	0	5	13
08:45 AM	0	0	0	0	0	5	0	5	0	1	0	1	0	0	0	0	6
Total	0	2	0	2	1	12	0	13	0	1	0	1	0	6	0	6	22
09:00 AM	0	1	0	1	0	6	0	6	0	1	0	1	0	3	0	3	11
09:15 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	8	1	9	13
09:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	1	4	0	5	11
09:45 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	1	0	1	6
Total	1	1	0	2	0	19	0	19	0	1	1	2	1	16	1	18	41
Grand Total	1	4	1	6	1	44	0	45	0	3	1	4	2	32	2	36	91
Apprch %	16.7	66.7	16.7		2.2	97.8	0		0	75	25		5.6	88.9	5.6		
Total %	1.1	4.4	1.1	6.6	1.1	48.4	0	49.5	0	3.3	1.1	4.4	2.2	35.2	2.2	39.6	

	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	**1**	1	0	4	0	4	0	0	0	0	0	2	**1**	3	8
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	**2**	0	**2**	**1**	**5**	0	**6**	0	0	0	0	0	**5**	0	**5**	**13**
Total Volume	0	2	1	3	1	11	0	12	0	0	0	0	0	8	1	9	24
% App. Total	0	66.7	33.3		8.3	91.7	0		0	0	0		0	88.9	11.1		
PHF	.000	.250	.250	.375	.250	.550	.000	.500	.000	.000	.000	.000	.000	.400	.250	.450	.462

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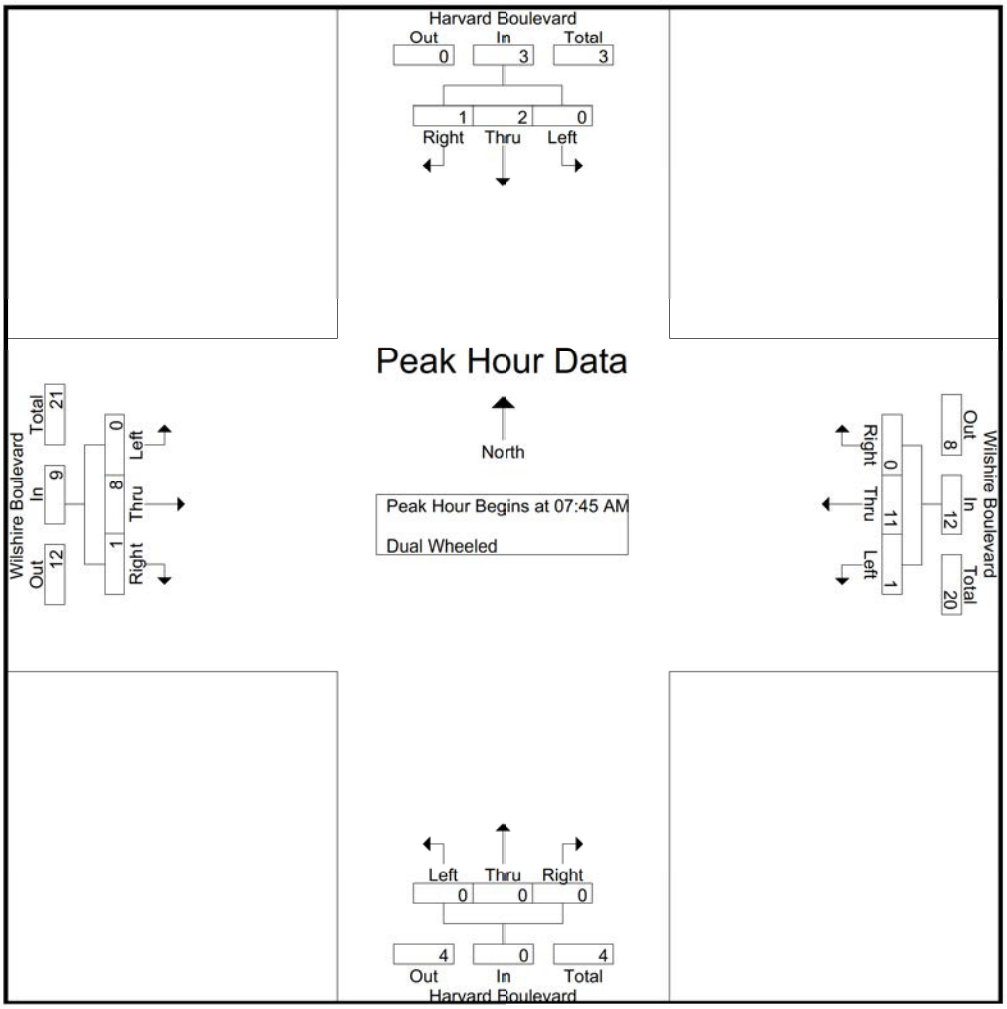
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	**1**	1	0	4	0	4	0	0	0	0	0	2	**1**	3
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	**2**	0	**2**	**1**	**5**	0	**6**	0	0	0	0	0	**5**	0	**5**
Total Volume	0	2	1	3	1	11	0	12	0	0	0	0	0	8	1	9
% App. Total	0	66.7	33.3		8.3	91.7	0		0	0	0		0	88.9	11.1	
PHF	.000	.250	.250	.375	.250	.550	.000	.500	.000	.000	.000	.000	.000	.400	.250	.450

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Page No : 1

Groups Printed- Buses

	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	0	0	0	5	0	5	0	0	1	1	0	1	0	1	7
07:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
Total	0	0	0	0	0	26	0	26	0	0	1	1	0	11	0	11	38
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:15 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total	0	0	0	0	0	22	0	22	0	0	0	0	0	15	0	15	37
09:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
09:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
09:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
09:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
Total	0	0	0	0	0	16	0	16	0	0	0	0	0	10	0	10	26
Grand Total	0	0	0	0	0	64	0	64	0	0	1	1	0	36	0	36	101
Apprch %	0	0	0		0	100	0		0	0	100		0	100	0		
Total %	0	0	0	0	0	63.4	0	63.4	0	0	1	1	0	35.6	0	35.6	

	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	4	0	4	**12**
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:15 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	**6**	0	**6**	11
Total Volume	0	0	0	0	0	25	0	25	0	0	0	0	0	16	0	16	41
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.781	.000	.781	.000	.000	.000	.000	.000	.667	.000	.667	.854

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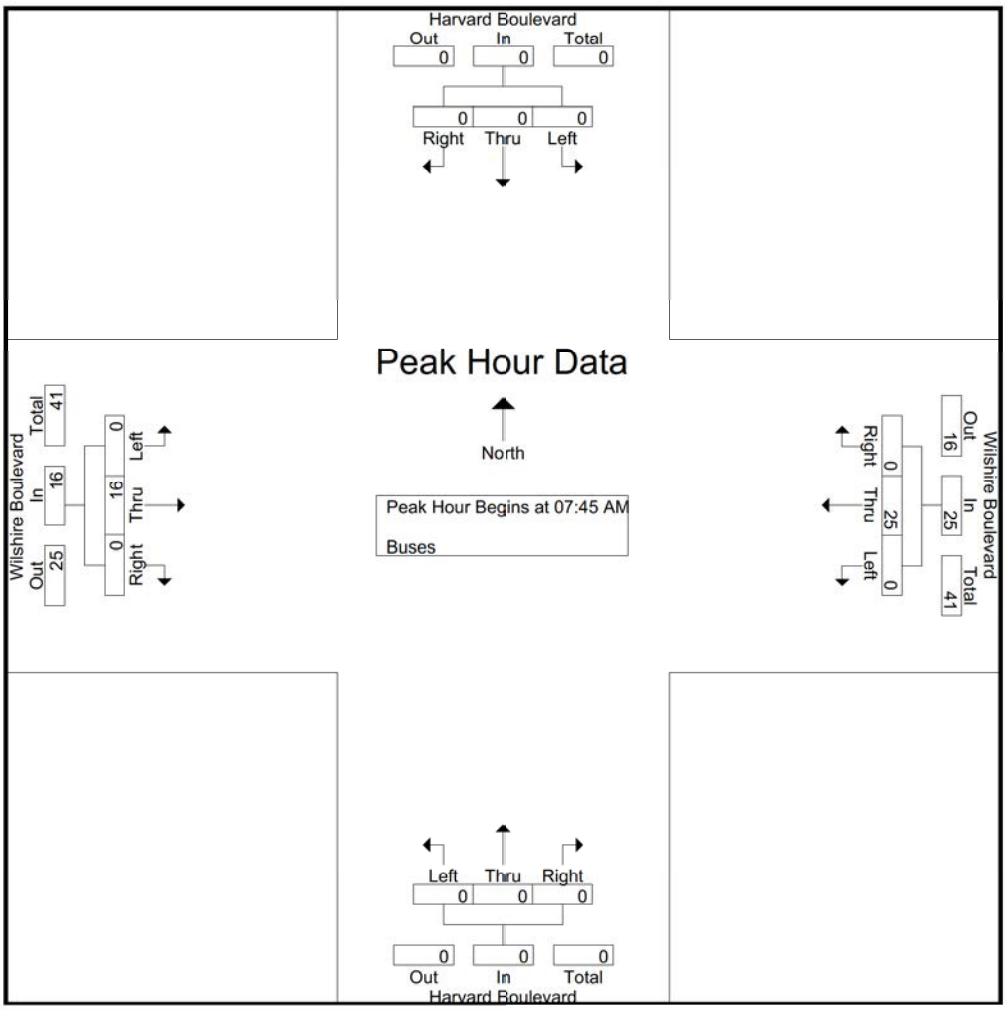
City of Los Angeles
N/S: Harvard Boulevard
E/W: Wilshire Boulevard
Weather: Clear

File Name : 06_LAC_Harvard_Wilshire AM
Site Code : 16616351
Start Date : 6/6/2018



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	**8**	0	**8**	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	8	0	**8**	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	**6**	0	**6**
Total Volume	0	0	0	0	0	25	0	25	0	0	0	0	0	16	0	16
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.781	.000	.781	.000	.000	.000	.000	.000	.667	.000	.667

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Weather: Clear

File Name : 06_LAC_Harvard_Wilshire PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	8	45	24	77	18	229	8	255	3	49	11	63	9	232	11	252	647
03:15 PM	9	40	19	68	23	280	8	311	8	53	19	80	3	278	18	299	758
03:30 PM	11	48	7	66	16	268	4	288	7	40	12	59	6	297	10	313	726
03:45 PM	8	43	11	62	19	261	7	287	4	46	15	65	5	266	13	284	698
Total	36	176	61	273	76	1038	27	1141	22	188	57	267	23	1073	52	1148	2829
04:00 PM	13	45	6	64	13	238	3	254	9	49	15	73	13	266	8	287	678
04:15 PM	10	35	9	54	24	281	9	314	6	38	14	58	9	320	4	333	759
04:30 PM	13	37	8	58	19	254	11	284	11	52	20	83	15	294	10	319	744
04:45 PM	9	42	11	62	13	291	8	312	4	41	14	59	7	311	7	325	758
Total	45	159	34	238	69	1064	31	1164	30	180	63	273	44	1191	29	1264	2939
05:00 PM	9	36	10	55	15	323	8	346	9	47	11	67	8	327	13	348	816
05:15 PM	8	38	8	54	20	296	15	331	6	32	18	56	10	299	8	317	758
05:30 PM	10	45	13	68	14	336	9	359	8	47	13	68	13	323	15	351	846
05:45 PM	6	39	9	54	8	311	8	327	9	35	10	54	14	343	12	369	804
Total	33	158	40	231	57	1266	40	1363	32	161	52	245	45	1292	48	1385	3224
Grand Total	114	493	135	742	202	3368	98	3668	84	529	172	785	112	3556	129	3797	8992
Apprch %	15.4	66.4	18.2		5.5	91.8	2.7		10.7	67.4	21.9		2.9	93.7	3.4		
Total %	1.3	5.5	1.5	8.3	2.2	37.5	1.1	40.8	0.9	5.9	1.9	8.7	1.2	39.5	1.4	42.2	
Passenger Vehicles	114	488	134	736	202	3273	98	3573	84	518	171	773	112	3504	128	3744	8826
% Passenger Vehicles	100	99	99.3	99.2	100	97.2	100	97.4	100	97.9	99.4	98.5	100	98.5	99.2	98.6	98.2
Dual Wheeled	0	5	1	6	0	7	0	7	0	11	1	12	0	7	1	8	33
% Dual Wheeled	0	1	0.7	0.8	0	0.2	0	0.2	0	2.1	0.6	1.5	0	0.2	0.8	0.2	0.4
Buses	0	0	0	0	0	88	0	88	0	0	0	0	0	45	0	45	133
% Buses	0	0	0	0	0	2.6	0	2.4	0	0	0	0	0	1.3	0	1.2	1.5

	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	9	36	10	55	15	323	8	346	**9**	**47**	11	67	8	327	13	348	816
05:15 PM	8	38	8	54	**20**	296	**15**	331	6	32	**18**	56	10	299	8	317	758
05:30 PM	**10**	**45**	**13**	**68**	14	**336**	9	**359**	8	47	13	**68**	13	323	**15**	351	**846**
05:45 PM	6	39	9	54	8	311	8	327	9	35	10	54	**14**	**343**	12	**369**	804
Total Volume	33	158	40	231	57	1266	40	1363	32	161	52	245	45	1292	48	1385	3224
% App. Total	14.3	68.4	17.3		4.2	92.9	2.9		13.1	65.7	21.2		3.2	93.3	3.5		
PHF	.825	.878	.769	.849	.713	.942	.667	.949	.889	.856	.722	.901	.804	.942	.800	.938	.953

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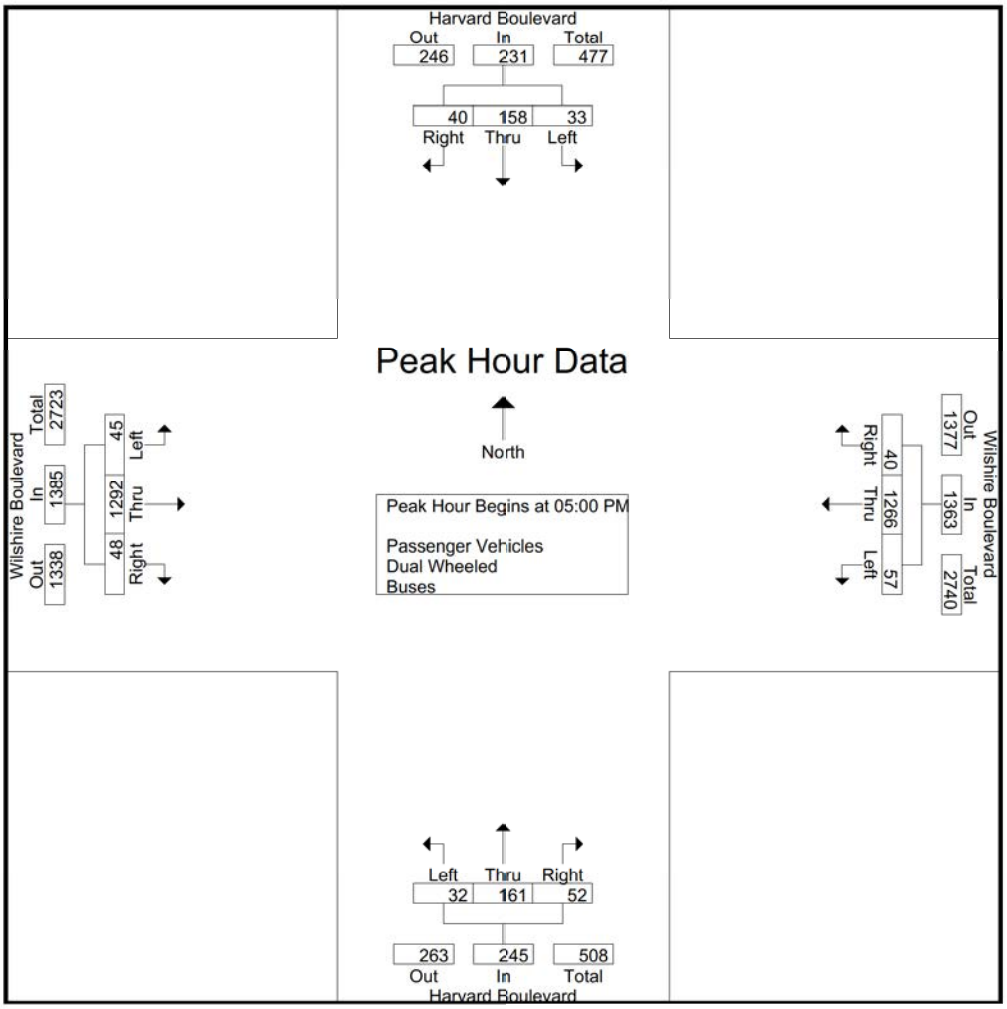
Site Code : 16616351
Start Date : 6/6/2018



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM				05:00 PM				03:45 PM				05:00 PM			
+0 mins.	8	45	**24**	**77**	15	323	8	346	4	46	15	65	8	327	13	348
+15 mins.	9	40	19	68	**20**	296	**15**	331	9	49	15	73	10	299	8	317
+30 mins.	**11**	**48**	7	66	14	**336**	9	**359**	6	38	14	58	13	323	**15**	351
+45 mins.	8	43	11	62	8	311	8	327	**11**	**52**	**20**	**83**	**14**	**343**	12	**369**
Total Volume	36	176	61	273	57	1266	40	1363	30	185	64	279	45	1292	48	1385
% App. Total	13.2	64.5	22.3		4.2	92.9	2.9		10.8	66.3	22.9		3.2	93.3	3.5	
PHF	.818	.917	.635	.886	.713	.942	.667	.949	.682	.889	.800	.840	.804	.942	.800	.938

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File Name : 06_LAC_Harvard_Wilshire PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles

	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	8	45	23	76	18	224	8	250	3	48	11	62	9	229	11	249	637
03:15 PM	9	39	19	67	23	273	8	304	8	53	19	80	3	274	18	295	746
03:30 PM	11	47	7	65	16	261	4	281	7	39	12	58	6	292	9	307	711
03:45 PM	8	43	11	62	19	258	7	284	4	45	15	64	5	264	13	282	692
Total	36	174	60	270	76	1016	27	1119	22	185	57	264	23	1059	51	1133	2786
04:00 PM	13	45	6	64	13	231	3	247	9	47	15	71	13	259	8	280	662
04:15 PM	10	33	9	52	24	272	9	305	6	38	13	57	9	313	4	326	740
04:30 PM	13	37	8	58	19	246	11	276	11	50	20	81	15	291	10	316	731
04:45 PM	9	41	11	61	13	284	8	305	4	41	14	59	7	305	7	319	744
Total	45	156	34	235	69	1033	31	1133	30	176	62	268	44	1168	29	1241	2877
05:00 PM	9	36	10	55	15	313	8	336	9	43	11	63	8	324	13	345	799
05:15 PM	8	38	8	54	20	284	15	319	6	32	18	56	10	294	8	312	741
05:30 PM	10	45	13	68	14	324	9	347	8	47	13	68	13	321	15	349	832
05:45 PM	6	39	9	54	8	303	8	319	9	35	10	54	14	338	12	364	791
Total	33	158	40	231	57	1224	40	1321	32	157	52	241	45	1277	48	1370	3163
Grand Total	114	488	134	736	202	3273	98	3573	84	518	171	773	112	3504	128	3744	8826
Apprch %	15.5	66.3	18.2		5.7	91.6	2.7		10.9	67	22.1		3	93.6	3.4		
Total %	1.3	5.5	1.5	8.3	2.3	37.1	1.1	40.5	1	5.9	1.9	8.8	1.3	39.7	1.5	42.4	

	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	9	36	10	55	15	313	8	336	**9**	43	11	63	8	324	13	345	799
05:15 PM	8	38	8	54	**20**	284	**15**	319	6	32	**18**	56	10	294	8	312	741
05:30 PM	**10**	**45**	**13**	**68**	14	**324**	9	**347**	8	**47**	13	**68**	13	321	**15**	349	**832**
05:45 PM	6	39	9	54	8	303	8	319	9	35	10	54	**14**	**338**	12	**364**	791
Total Volume	33	158	40	231	57	1224	40	1321	32	157	52	241	45	1277	48	1370	3163
% App. Total	14.3	68.4	17.3		4.3	92.7	3		13.3	65.1	21.6		3.3	93.2	3.5		
PHF	.825	.878	.769	.849	.713	.944	.667	.952	.889	.835	.722	.886	.804	.945	.800	.941	.950

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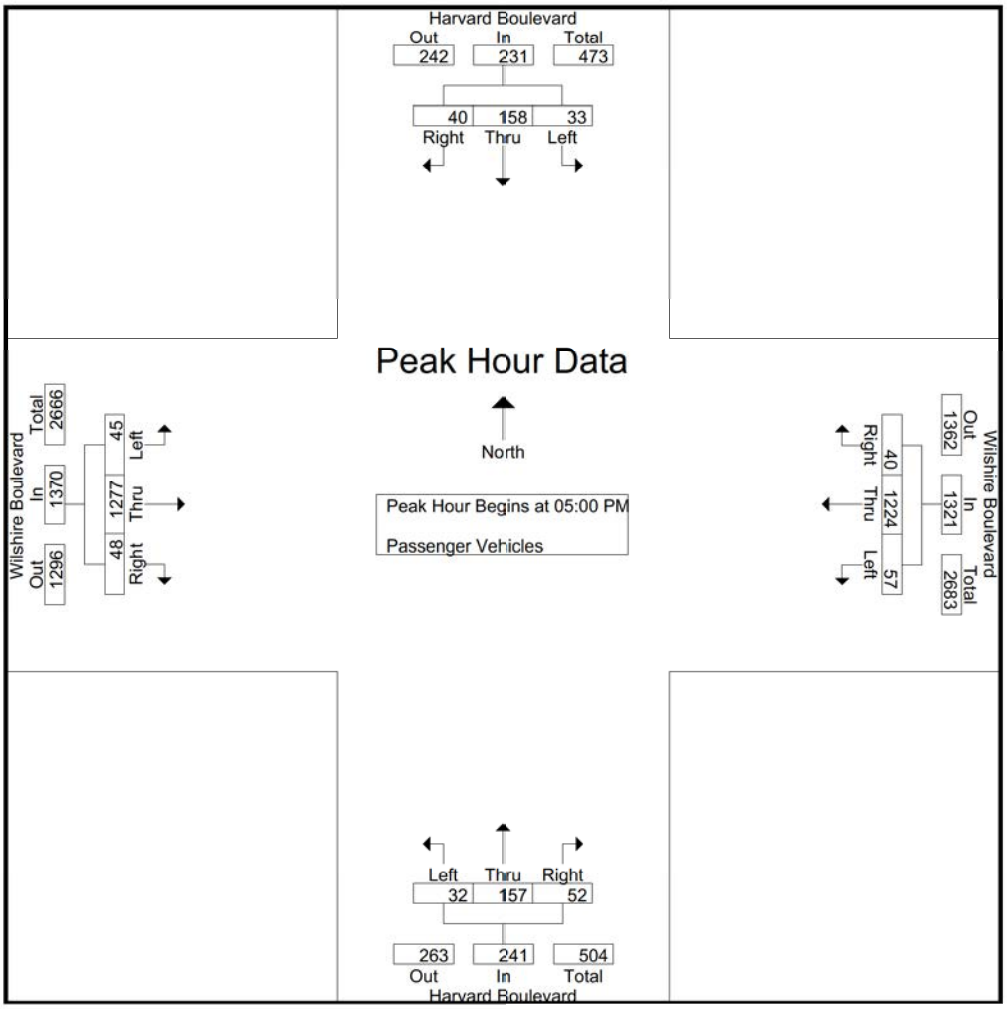
Site Code : 16616351
Start Date : 6/6/2018



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	9	36	10	55	15	313	8	336	**9**	43	11	63	8	324	13	345
+15 mins.	8	38	8	54	**20**	284	**15**	319	6	32	**18**	56	10	294	8	312
+30 mins.	**10**	**45**	**13**	**68**	14	**324**	9	**347**	8	**47**	13	**68**	13	321	**15**	349
+45 mins.	6	39	9	54	8	303	8	319	9	35	10	54	**14**	**338**	12	**364**
Total Volume	33	158	40	231	57	1224	40	1321	32	157	52	241	45	1277	48	1370
% App. Total	14.3	68.4	17.3		4.3	92.7	3		13.3	65.1	21.6		3.3	93.2	3.5	
PHF	.825	.878	.769	.849	.713	.944	.667	.952	.889	.835	.722	.886	.804	.945	.800	.941

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Groups Printed- Dual Wheeled

	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
03:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
03:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
03:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total	0	2	1	3	0	2	0	2	0	3	0	3	0	1	1	2	10
04:00 PM	0	0	0	0	0	2	0	2	0	2	0	2	0	2	0	2	6
04:15 PM	0	2	0	2	0	1	0	1	0	0	1	1	0	2	0	2	6
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	0	3	0	3	0	4	1	5	0	4	0	4	15
05:00 PM	0	0	0	0	0	1	0	1	0	4	0	4	0	1	0	1	6
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	4	0	4	0	2	0	2	8
Grand Total	0	5	1	6	0	7	0	7	0	11	1	12	0	7	1	8	33
Apprch %	0	83.3	16.7		0	100	0		0	91.7	8.3		0	87.5	12.5		
Total %	0	15.2	3	18.2	0	21.2	0	21.2	0	33.3	3	36.4	0	21.2	3	24.2	

	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	**4**	0	**4**	0	**1**	0	**1**	**6**
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	4	0	4	0	2	0	2	8
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.000	.500	.000	.500	.333

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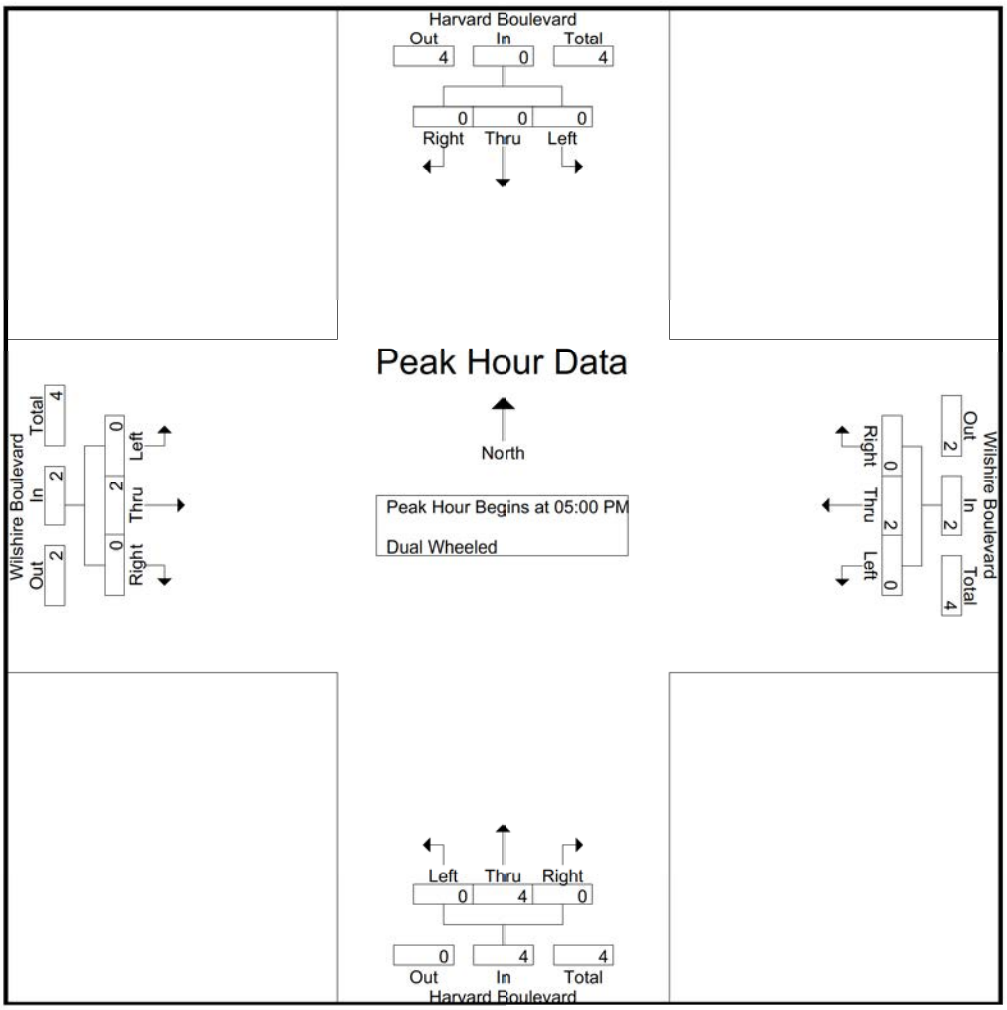

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	**4**	0	**4**	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	4	0	4	0	2	0	2
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.000	.500	.000	.500

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Weather: Clear

File Name : 06_LAC_Harvard_Wilshire PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Buses

	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
03:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
03:30 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	5	0	5	12
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	20	0	20	0	0	0	0	0	13	0	13	33
04:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
04:15 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
04:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
04:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	13
Total	0	0	0	0	0	28	0	28	0	0	0	0	0	19	0	19	47
05:00 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	2	0	2	11
05:15 PM	0	0	0	0	0	11	0	11	0	0	0	0	0	4	0	4	15
05:30 PM	0	0	0	0	0	12	0	12	0	0	0	0	0	2	0	2	14
05:45 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
Total	0	0	0	0	0	40	0	40	0	0	0	0	0	13	0	13	53
Grand Total	0	0	0	0	0	88	0	88	0	0	0	0	0	45	0	45	133
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	66.2	0	66.2	0	0	0	0	0	33.8	0	33.8	

	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	2	0	2	11
05:15 PM	0	0	0	0	0	11	0	11	0	0	0	0	0	4	0	4	**15**
05:30 PM	0	0	0	0	0	**12**	0	**12**	0	0	0	0	0	2	0	2	14
05:45 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	**5**	0	**5**	13
Total Volume	0	0	0	0	0	40	0	40	0	0	0	0	0	13	0	13	53
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.833	.000	.833	.000	.000	.000	.000	.000	.650	.000	.650	.883

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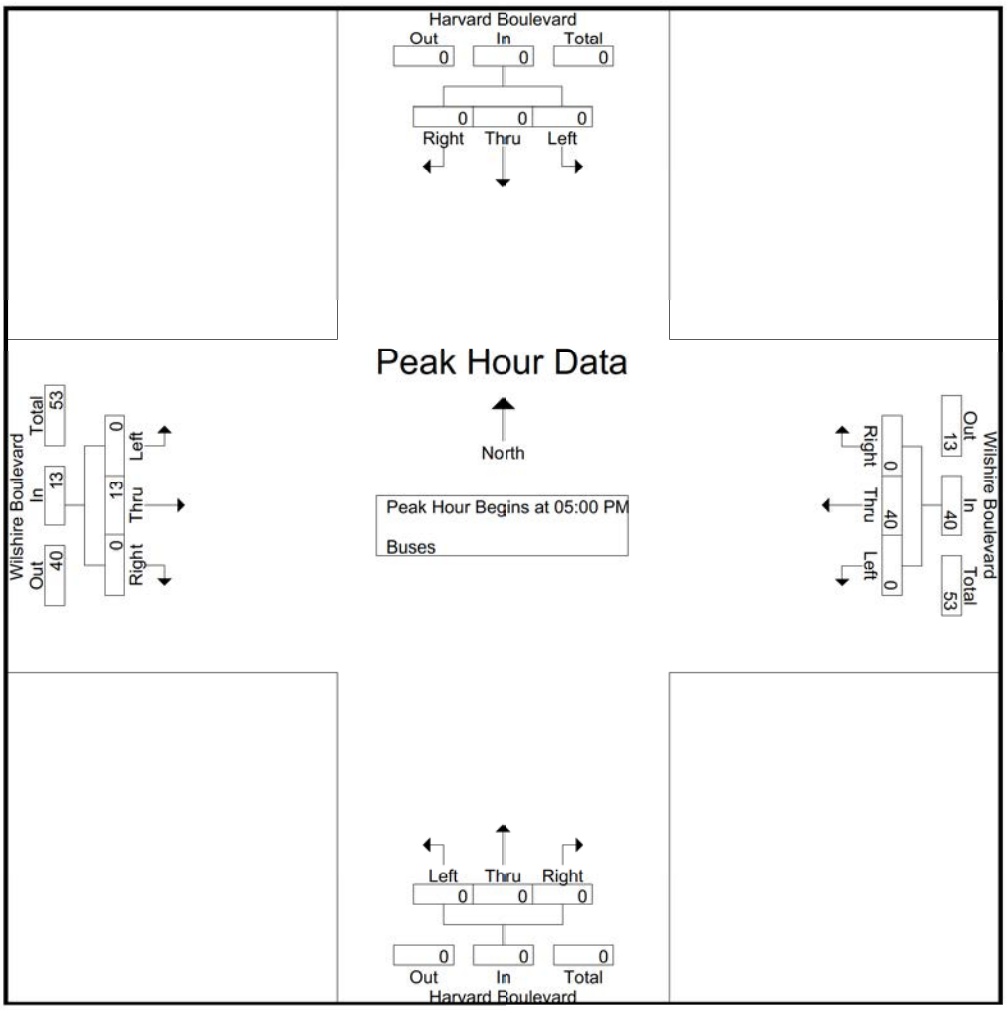
City of Los Angeles
N/S: Harvard Boulevard
E/W: Wilshire Boulevard
Weather: Clear

File Name : 06_LAC_Harvard_Wilshire PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	9	0	9	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	11	0	11	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	**12**	0	**12**	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	**5**	0	**5**
Total Volume	0	0	0	0	0	40	0	40	0	0	0	0	0	13	0	13
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.833	.000	.833	.000	.000	.000	.000	.000	.650	.000	.650

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Harvard Boulevard

East/West Wilshire Boulevard

Day: Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood I/S CODE 50935

	N/B	S/B	E/B	W/B
DUAL-WHEELED	16	12	44	52
BIKES	12	7	73	60
BUSES	1	0	81	152

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	71	9.00	64	8.15	318	8.15	373	7.45
PM PK 15 MIN	83	4.30	77	3.00	369	5.45	359	5.30
AM PK HOUR	233	8.30	221	8.15	1151	7.30	1350	7.45
PM PK HOUR	279	3.45	273	3.00	1385	5.00	1363	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	18	109	25	152
8-9	13	152	32	197
9-10	21	143	47	211
3-4	22	188	57	267
4-5	30	180	63	273
5-6	32	161	52	245
TOTAL	136	933	276	1345

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	22	93	28	143
8-9	28	144	44	216
9-10	27	127	38	192
3-4	36	176	61	273
4-5	45	159	34	238
5-6	33	158	40	231
TOTAL	191	857	245	1293

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
295	70	1	61	1
413	128	1	92	7
403	150	3	85	1
540	72	2	76	2
511	91	9	94	2
476	115	0	87	0
2638	626	16	495	13

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	20	890	13	923
8-9	27	1065	34	1126
9-10	39	949	23	1011
3-4	23	1073	52	1148
4-5	44	1191	29	1264
5-6	45	1292	48	1385
TOTAL	198	6460	199	6857

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	1247	16	1289
8-9	51	1192	37	1280
9-10	44	1055	28	1127
3-4	76	1038	27	1141
4-5	69	1064	31	1164
5-6	57	1266	40	1363
TOTAL	323	6862	179	7364

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2212	11	0	14	3
2406	21	0	30	0
2138	16	0	20	1
2289	16	1	14	0
2428	20	0	25	0
2748	19	0	18	0
14221	103	1	121	4

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Harvard Boulevard				
East/West:	Wilshire Boulevard				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	Yes	District:	Hollywood	I/S Code:	50935
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	0	0	1
8-9	0	2	0	2
9-10	0	2	0	2
3-4	0	2	0	2
4-5	1	2	0	3
5-6	0	2	0	2
TOTAL	2	10	0	12

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	3	0	3
3-4	0	0	0	0
4-5	1	2	0	3
5-6	0	1	0	1
TOTAL	1	6	0	7

TOTAL

Hours	N-S
7-8	1
8-9	2
9-10	5
3-4	2
4-5	6
5-6	3
TOTAL	19

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	4	0	4
8-9	0	12	0	12
9-10	0	8	0	8
3-4	0	13	1	14
4-5	0	14	0	14
5-6	0	21	0	21
TOTAL	0	72	1	73

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	2	0	2
8-9	0	5	0	5
9-10	0	14	0	14
3-4	0	12	0	12
4-5	0	9	0	9
5-6	2	16	0	18
TOTAL	2	58	0	60

TOTAL

Hours	N-S
7-8	6
8-9	17
9-10	22
3-4	26
4-5	23
5-6	39
TOTAL	133

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	1	1	1	6	9
- No helmet riders	8	6	63	46	123
- Sidewalk Riding	6	2	57	48	113
- Wrong way riding	5	1	26	20	52

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Harvard Boulevard				
East/West:	Wilshire Boulevard				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	50935
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	9	19	6	2	36
7:15-7:30	7	12	2	4	25
7:30-7:45	18	19	7	2	46
7:45-8:00	28	21	2	3	54
8:00-8:15	14	23	8	10	55
8:15-8:30	26	29	9	2	66
8:30-8:45	34	38	6	7	85
8:45-9:00	25	39	7	2	73
9:00-9:15	17	34	3	5	59
9:15-9:30	22	38	2	7	69
9:30-9:45	24	35	10	2	71
9:45-10:00	23	46	6	2	77
Hours					
7 - 8	62	71	17	11	161
8 - 9	99	129	30	21	279
9 - 10	86	153	21	16	276
TOTAL	247	353	68	48	716

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	22	22	10	4	58
3:15-3:30	22	46	10	10	88
3:30-3:45	20	50	2	10	82
3:45-4:00	14	26	6	8	54
4:00-4:15	25	36	10	6	77
4:15-4:30	23	48	14	16	101
4:30-4:45	26	44	14	10	94
4:45-5:00	22	54	12	8	96
5:00-5:15	14	50	8	10	82
5:15-5:30	31	62	10	4	107
5:30-5:45	17	48	8	10	83
5:45-6:00	25	70	10	14	119
Hours					
3 - 4	78	144	28	32	282
4 - 5	96	182	50	40	368
5 - 6	87	230	36	38	391
	261	556	114	110	1041

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	1	2	1	0	4
- Skateboard/scooter	6	19	2	0	27

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Harvard Boulevard
E/W: 8th Street
Weather: Clear

File Name : 07_LAC_Harvard_8th AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	8	5	18	1	278	2	281	3	25	6	34	3	96	0	99	432
07:15 AM	3	14	6	23	5	238	4	247	11	43	7	61	3	103	1	107	438
07:30 AM	10	32	7	49	3	268	7	278	9	42	6	57	0	138	2	140	524
07:45 AM	11	25	8	44	5	182	8	195	5	42	11	58	7	136	0	143	440
Total	29	79	26	134	14	966	21	1001	28	152	30	210	13	473	3	489	1834
08:00 AM	10	33	8	51	5	205	5	215	17	48	12	77	5	180	5	190	533
08:15 AM	14	36	9	59	5	200	10	215	7	47	12	66	3	166	5	174	514
08:30 AM	12	28	6	46	5	239	9	253	7	68	9	84	3	149	1	153	536
08:45 AM	11	22	7	40	3	232	10	245	6	74	13	93	6	155	5	166	544
Total	47	119	30	196	18	876	34	928	37	237	46	320	17	650	16	683	2127
09:00 AM	6	31	9	46	10	193	10	213	7	55	15	77	7	133	1	141	477
09:15 AM	2	28	7	37	9	185	8	202	5	52	6	63	4	119	2	125	427
09:30 AM	9	27	6	42	5	201	7	213	4	39	5	48	3	94	5	102	405
09:45 AM	5	28	11	44	4	192	14	210	7	47	6	60	5	153	5	163	477
Total	22	114	33	169	28	771	39	838	23	193	32	248	19	499	13	531	1786
Grand Total	98	312	89	499	60	2613	94	2767	88	582	108	778	49	1622	32	1703	5747
Apprch %	19.6	62.5	17.8		2.2	94.4	3.4		11.3	74.8	13.9		2.9	95.2	1.9		
Total %	1.7	5.4	1.5	8.7	1	45.5	1.6	48.1	1.5	10.1	1.9	13.5	0.9	28.2	0.6	29.6	
Passenger Vehicles	97	311	88	496	58	2562	94	2714	85	577	107	769	48	1580	31	1659	5638
% Passenger Vehicles	99	99.7	98.9	99.4	96.7	98	100	98.1	96.6	99.1	99.1	98.8	98	97.4	96.9	97.4	98.1
Dual Wheeled	1	1	1	3	1	32	0	33	2	4	1	7	0	20	0	20	63
% Dual Wheeled	1	0.3	1.1	0.6	1.7	1.2	0	1.2	2.3	0.7	0.9	0.9	0	1.2	0	1.2	1.1
Buses	0	0	0	0	1	19	0	20	1	1	0	2	1	22	1	24	46
% Buses	0	0	0	0	1.7	0.7	0	0.7	1.1	0.2	0	0.3	2	1.4	3.1	1.4	0.8

	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	10	33	8	51	**5**	205	5	215	**17**	48	12	77	5	**180**	**5**	**190**	533
08:15 AM	**14**	**36**	**9**	**59**	5	200	**10**	215	7	47	12	66	3	166	5	174	514
08:30 AM	12	28	6	46	5	**239**	9	**253**	7	68	9	84	3	149	1	153	536
08:45 AM	11	22	7	40	3	232	10	245	6	**74**	**13**	**93**	**6**	155	5	166	**544**
Total Volume	47	119	30	196	18	876	34	928	37	237	46	320	17	650	16	683	2127
% App. Total	24	60.7	15.3		1.9	94.4	3.7		11.6	74.1	14.4		2.5	95.2	2.3		
PHF	.839	.826	.833	.831	.900	.916	.850	.917	.544	.801	.885	.860	.708	.903	.800	.899	.977

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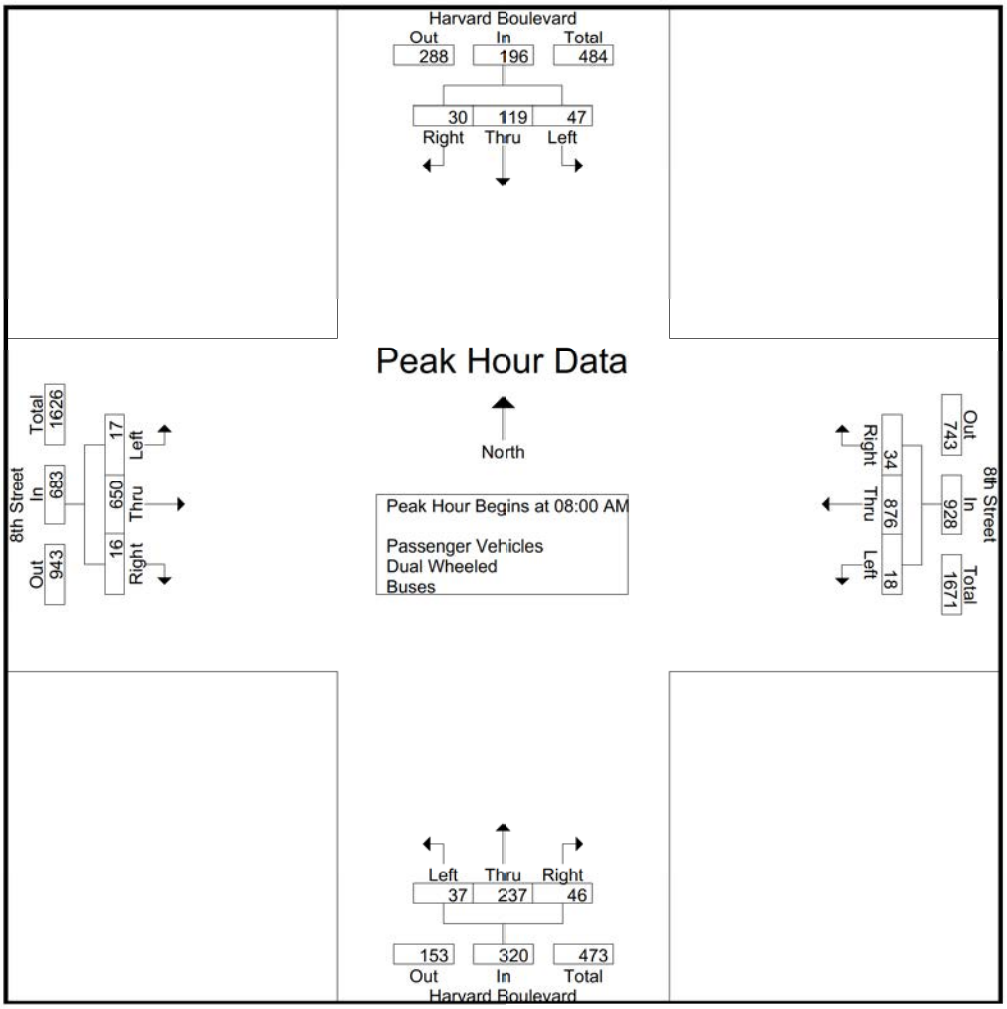
City of Los Angeles
N/S: Harvard Boulevard
E/W: 8th Street
Weather: Clear

File Name : 07_LAC_Harvard_8th AM
Site Code : 16616351
Start Date : 6/6/2018



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				08:00 AM				08:00 AM			
+0 mins.	10	32	7	49	1	**278**	2	**281**	**17**	48	12	77	5	**180**	**5**	**190**
+15 mins.	11	25	8	44	**5**	238	4	247	7	47	12	66	3	166	5	174
+30 mins.	10	33	8	51	3	268	7	278	7	68	9	84	3	149	1	153
+45 mins.	**14**	**36**	**9**	**59**	5	182	**8**	195	6	**74**	**13**	**93**	**6**	155	5	166
Total Volume	45	126	32	203	14	966	21	1001	37	237	46	320	17	650	16	683
% App. Total	22.2	62.1	15.8		1.4	96.5	2.1		11.6	74.1	14.4		2.5	95.2	2.3	
PHF	.804	.875	.889	.860	.700	.869	.656	.891	.544	.801	.885	.860	.708	.903	.800	.899

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City of Los Angeles
N/S: Harvard Boulevard
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File Name : 07_LAC_Harvard_8th AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles

	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	8	5	17	1	272	2	275	2	24	6	32	3	92	0	95	419
07:15 AM	3	14	6	23	5	230	4	239	11	43	7	61	3	97	1	101	424
07:30 AM	10	32	7	49	3	263	7	273	9	40	6	55	0	132	2	134	511
07:45 AM	11	24	8	43	5	176	8	189	5	42	11	58	7	135	0	142	432
Total	28	78	26	132	14	941	21	976	27	149	30	206	13	456	3	472	1786
08:00 AM	10	33	8	51	5	198	5	208	17	48	12	77	4	177	5	186	522
08:15 AM	14	36	9	59	5	199	10	214	7	47	12	66	3	162	4	169	508
08:30 AM	12	28	6	46	5	237	9	251	7	68	9	84	3	145	1	149	530
08:45 AM	11	22	7	40	3	229	10	242	5	73	13	91	6	152	5	163	536
Total	47	119	30	196	18	863	34	915	36	236	46	318	16	636	15	667	2096
09:00 AM	6	31	9	46	10	193	10	213	7	54	14	75	7	128	1	136	470
09:15 AM	2	28	6	36	8	180	8	196	5	52	6	63	4	118	2	124	419
09:30 AM	9	27	6	42	5	193	7	205	4	39	5	48	3	92	5	100	395
09:45 AM	5	28	11	44	3	192	14	209	6	47	6	59	5	150	5	160	472
Total	22	114	32	168	26	758	39	823	22	192	31	245	19	488	13	520	1756
Grand Total	97	311	88	496	58	2562	94	2714	85	577	107	769	48	1580	31	1659	5638
Apprch %	19.6	62.7	17.7		2.1	94.4	3.5		11.1	75	13.9		2.9	95.2	1.9		
Total %	1.7	5.5	1.6	8.8	1	45.4	1.7	48.1	1.5	10.2	1.9	13.6	0.9	28	0.5	29.4	

	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	10	33	8	51	**5**	198	5	208	**17**	48	12	77	4	**177**	**5**	**186**	522
08:15 AM	**14**	**36**	**9**	**59**	5	199	**10**	214	7	47	12	66	3	162	4	169	508
08:30 AM	12	28	6	46	5	**237**	9	**251**	7	68	9	84	3	145	1	149	530
08:45 AM	11	22	7	40	3	229	10	242	5	**73**	**13**	**91**	**6**	152	5	163	**536**
Total Volume	47	119	30	196	18	863	34	915	36	236	46	318	16	636	15	667	2096
% App. Total	24	60.7	15.3		2	94.3	3.7		11.3	74.2	14.5		2.4	95.4	2.2		
PHF	.839	.826	.833	.831	.900	.910	.850	.911	.529	.808	.885	.874	.667	.898	.750	.897	.978

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City of Los Angeles
N/S: Harvard Boulevard
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File Name : 07_LAC_Harvard_8th AM
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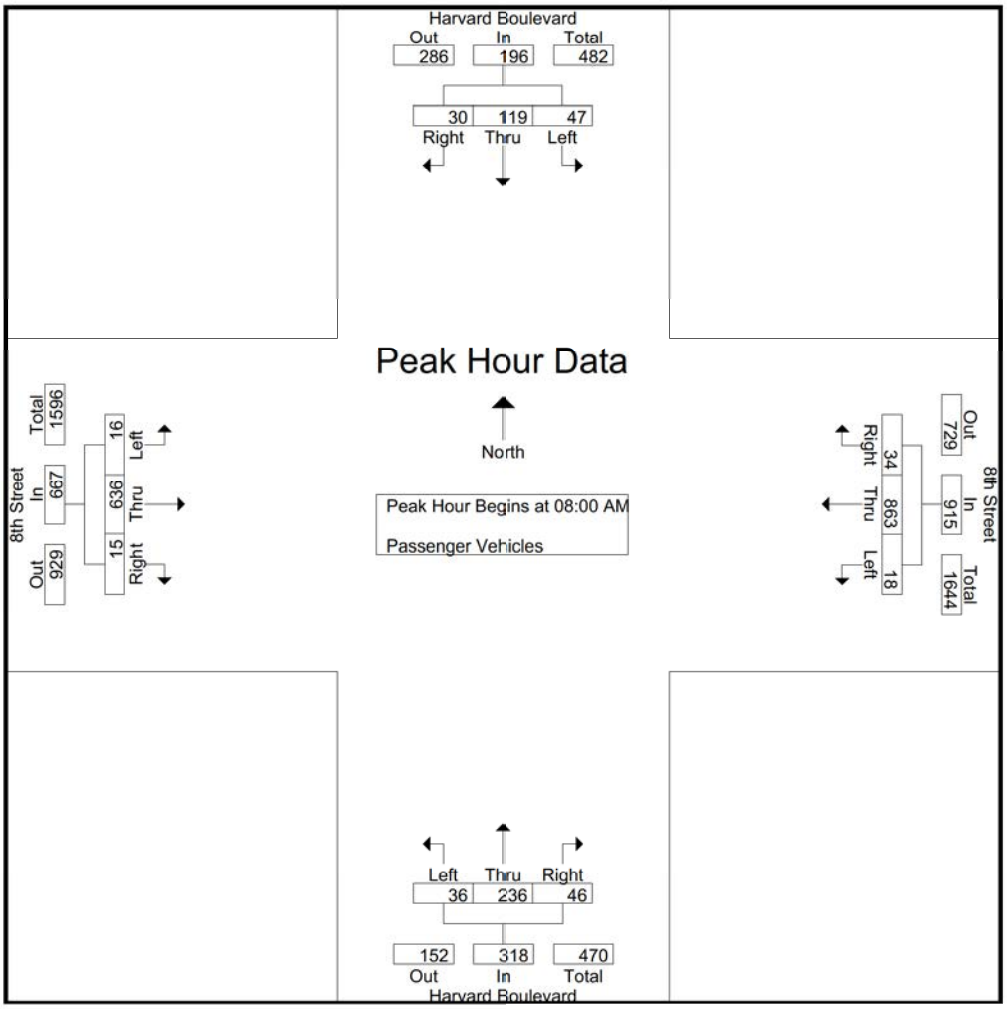

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	10	33	8	51	**5**	198	5	208	**17**	48	12	77	4	**177**	**5**	**186**
+15 mins.	**14**	**36**	**9**	**59**	5	199	**10**	214	7	47	12	66	3	162	4	169
+30 mins.	12	28	6	46	5	**237**	9	**251**	7	68	9	84	3	145	1	149
+45 mins.	11	22	7	40	3	229	10	242	5	**73**	**13**	**91**	**6**	152	5	163
Total Volume	47	119	30	196	18	863	34	915	36	236	46	318	16	636	15	667
% App. Total	24	60.7	15.3		2	94.3	3.7		11.3	74.2	14.5		2.4	95.4	2.2	
PHF	.839	.826	.833	.831	.900	.910	.850	.911	.529	.808	.885	.874	.667	.898	.750	.897

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City of Los Angeles
N/S: Harvard Boulevard
E/W: 8th Street
Weather: Clear

File Name : 07_LAC_Harvard_8th AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Dual Wheeled

	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	2	0	2	0	1	0	1	0	0	0	0	4
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	1	0	1	5
07:45 AM	0	1	0	1	0	4	0	4	0	0	0	0	0	0	0	0	5
Total	1	1	0	2	0	13	0	13	0	2	0	2	0	3	0	3	20
08:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	2	0	2	1	1	0	2	0	2	0	2	6
Total	0	0	0	0	0	9	0	9	1	1	0	2	0	9	0	9	20
09:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	4	0	4	6
09:15 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	1	0	1	5
09:30 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	1	0	1	8
09:45 AM	0	0	0	0	1	0	0	1	1	0	0	1	0	2	0	2	4
Total	0	0	1	1	1	10	0	11	1	1	1	3	0	8	0	8	23
Grand Total	1	1	1	3	1	32	0	33	2	4	1	7	0	20	0	20	63
Apprch %	33.3	33.3	33.3		3	97	0		28.6	57.1	14.3		0	100	0		
Total %	1.6	1.6	1.6	4.8	1.6	50.8	0	52.4	3.2	6.3	1.6	11.1	0	31.7	0	31.7	

	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	2	0	2	**8**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	2	0	2	**1**	**1**	0	**2**	0	2	0	2	6
Total Volume	0	0	0	0	0	9	0	9	1	1	0	2	0	9	0	9	20
% App. Total	0	0	0		0	100	0		50	50	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.250	.000	.250	.000	.750	.000	.750	.625

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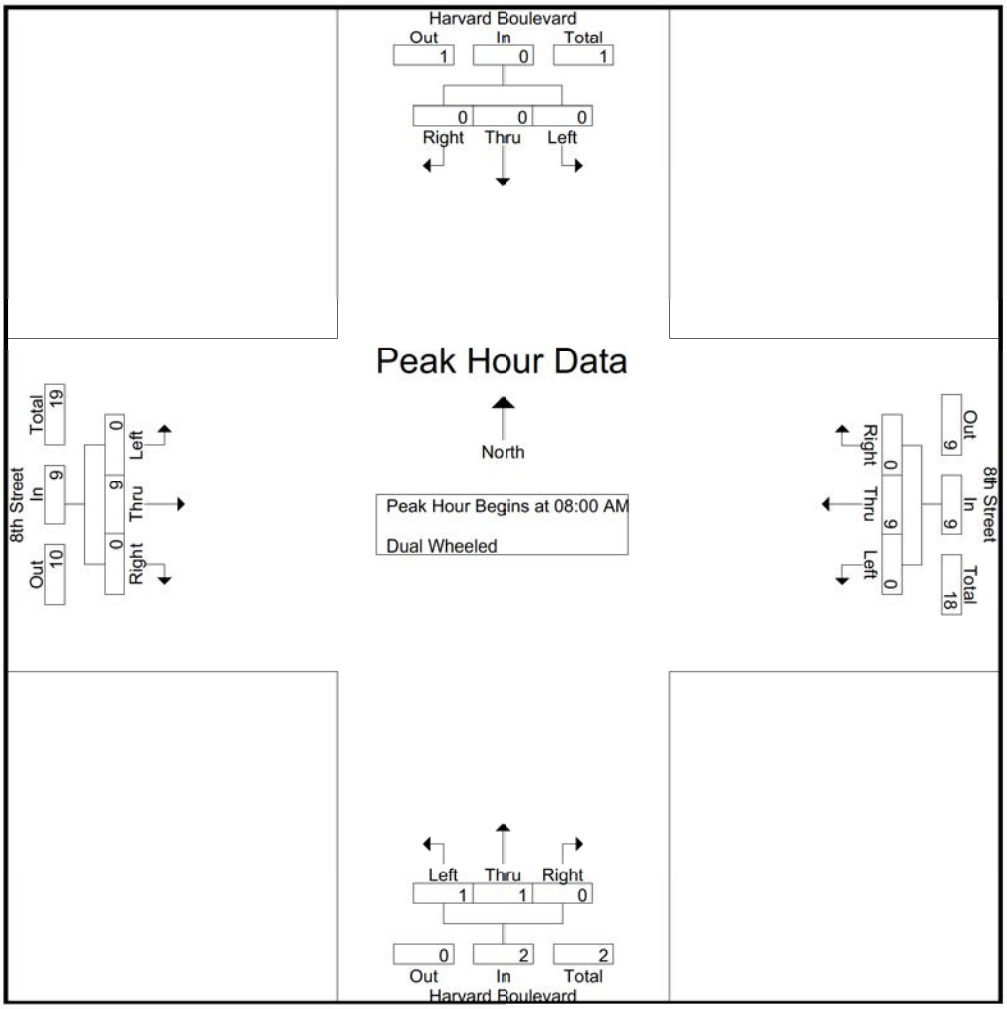

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	2	0	2	**1**	**1**	0	**2**	0	2	0	2
Total Volume	0	0	0	0	0	9	0	9	1	1	0	2	0	9	0	9
% App. Total	0	0	0		0	100	0		50	50	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.250	.000	.250	.000	.750	.000	.750

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Site Code : 16616351
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Groups Printed- Buses

	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	0	4	1	0	0	1	0	4	0	4	9
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
07:30 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	5	0	5	8
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	12	0	12	1	1	0	2	0	14	0	14	28
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	1	5	1	7	11
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
09:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	1	3	0	4	0	0	0	0	0	3	0	3	7
Grand Total	0	0	0	0	1	19	0	20	1	1	0	2	1	22	1	24	46
Apprch %	0	0	0		5	95	0		50	50	0		4.2	91.7	4.2		
Total %	0	0	0	0	2.2	41.3	0	43.5	2.2	2.2	0	4.3	2.2	47.8	2.2	52.2	

	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**	1	0	**2**	**3**
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	**1**	2	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	2	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	1	5	1	7	11
% App. Total	0	0	0		0	100	0		0	0	0		14.3	71.4	14.3		
PHF	.000	.000	.000	.000	.000	1.00	.000	1.00	.000	.000	.000	.000	.250	.625	.250	.875	.917

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Site Code : 16616351
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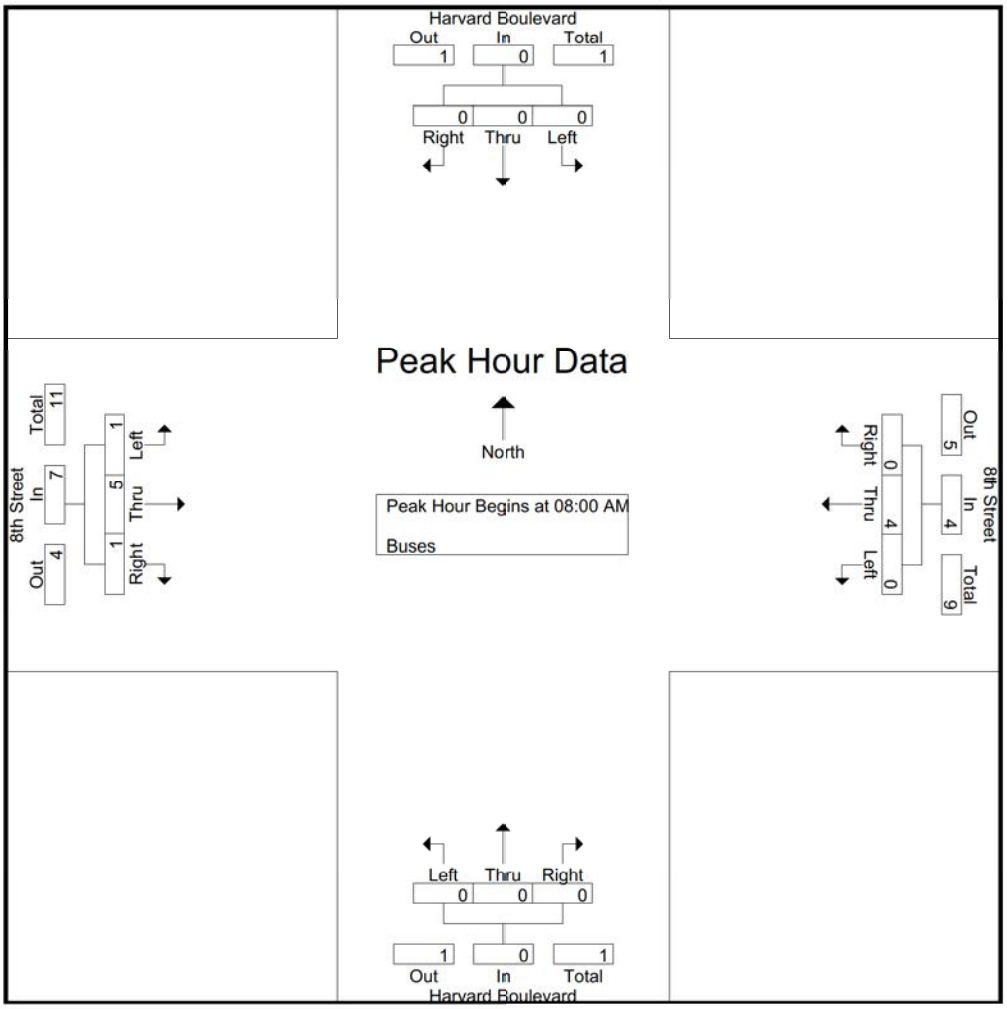

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**	1	0	**2**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	**1**	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	1	5	1	7
% App. Total	0	0	0		0	100	0		0	0	0		14.3	71.4	14.3	
PHF	.000	.000	.000	.000	.000	1.000	.000	1.000	.000	.000	.000	.000	.250	.625	.250	.875

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File Name : 07_LAC_Harvard_8th PM
Site Code : 16616351
Start Date : 6/6/2018
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	27	7	28	62	13	173	12	198	8	3	11	22	9	182	6	197	479
03:15 PM	40	12	33	85	23	161	12	196	12	1	21	34	6	177	9	192	507
03:30 PM	33	4	34	71	14	155	15	184	7	1	18	26	7	215	12	234	515
03:45 PM	30	6	34	70	11	173	13	197	8	1	14	23	7	183	8	198	488
Total	130	29	129	288	61	662	52	775	35	6	64	105	29	757	35	821	1989
04:00 PM	31	8	30	69	13	175	16	204	5	1	17	23	8	187	7	202	498
04:15 PM	29	7	28	64	12	191	12	215	2	0	19	21	4	219	14	237	537
04:30 PM	29	11	40	80	19	151	13	183	10	0	20	30	15	196	8	219	512
04:45 PM	36	12	35	83	20	173	13	206	11	3	23	37	13	220	6	239	565
Total	125	38	133	296	64	690	54	808	28	4	79	111	40	822	35	897	2112
05:00 PM	19	39	26	84	15	167	14	196	12	27	13	52	4	242	10	256	588
05:15 PM	25	51	18	94	14	154	6	174	17	72	8	97	11	250	12	273	638
05:30 PM	15	77	8	100	13	172	4	189	6	62	21	89	8	247	6	261	639
05:45 PM	20	60	13	93	13	162	12	187	6	66	14	86	8	261	7	276	642
Total	79	227	65	371	55	655	36	746	41	227	56	324	31	1000	35	1066	2507
Grand Total	334	294	327	955	180	2007	142	2329	104	237	199	540	100	2579	105	2784	6608
Apprch %	35	30.8	34.2		7.7	86.2	6.1		19.3	43.9	36.9		3.6	92.6	3.8		
Total %	5.1	4.4	4.9	14.5	2.7	30.4	2.1	35.2	1.6	3.6	3	8.2	1.5	39	1.6	42.1	
Passenger Vehicles	330	294	324	948	179	1976	142	2297	102	235	199	536	100	2540	104	2744	6525
% Passenger Vehicles	98.8	100	99.1	99.3	99.4	98.5	100	98.6	98.1	99.2	100	99.3	100	98.5	99	98.6	98.7
Dual Wheeled	4	0	3	7	1	13	0	14	2	2	0	4	0	24	1	25	50
% Dual Wheeled	1.2	0	0.9	0.7	0.6	0.6	0	0.6	1.9	0.8	0	0.7	0	0.9	1	0.9	0.8
Buses	0	0	0	0	0	18	0	18	0	0	0	0	0	15	0	15	33
% Buses	0	0	0	0	0	0.9	0	0.8	0	0	0	0	0	0.6	0	0.5	0.5

	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	19	39	**26**	84	**15**	167	**14**	**196**	12	27	13	52	4	242	10	256	588
05:15 PM	**25**	51	18	94	14	154	6	174	**17**	**72**	8	**97**	**11**	250	**12**	273	638
05:30 PM	15	**77**	8	**100**	13	**172**	4	189	6	62	**21**	89	8	247	6	261	639
05:45 PM	20	60	13	93	13	162	12	187	6	66	14	86	8	**261**	7	**276**	**642**
Total Volume	79	227	65	371	55	655	36	746	41	227	56	324	31	1000	35	1066	2507
% App. Total	21.3	61.2	17.5		7.4	87.8	4.8		12.7	70.1	17.3		2.9	93.8	3.3		
PHF	.790	.737	.625	.928	.917	.952	.643	.952	.603	.788	.667	.835	.705	.958	.729	.966	.976

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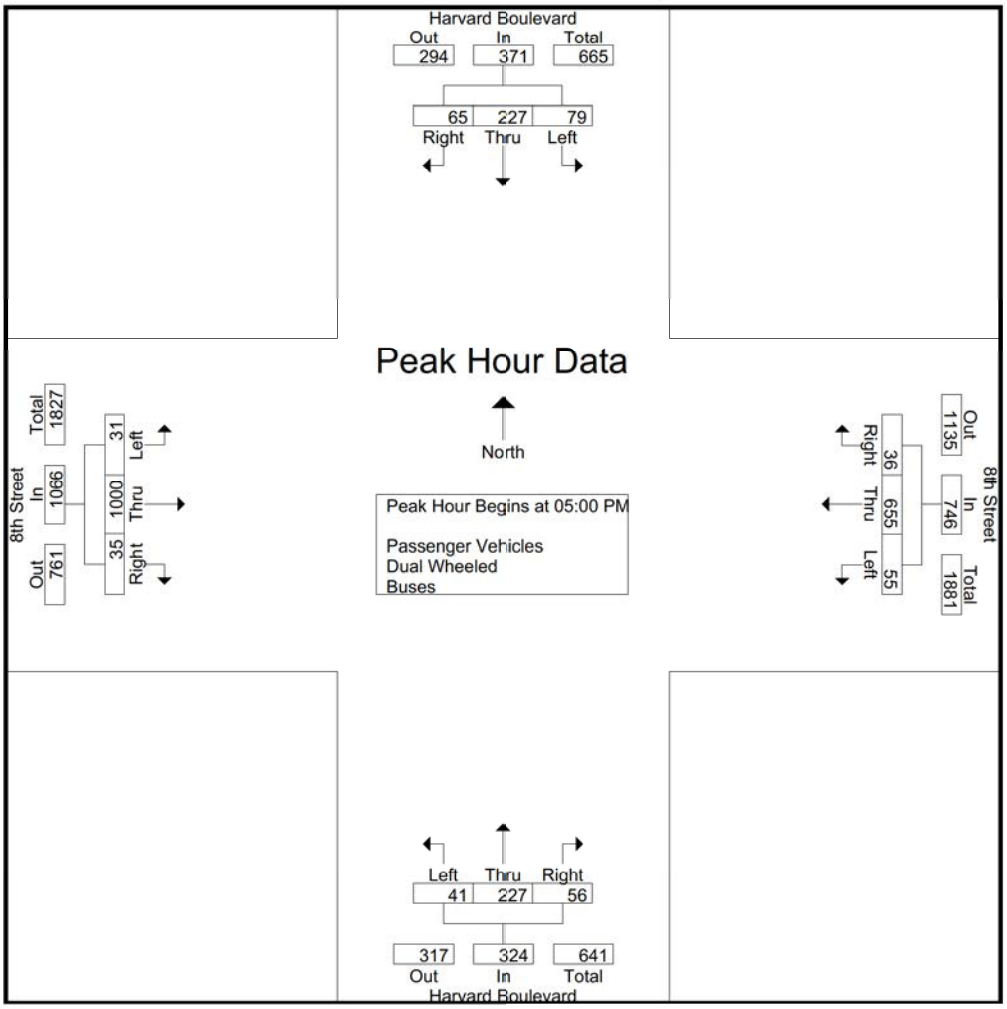

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	19	39	**26**	84	13	175	**16**	204	12	27	13	52	4	242	10	256
+15 mins.	**25**	51	18	94	12	**191**	12	**215**	**17**	**72**	8	**97**	**11**	250	**12**	273
+30 mins.	15	**77**	8	**100**	19	151	13	183	6	62	**21**	89	8	247	6	261
+45 mins.	20	60	13	93	**20**	173	13	206	6	66	14	86	8	**261**	7	**276**
Total Volume	79	227	65	371	64	690	54	808	41	227	56	324	31	1000	35	1066
% App. Total	21.3	61.2	17.5		7.9	85.4	6.7		12.7	70.1	17.3		2.9	93.8	3.3	
PHF	.790	.737	.625	.928	.800	.903	.844	.940	.603	.788	.667	.835	.705	.958	.729	.966

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Groups Printed- Passenger Vehicles

	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	26	7	28	61	13	170	12	195	8	3	11	22	9	179	6	194	472
03:15 PM	40	12	33	85	23	158	12	193	12	1	21	34	6	175	8	189	501
03:30 PM	33	4	33	70	14	152	15	181	7	1	18	26	7	210	12	229	506
03:45 PM	30	6	34	70	11	170	13	194	8	1	14	23	7	179	8	194	481
Total	129	29	128	286	61	650	52	763	35	6	64	105	29	743	34	806	1960
04:00 PM	30	8	30	68	13	173	16	202	5	1	17	23	8	184	7	199	492
04:15 PM	28	7	28	63	12	186	12	210	2	0	19	21	4	215	14	233	527
04:30 PM	29	11	38	78	19	151	13	183	10	0	20	30	15	192	8	215	506
04:45 PM	35	12	35	82	19	172	13	204	10	3	23	36	13	218	6	237	559
Total	122	38	131	291	63	682	54	799	27	4	79	110	40	809	35	884	2084
05:00 PM	19	39	26	84	15	165	14	194	12	27	13	52	4	240	10	254	584
05:15 PM	25	51	18	94	14	151	6	171	16	71	8	95	11	247	12	270	630
05:30 PM	15	77	8	100	13	170	4	187	6	62	21	89	8	245	6	259	635
05:45 PM	20	60	13	93	13	158	12	183	6	65	14	85	8	256	7	271	632
Total	79	227	65	371	55	644	36	735	40	225	56	321	31	988	35	1054	2481
Grand Total	330	294	324	948	179	1976	142	2297	102	235	199	536	100	2540	104	2744	6525
Apprch %	34.8	31	34.2		7.8	86	6.2		19	43.8	37.1		3.6	92.6	3.8		
Total %	5.1	4.5	5	14.5	2.7	30.3	2.2	35.2	1.6	3.6	3	8.2	1.5	38.9	1.6	42.1	

	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	19	39	**26**	84	**15**	165	**14**	**194**	12	27	13	52	4	240	10	254	584
05:15 PM	**25**	51	18	94	14	151	6	171	**16**	**71**	8	**95**	**11**	247	**12**	270	630
05:30 PM	15	**77**	8	**100**	13	**170**	4	187	6	62	**21**	89	8	245	6	259	**635**
05:45 PM	20	60	13	93	13	158	12	183	6	65	14	85	8	**256**	7	**271**	632
Total Volume	79	227	65	371	55	644	36	735	40	225	56	321	31	988	35	1054	2481
% App. Total	21.3	61.2	17.5		7.5	87.6	4.9		12.5	70.1	17.4		2.9	93.7	3.3		
PHF	.790	.737	.625	.928	.917	.947	.643	.947	.625	.792	.667	.845	.705	.965	.729	.972	.977

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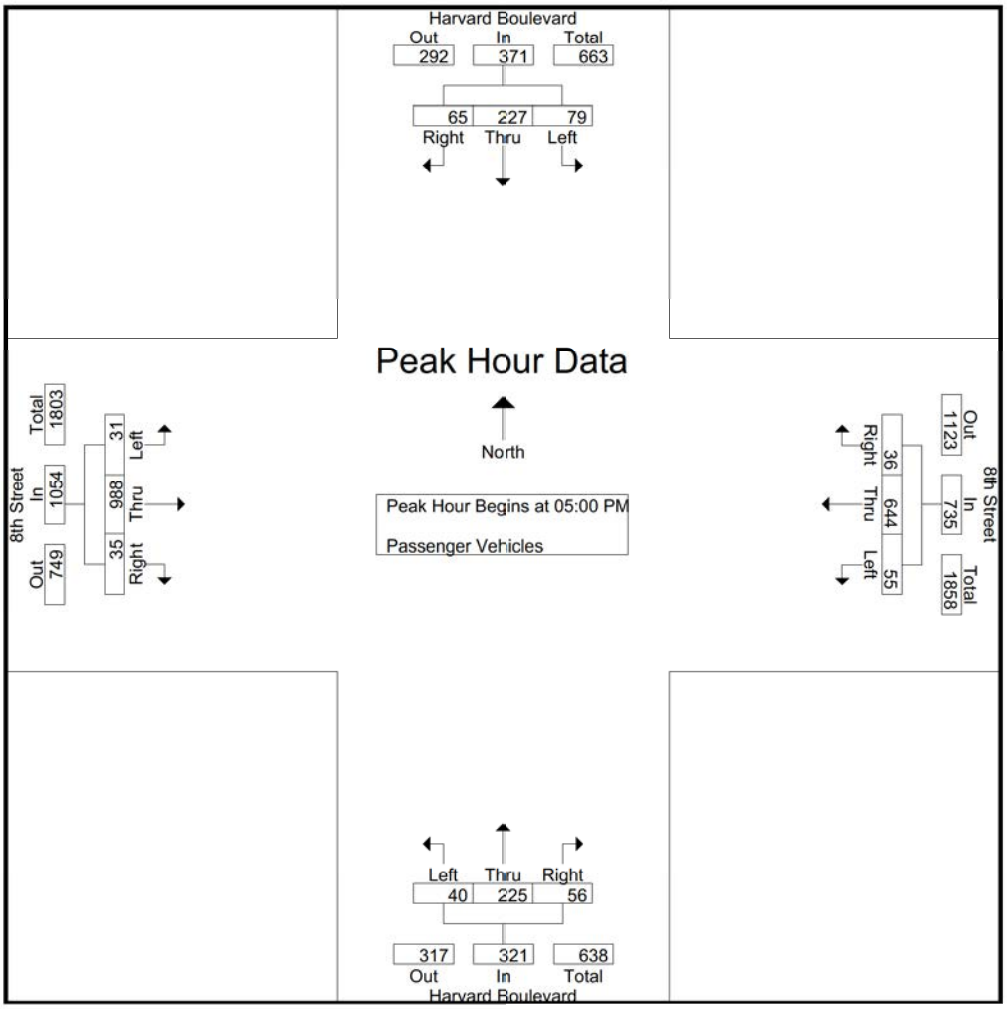

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	19	39	**26**	84	**15**	165	**14**	**194**	12	27	13	52	4	240	10	254
+15 mins.	**25**	51	18	94	14	151	6	171	**16**	**71**	8	**95**	**11**	247	**12**	270
+30 mins.	15	**77**	8	**100**	13	**170**	4	187	6	62	**21**	89	8	245	6	259
+45 mins.	20	60	13	93	13	158	12	183	6	65	14	85	8	**256**	7	**271**
Total Volume	79	227	65	371	55	644	36	735	40	225	56	321	31	988	35	1054
% App. Total	21.3	61.2	17.5		7.5	87.6	4.9		12.5	70.1	17.4		2.9	93.7	3.3	
PHF	.790	.737	.625	.928	.917	.947	.643	.947	.625	.792	.667	.845	.705	.965	.729	.972

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Harvard Boulevard
E/W: 8th Street
Weather: Clear

File Name : 07_LAC_Harvard_8th PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Dual Wheeled

	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
03:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	4
03:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	4	0	4	6
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	1	0	1	2	0	7	0	7	0	0	0	0	0	8	1	9	18
04:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
04:15 PM	1	0	0	1	0	3	0	3	0	0	0	0	0	3	0	3	7
04:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	3	5
04:45 PM	1	0	0	1	1	0	0	1	1	0	0	1	0	1	0	1	4
Total	3	0	2	5	1	4	0	5	1	0	0	1	0	9	0	9	20
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	1	0	1	1	1	0	2	0	1	0	1	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
Total	0	0	0	0	0	2	0	2	1	2	0	3	0	7	0	7	12
Grand Total	4	0	3	7	1	13	0	14	2	2	0	4	0	24	1	25	50
Apprch %	57.1	0	42.9		7.1	92.9	0		50	50	0		0	96	4		
Total %	8	0	6	14	2	26	0	28	4	4	0	8	0	48	2	50	

	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	**1**	0	**1**	**1**	**1**	0	**2**	0	1	0	1	**4**
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	**3**	0	**3**	4
Total Volume	0	0	0	0	0	2	0	2	1	2	0	3	0	7	0	7	12
% App. Total	0	0	0		0	100	0		33.3	66.7	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.500	.000	.375	.000	.583	.000	.583	.750

Counts Unlimited
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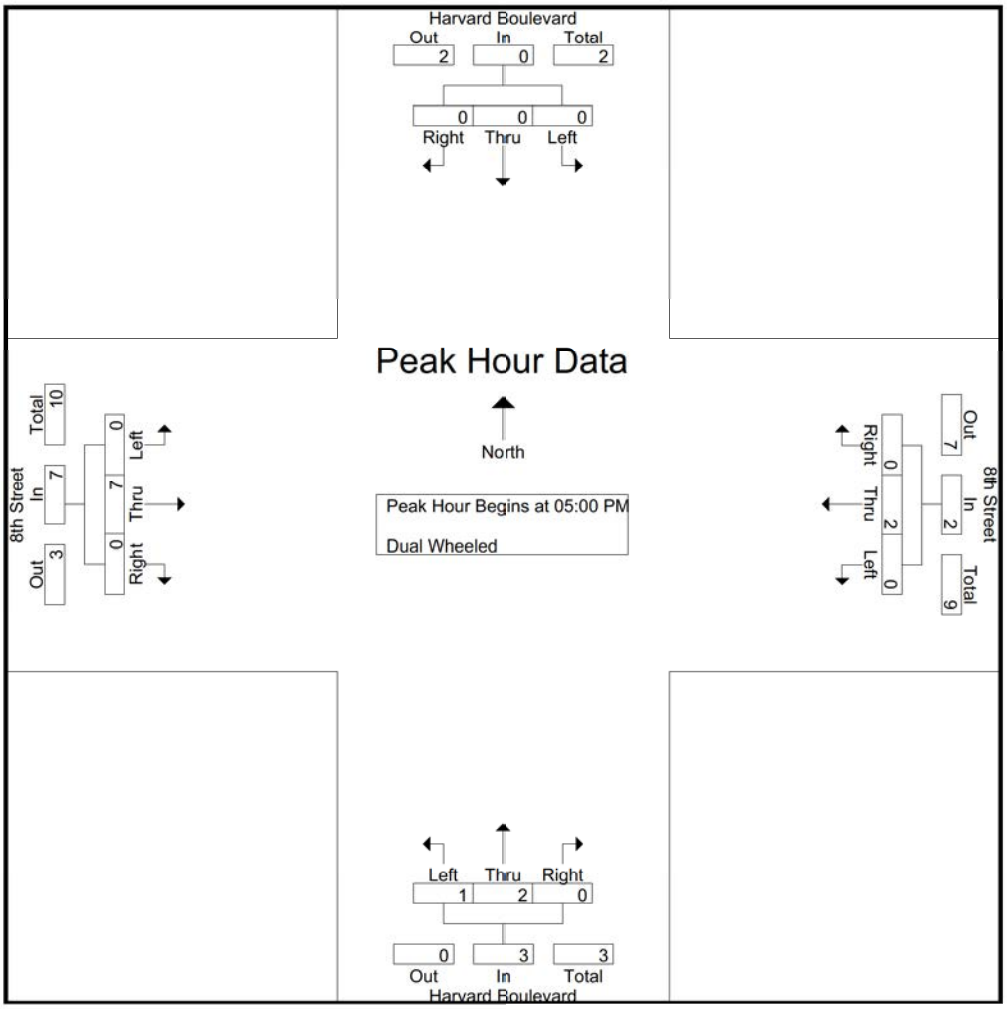
City of Los Angeles
N/S: Harvard Boulevard
E/W: 8th Street
Weather: Clear

File Name : 07_LAC_Harvard_8th PM
Site Code : 16616351
Start Date : 6/6/2018



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	**1**	0	**1**	**1**	**1**	0	**2**	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	**3**	0	**3**
Total Volume	0	0	0	0	0	2	0	2	1	2	0	3	0	7	0	7
% App. Total	0	0	0		0	100	0		33.3	66.7	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.500	.000	.375	.000	.583	.000	.583

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City of Los Angeles
N/S: Harvard Boulevard
E/W: 8th Street
Weather: Clear

File Name : 07_LAC_Harvard_8th PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Buses

	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5	14
Grand Total	0	0	0	0	0	18	0	18	0	0	0	0	0	15	0	15	33
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	54.5	0	54.5	0	0	0	0	0	45.5	0	45.5	

	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	2	0	2	**6**
Total Volume	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5	14
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.625	.000	.625	.583

Counts Unlimited
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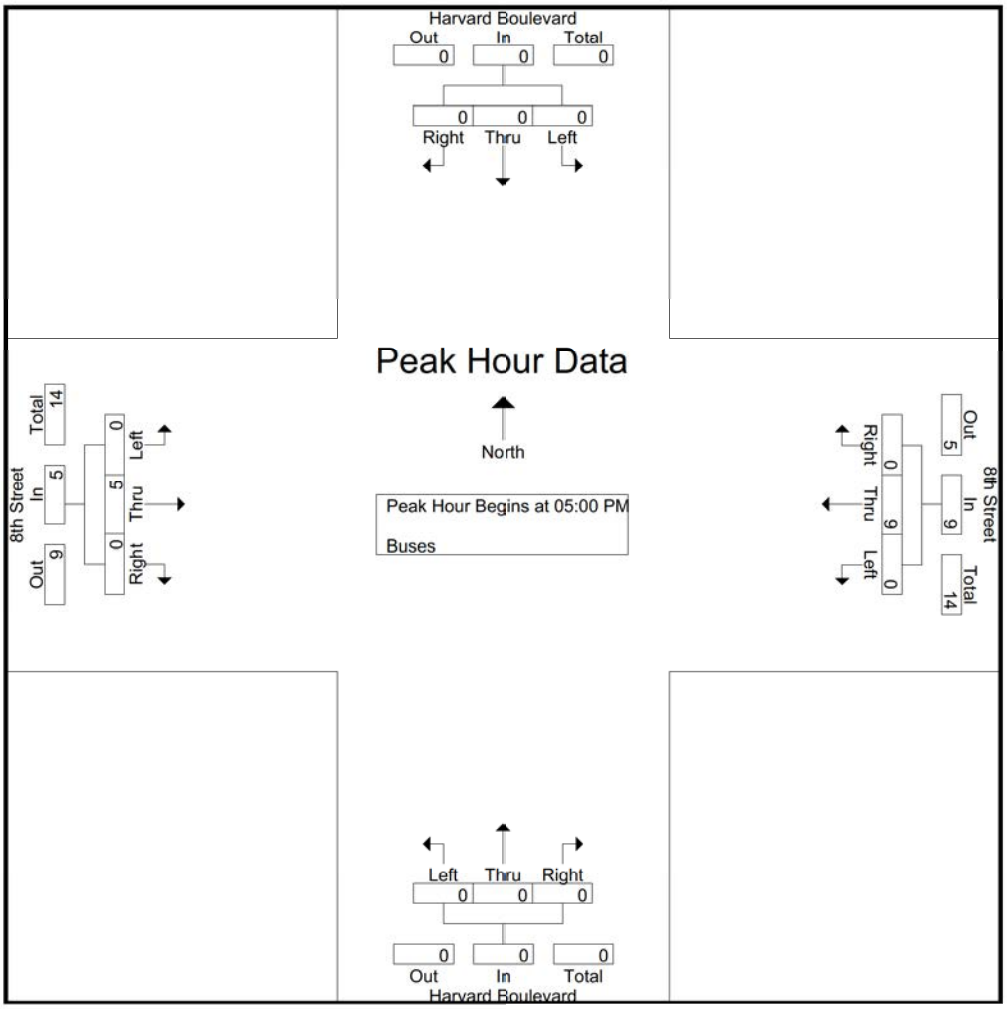
City of Los Angeles
N/S: Harvard Boulevard
E/W: 8th Street
Weather: Clear

File Name : 07_LAC_Harvard_8th PM
Site Code : 16616351
Start Date : 6/6/2018



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.625	.000	.625

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Harvard Boulevard

East/West 8th Street

Day: Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood I/S CODE 7989

	N/B	S/B	E/B	W/B
DUAL-WHEELED	11	10	45	47
BIKES	16	26	36	26
BUSES	2	0	39	38

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	93	8.45	59	8.15	190	8.00	281	7.00
PM PK 15 MIN	97	5.15	100	5.30	276	5.45	215	4.15
AM PK HOUR	320	8.00	203	7.30	683	8.00	1001	7.00
PM PK HOUR	324	5.00	371	5.00	1066	5.00	808	4.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	28	152	30	210
8-9	37	237	46	320
9-10	23	193	32	248
3-4	35	6	64	105
4-5	28	4	79	111
5-6	41	227	56	324
TOTAL	192	819	307	1318

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	79	26	134
8-9	47	119	30	196
9-10	22	114	33	169
3-4	130	29	129	288
4-5	125	38	133	296
5-6	79	227	65	371
TOTAL	432	606	416	1454

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
344	33	0	40	2
516	35	0	33	0
417	35	0	24	0
393	76	2	55	0
407	77	3	42	1
695	81	2	61	0
2772	337	7	255	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	13	473	3	489
8-9	17	650	16	683
9-10	19	499	13	531
3-4	29	757	35	821
4-5	40	822	35	897
5-6	31	1000	35	1066
TOTAL	149	4201	137	4487

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	966	21	1001
8-9	18	876	34	928
9-10	28	771	39	838
3-4	61	662	52	775
4-5	64	690	54	808
5-6	55	655	36	746
TOTAL	240	4620	236	5096

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1490	27	2	46	16
1611	24	0	37	0
1369	15	0	16	0
1596	29	0	40	0
1705	41	0	64	1
1812	49	2	49	3
9583	185	4	252	20

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Harvard Boulevard				
East/West:	8th Street				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	Yes	District:	Hollywood	I/S Code:	7989
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	1	2
8-9	0	2	0	2
9-10	0	1	3	4
3-4	0	1	1	2
4-5	0	2	0	2
5-6	0	1	3	4
TOTAL	0	8	8	16

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	2	0	2
8-9	0	6	2	8
9-10	0	3	0	3
3-4	0	2	0	2
4-5	0	6	2	8
5-6	0	3	0	3
TOTAL	0	22	4	26

TOTAL

Hours	N-S
7-8	4
8-9	10
9-10	7
3-4	4
4-5	10
5-6	7
TOTAL	42

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	7	1	9
8-9	1	5	1	7
9-10	0	2	0	2
3-4	1	7	1	9
4-5	1	5	1	7
5-6	0	2	0	2
TOTAL	4	28	4	36

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	4	1	5
8-9	0	2	0	2
9-10	1	4	1	6
3-4	0	4	1	5
4-5	0	2	0	2
5-6	1	4	1	6
TOTAL	2	20	4	26

TOTAL

Hours	N-S
7-8	14
8-9	9
9-10	8
3-4	14
4-5	9
5-6	8
TOTAL	62

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	0	1	2	3	6
- No helmet riders	11	18	31	18	78
- Sidewalk Riding	5	8	22	12	47
- Wrong way riding	5	7	17	11	40

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Harvard Boulevard				
East/West:	8th Street				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	7989
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	12	11	15	5	43
7:15-7:30	7	6	10	2	25
7:30-7:45	17	12	14	6	49
7:45-8:00	6	4	23	16	49
8:00-8:15	14	7	9	9	39
8:15-8:30	5	9	10	6	30
8:30-8:45	8	8	6	4	26
8:45-9:00	6	11	12	5	34
9:00-9:15	3	10	4	8	25
9:15-9:30	7	10	2	1	20
9:30-9:45	6	7	4	2	19
9:45-10:00	8	8	6	4	26
Hours					
7 - 8	42	33	62	29	166
8 - 9	33	35	37	24	129
9 - 10	24	35	16	15	90
TOTAL	99	103	115	68	385

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	19	36	22	4	81
3:15-3:30	10	36	20	24	90
3:30-3:45	10	44	24	14	92
3:45-4:00	16	36	14	16	82
4:00-4:15	3	48	28	24	103
4:15-4:30	15	20	38	26	99
4:30-4:45	16	66	24	18	124
4:45-5:00	9	20	38	14	81
5:00-5:15	6	46	30	28	110
5:15-5:30	18	38	10	24	90
5:30-5:45	11	44	20	14	89
5:45-6:00	26	34	38	32	130
Hours					
3 - 4	55	152	80	58	345
4 - 5	43	154	128	82	407
5 - 6	61	162	98	98	419
	159	468	306	238	1171

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	0	8	2	2	12

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Harvard Boulevard
E/W: James M Woods Boulevard
Weather: Clear

File Name : 08_LAC_Harvard_James M Woods AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	9	2	11	2	40	5	47	2	22	4	28	1	40	5	46	132
07:15 AM	2	15	3	20	4	35	11	50	3	42	9	54	5	30	3	38	162
07:30 AM	7	23	7	37	11	42	6	59	3	48	3	54	4	65	6	75	225
07:45 AM	3	27	1	31	6	51	13	70	2	38	8	48	2	71	3	76	225
Total	12	74	13	99	23	168	35	226	10	150	24	184	12	206	17	235	744
08:00 AM	6	28	4	38	7	60	10	77	9	56	5	70	8	74	7	89	274
08:15 AM	9	33	5	47	6	58	11	75	7	50	8	65	9	67	9	85	272
08:30 AM	3	36	3	42	6	51	12	69	5	66	13	84	1	86	5	92	287
08:45 AM	1	29	1	31	8	44	6	58	1	80	12	93	5	62	10	77	259
Total	19	126	13	158	27	213	39	279	22	252	38	312	23	289	31	343	1092
09:00 AM	0	42	4	46	4	38	9	51	4	65	11	80	2	43	6	51	228
09:15 AM	2	31	4	37	5	31	3	39	6	58	4	68	2	33	3	38	182
09:30 AM	2	33	5	40	3	41	7	51	2	38	7	47	1	45	12	58	196
09:45 AM	4	27	8	39	3	46	7	56	5	48	7	60	6	25	5	36	191
Total	8	133	21	162	15	156	26	197	17	209	29	255	11	146	26	183	797
Grand Total	39	333	47	419	65	537	100	702	49	611	91	751	46	641	74	761	2633
Apprch %	9.3	79.5	11.2		9.3	76.5	14.2		6.5	81.4	12.1		6	84.2	9.7		
Total %	1.5	12.6	1.8	15.9	2.5	20.4	3.8	26.7	1.9	23.2	3.5	28.5	1.7	24.3	2.8	28.9	
Passenger Vehicles	39	330	47	416	64	521	99	684	47	605	91	743	46	625	73	744	2587
% Passenger Vehicles	100	99.1	100	99.3	98.5	97	99	97.4	95.9	99	100	98.9	100	97.5	98.6	97.8	98.3
Dual Wheeled	0	1	0	1	0	7	1	8	2	4	0	6	0	6	1	7	22
% Dual Wheeled	0	0.3	0	0.2	0	1.3	1	1.1	4.1	0.7	0	0.8	0	0.9	1.4	0.9	0.8
Buses	0	2	0	2	1	9	0	10	0	2	0	2	0	10	0	10	24
% Buses	0	0.6	0	0.5	1.5	1.7	0	1.4	0	0.3	0	0.3	0	1.6	0	1.3	0.9

	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	28	4	38	7	**60**	10	**77**	**9**	56	5	70	8	74	7	89	274
08:15 AM	**9**	33	**5**	**47**	6	58	11	75	7	50	8	65	**9**	67	9	85	272
08:30 AM	3	**36**	3	42	6	51	**12**	69	5	66	**13**	84	1	**86**	5	**92**	**287**
08:45 AM	1	29	1	31	**8**	44	6	58	1	**80**	12	**93**	5	62	**10**	77	259
Total Volume	19	126	13	158	27	213	39	279	22	252	38	312	23	289	31	343	1092
% App. Total	12	79.7	8.2		9.7	76.3	14		7.1	80.8	12.2		6.7	84.3	9		
PHF	.528	.875	.650	.840	.844	.888	.813	.906	.611	.788	.731	.839	.639	.840	.775	.932	.951

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Site Code : 16616351
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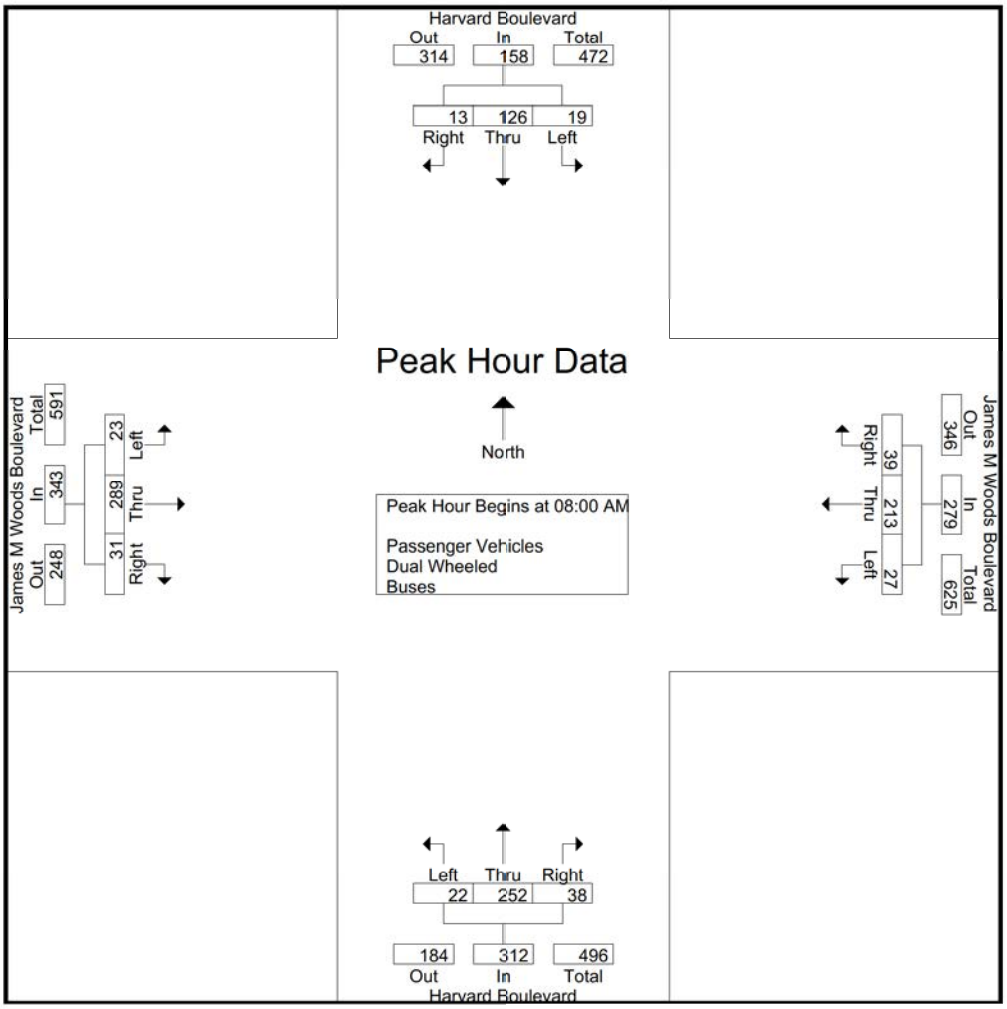

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				07:45 AM				08:30 AM				08:00 AM			
+0 mins.	**9**	33	**5**	**47**	6	51	**13**	70	5	66	**13**	84	8	74	7	89
+15 mins.	3	36	3	42	**7**	**60**	10	**77**	1	**80**	12	**93**	**9**	67	9	85
+30 mins.	1	29	1	31	6	58	11	75	4	65	11	80	1	**86**	5	**92**
+45 mins.	0	**42**	4	46	6	51	12	69	**6**	58	4	68	5	62	**10**	77
Total Volume	13	140	13	166	25	220	46	291	16	269	40	325	23	289	31	343
% App. Total	7.8	84.3	7.8		8.6	75.6	15.8		4.9	82.8	12.3		6.7	84.3	9	
PHF	.361	.833	.650	.883	.893	.917	.885	.945	.667	.841	.769	.874	.639	.840	.775	.932

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Groups Printed- Passenger Vehicles

	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	9	2	11	2	38	4	44	2	21	4	27	1	39	5	45	127
07:15 AM	2	15	3	20	4	35	11	50	3	42	9	54	5	29	3	37	161
07:30 AM	7	23	7	37	11	41	6	58	3	47	3	53	4	63	6	73	221
07:45 AM	3	27	1	31	6	50	13	69	2	38	8	48	2	71	3	76	224
Total	12	74	13	99	23	164	34	221	10	148	24	182	12	202	17	231	733
08:00 AM	6	28	4	38	7	60	10	77	9	56	5	70	8	72	7	87	272
08:15 AM	9	32	5	46	6	57	11	74	7	50	8	65	9	66	9	84	269
08:30 AM	3	36	3	42	5	49	12	66	5	66	13	84	1	84	5	90	282
08:45 AM	1	29	1	31	8	44	6	58	1	78	12	91	5	61	10	76	256
Total	19	125	13	157	26	210	39	275	22	250	38	310	23	283	31	337	1079
09:00 AM	0	42	4	46	4	35	9	48	2	64	11	77	2	41	6	49	220
09:15 AM	2	30	4	36	5	31	3	39	6	58	4	68	2	32	3	37	180
09:30 AM	2	33	5	40	3	36	7	46	2	38	7	47	1	42	12	55	188
09:45 AM	4	26	8	38	3	45	7	55	5	47	7	59	6	25	4	35	187
Total	8	131	21	160	15	147	26	188	15	207	29	251	11	140	25	176	775
Grand Total	39	330	47	416	64	521	99	684	47	605	91	743	46	625	73	744	2587
Apprch %	9.4	79.3	11.3		9.4	76.2	14.5		6.3	81.4	12.2		6.2	84	9.8		
Total %	1.5	12.8	1.8	16.1	2.5	20.1	3.8	26.4	1.8	23.4	3.5	28.7	1.8	24.2	2.8	28.8	

	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	28	4	38	7	**60**	10	**77**	**9**	56	5	70	8	72	7	87	272
08:15 AM	**9**	32	**5**	**46**	6	57	11	74	7	50	8	65	**9**	66	9	84	269
08:30 AM	3	**36**	3	42	5	49	**12**	66	5	66	**13**	84	1	**84**	5	**90**	**282**
08:45 AM	1	29	1	31	**8**	44	6	58	1	**78**	12	**91**	5	61	**10**	76	256
Total Volume	19	125	13	157	26	210	39	275	22	250	38	310	23	283	31	337	1079
% App. Total	12.1	79.6	8.3		9.5	76.4	14.2		7.1	80.6	12.3		6.8	84	9.2		
PHF	.528	.868	.650	.853	.813	.875	.813	.893	.611	.801	.731	.852	.639	.842	.775	.936	.957

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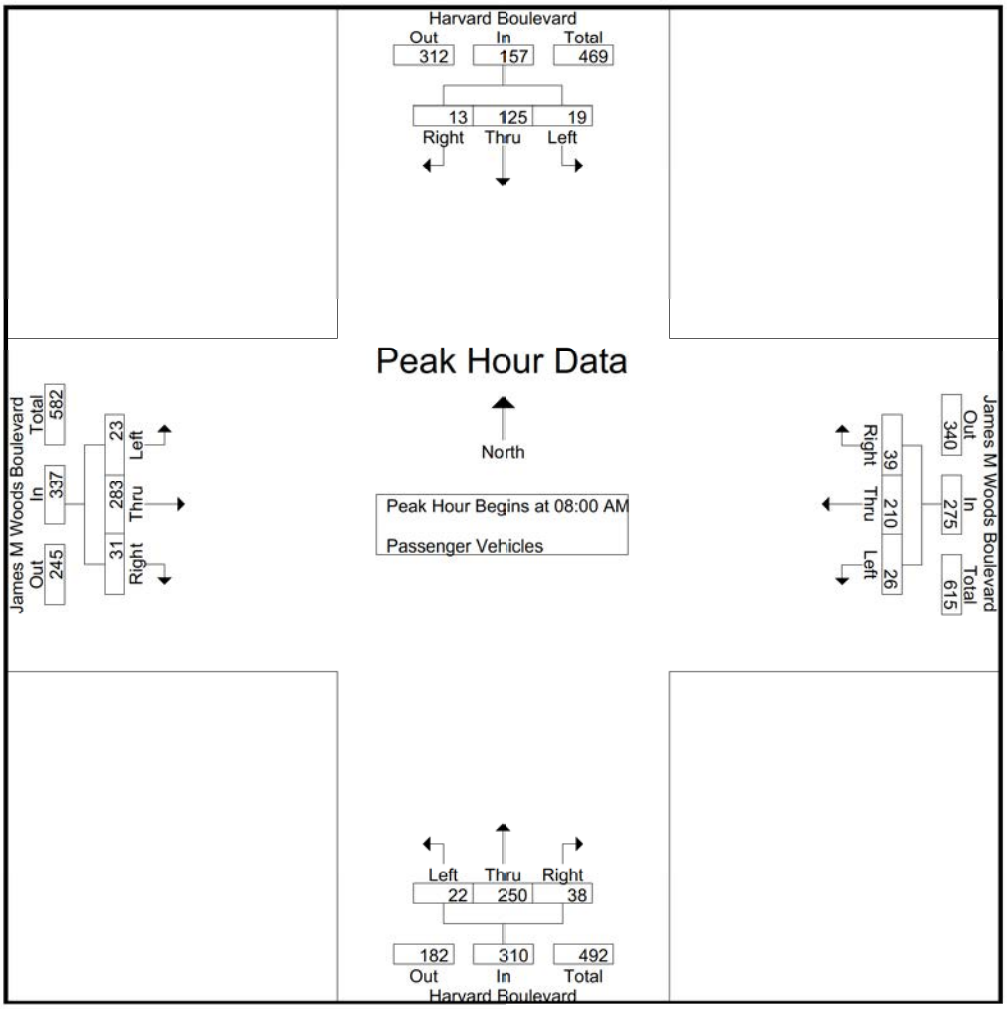

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	6	28	4	38	7	**60**	10	**77**	**9**	56	5	70	8	72	7	87
+15 mins.	**9**	32	**5**	**46**	6	57	11	74	7	50	8	65	**9**	66	9	84
+30 mins.	3	**36**	3	42	5	49	**12**	66	5	66	**13**	84	1	**84**	5	**90**
+45 mins.	1	29	1	31	**8**	44	6	58	1	**78**	12	**91**	5	61	**10**	76
Total Volume	19	125	13	157	26	210	39	275	22	250	38	310	23	283	31	337
% App. Total	12.1	79.6	8.3		9.5	76.4	14.2		7.1	80.6	12.3		6.8	84	9.2	
PHF	.528	.868	.650	.853	.813	.875	.813	.893	.611	.801	.731	.852	.639	.842	.775	.936

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Groups Printed- Dual Wheeled

	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	5
09:00 AM	0	0	0	0	0	1	0	1	2	1	0	3	0	1	0	1	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
09:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
Total	0	1	0	1	0	6	0	6	2	2	0	4	0	3	1	4	15
Grand Total	0	1	0	1	0	7	1	8	2	4	0	6	0	6	1	7	22
Apprch %	0	100	0		0	87.5	12.5		33.3	66.7	0		0	85.7	14.3		
Total %	0	4.5	0	4.5	0	31.8	4.5	36.4	9.1	18.2	0	27.3	0	27.3	4.5	31.8	

	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	1	0	1	**3**
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	5
% App. Total	0	0	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.750	.000	.750	.417

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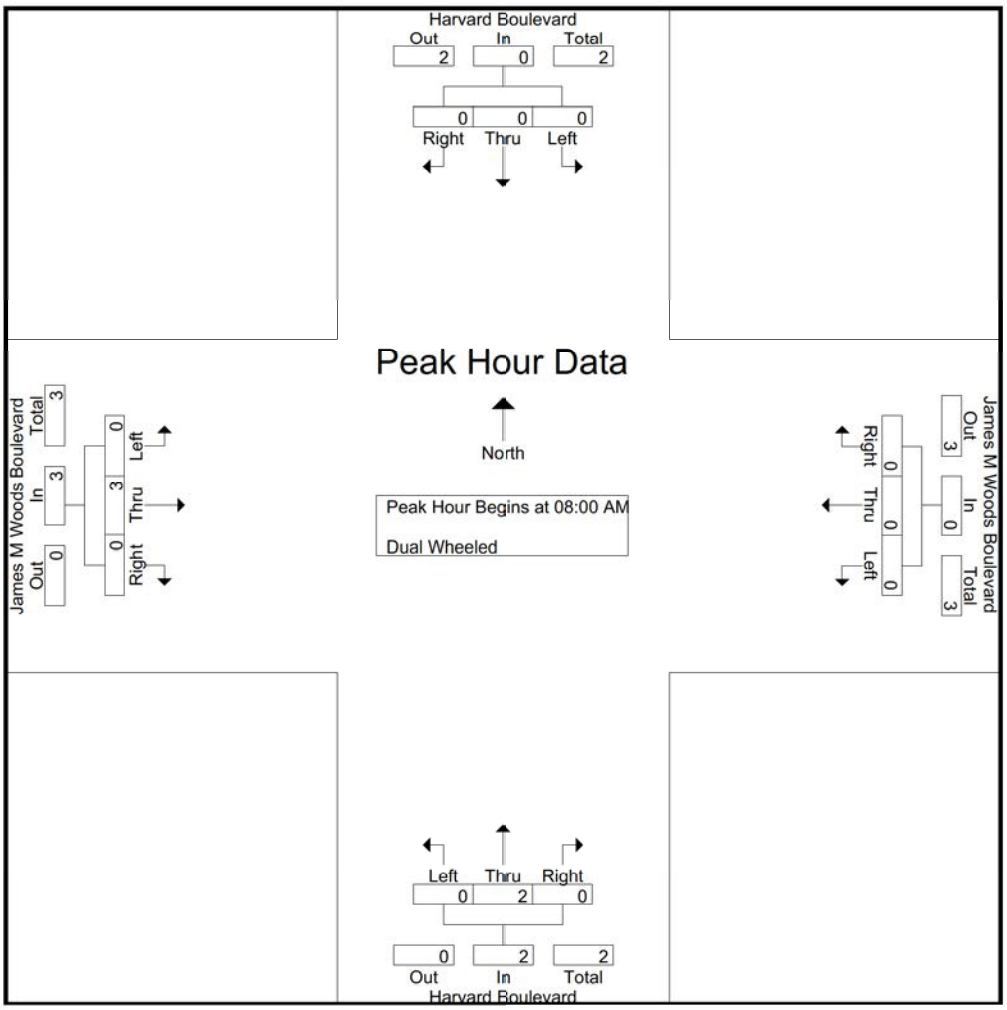

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3
% App. Total	0	0	0		0	0	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.750	.000	.750

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Groups Printed- Buses

	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	2	0	2	0	4	0	4	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	3	0	4	0	0	0	0	0	3	0	3	8
09:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
09:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	3	0	3	0	0	0	0	0	3	0	3	7
Grand Total	0	2	0	2	1	9	0	10	0	2	0	2	0	10	0	10	24
Apprch %	0	100	0		10	90	0		0	100	0		0	100	0		
Total %	0	8.3	0	8.3	4.2	37.5	0	41.7	0	8.3	0	8.3	0	41.7	0	41.7	

	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
08:15 AM	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	0	1	0	1	**4**
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	3	0	4	0	0	0	0	0	3	0	3	8
% App. Total	0	100	0		25	75	0		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.250	.375	.000	.333	.000	.000	.000	.000	.000	.750	.000	.750	.500

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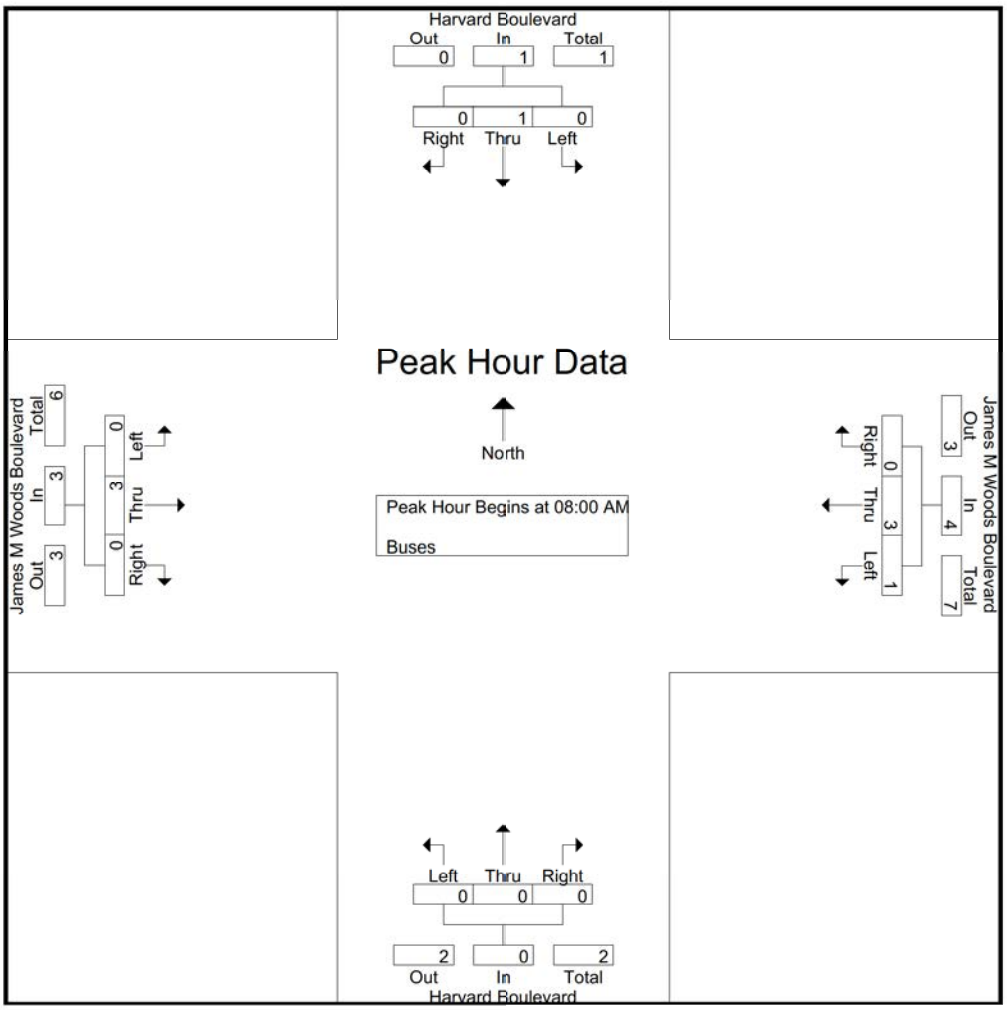

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	3	0	4	0	0	0	0	0	3	0	3
% App. Total	0	100	0		25	75	0		0	0	0		0	100	0	
PHF	.000	.250	.000	.250	.250	.375	.000	.333	.000	.000	.000	.000	.000	.750	.000	.750

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	2	41	5	48	5	35	6	46	4	46	3	53	3	61	10	74	221
03:15 PM	4	38	9	51	6	45	2	53	6	39	5	50	2	57	9	68	222
03:30 PM	6	45	6	57	4	49	7	60	2	55	7	64	4	60	7	71	252
03:45 PM	6	46	4	56	5	39	3	47	3	61	5	69	5	63	16	84	256
Total	18	170	24	212	20	168	18	206	15	201	20	236	14	241	42	297	951
04:00 PM	5	57	8	70	6	45	7	58	3	51	9	63	2	58	14	74	265
04:15 PM	3	51	7	61	10	38	14	62	2	48	4	54	2	68	8	78	255
04:30 PM	6	56	4	66	7	42	7	56	6	62	5	73	5	71	12	88	283
04:45 PM	13	50	8	71	7	37	8	52	3	55	8	66	1	58	8	67	256
Total	27	214	27	268	30	162	36	228	14	216	26	256	10	255	42	307	1059
05:00 PM	6	71	6	83	8	50	10	68	6	59	4	69	7	76	11	94	314
05:15 PM	6	58	10	74	6	72	10	88	6	58	8	72	5	81	7	93	327
05:30 PM	6	64	8	78	4	53	15	72	6	74	1	81	6	83	16	105	336
05:45 PM	12	83	5	100	7	59	5	71	4	70	8	82	5	72	8	85	338
Total	30	276	29	335	25	234	40	299	22	261	21	304	23	312	42	377	1315
Grand Total	75	660	80	815	75	564	94	733	51	678	67	796	47	808	126	981	3325
Apprch %	9.2	81	9.8		10.2	76.9	12.8		6.4	85.2	8.4		4.8	82.4	12.8		
Total %	2.3	19.8	2.4	24.5	2.3	17	2.8	22	1.5	20.4	2	23.9	1.4	24.3	3.8	29.5	
Passenger Vehicles	75	655	80	810	75	556	94	725	51	677	66	794	46	790	125	961	3290
% Passenger Vehicles	100	99.2	100	99.4	100	98.6	100	98.9	100	99.9	98.5	99.7	97.9	97.8	99.2	98	98.9
Dual Wheeled	0	5	0	5	0	1	0	1	0	1	1	2	1	7	1	9	17
% Dual Wheeled	0	0.8	0	0.6	0	0.2	0	0.1	0	0.1	1.5	0.3	2.1	0.9	0.8	0.9	0.5
Buses	0	0	0	0	0	7	0	7	0	0	0	0	0	11	0	11	18
% Buses	0	0	0	0	0	1.2	0	1	0	0	0	0	0	1.4	0	1.1	0.5

	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	71	6	83	**8**	50	10	68	**6**	59	4	69	**7**	76	11	94	314
05:15 PM	6	58	**10**	74	6	**72**	10	**88**	6	58	**8**	72	5	81	7	93	327
05:30 PM	6	64	8	78	4	53	**15**	72	6	**74**	1	81	6	**83**	**16**	**105**	336
05:45 PM	**12**	**83**	5	**100**	7	59	5	71	4	70	8	**82**	5	72	8	85	**338**
Total Volume	30	276	29	335	25	234	40	299	22	261	21	304	23	312	42	377	1315
% App. Total	9	82.4	8.7		8.4	78.3	13.4		7.2	85.9	6.9		6.1	82.8	11.1		
PHF	.625	.831	.725	.838	.781	.813	.667	.849	.917	.882	.656	.927	.821	.940	.656	.898	.973

Counts Unlimited
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City of Los Angeles
N/S: Harvard Boulevard
E/W: James M Woods Boulevard
Weather: Clear

File Name : 08_LAC_Harvard_James M Woods PM
Site Code : 16616351
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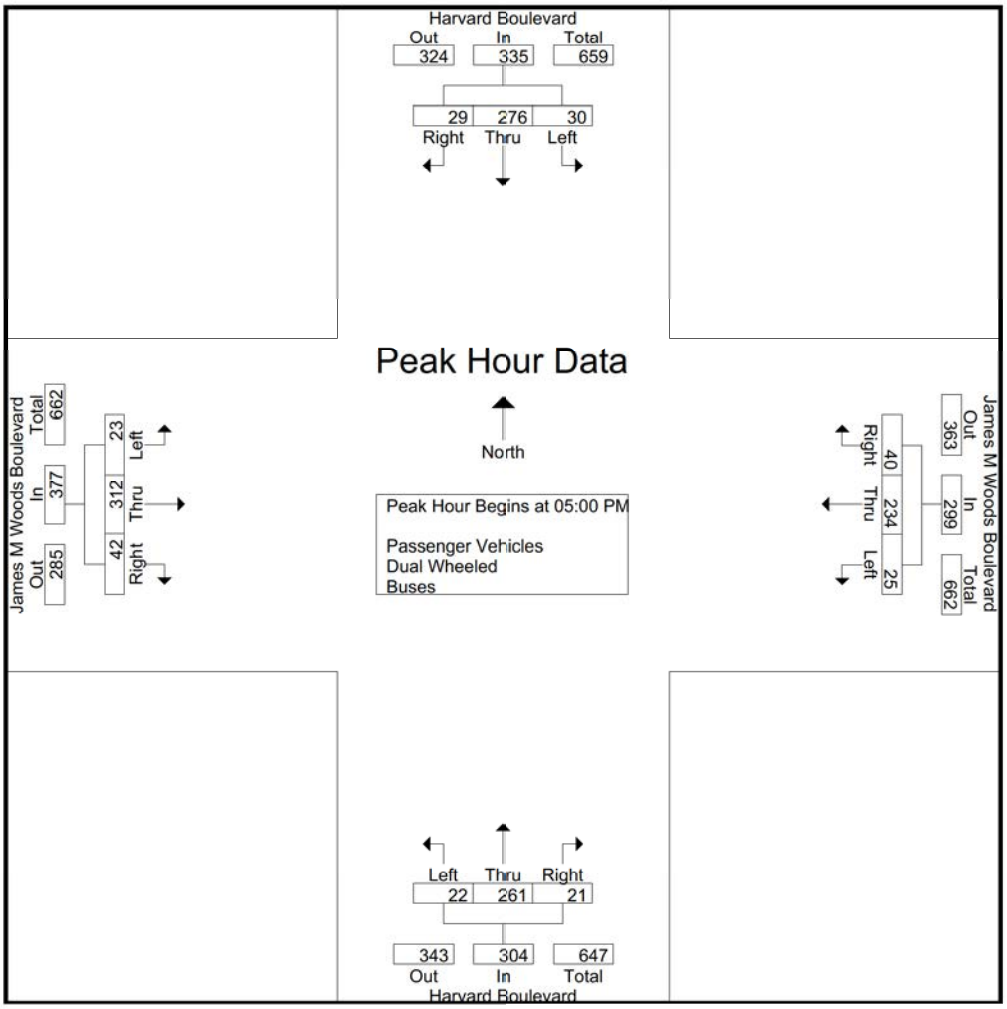
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	6	71	6	83	**8**	50	10	68	**6**	59	4	69	**7**	76	11	94
+15 mins.	6	58	**10**	74	6	**72**	10	**88**	6	58	**8**	72	5	81	7	93
+30 mins.	6	64	8	78	4	53	**15**	72	6	**74**	1	81	6	**83**	**16**	**105**
+45 mins.	**12**	**83**	5	**100**	7	59	5	71	4	70	8	**82**	5	72	8	85
Total Volume	30	276	29	335	25	234	40	299	22	261	21	304	23	312	42	377
% App. Total	9	82.4	8.7		8.4	78.3	13.4		7.2	85.9	6.9		6.1	82.8	11.1	
PHF	.625	.831	.725	.838	.781	.813	.667	.849	.917	.882	.656	.927	.821	.940	.656	.898

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City of Los Angeles
N/S: Harvard Boulevard
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Weather: Clear

File Name : 08_LAC_Harvard_James M Woods PM
Site Code : 16616351
Start Date : 6/6/2018

Groups Printed- Passenger Vehicles

	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	2	41	5	48	5	35	6	46	4	46	3	53	3	59	10	72	219
03:15 PM	4	38	9	51	6	44	2	52	6	39	5	50	2	53	9	64	217
03:30 PM	6	43	6	55	4	49	7	60	2	55	7	64	3	60	7	70	249
03:45 PM	6	45	4	55	5	37	3	45	3	61	5	69	5	62	15	82	251
Total	18	167	24	209	20	165	18	203	15	201	20	236	13	234	41	288	936
04:00 PM	5	56	8	69	6	45	7	58	3	51	9	63	2	56	14	72	262
04:15 PM	3	51	7	61	10	36	14	60	2	48	4	54	2	66	8	76	251
04:30 PM	6	55	4	65	7	41	7	55	6	62	5	73	5	71	12	88	281
04:45 PM	13	50	8	71	7	37	8	52	3	54	7	64	1	56	8	65	252
Total	27	212	27	266	30	159	36	225	14	215	25	254	10	249	42	301	1046
05:00 PM	6	71	6	83	8	49	10	67	6	59	4	69	7	74	11	92	311
05:15 PM	6	58	10	74	6	71	10	87	6	58	8	72	5	81	7	93	326
05:30 PM	6	64	8	78	4	53	15	72	6	74	1	81	6	82	16	104	335
05:45 PM	12	83	5	100	7	59	5	71	4	70	8	82	5	70	8	83	336
Total	30	276	29	335	25	232	40	297	22	261	21	304	23	307	42	372	1308
Grand Total	75	655	80	810	75	556	94	725	51	677	66	794	46	790	125	961	3290
Apprch %	9.3	80.9	9.9		10.3	76.7	13		6.4	85.3	8.3		4.8	82.2	13		
Total %	2.3	19.9	2.4	24.6	2.3	16.9	2.9	22	1.6	20.6	2	24.1	1.4	24	3.8	29.2	

	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	71	6	83	**8**	49	10	67	**6**	59	4	69	**7**	74	11	92	311
05:15 PM	6	58	**10**	74	6	**71**	10	**87**	6	58	**8**	72	5	81	7	93	326
05:30 PM	6	64	8	78	4	53	**15**	72	6	**74**	1	81	6	**82**	**16**	**104**	335
05:45 PM	**12**	**83**	5	**100**	7	59	5	71	4	70	8	**82**	5	70	8	83	**336**
Total Volume	30	276	29	335	25	232	40	297	22	261	21	304	23	307	42	372	1308
% App. Total	9	82.4	8.7		8.4	78.1	13.5		7.2	85.9	6.9		6.2	82.5	11.3		
PHF	.625	.831	.725	.838	.781	.817	.667	.853	.917	.882	.656	.927	.821	.936	.656	.894	.973

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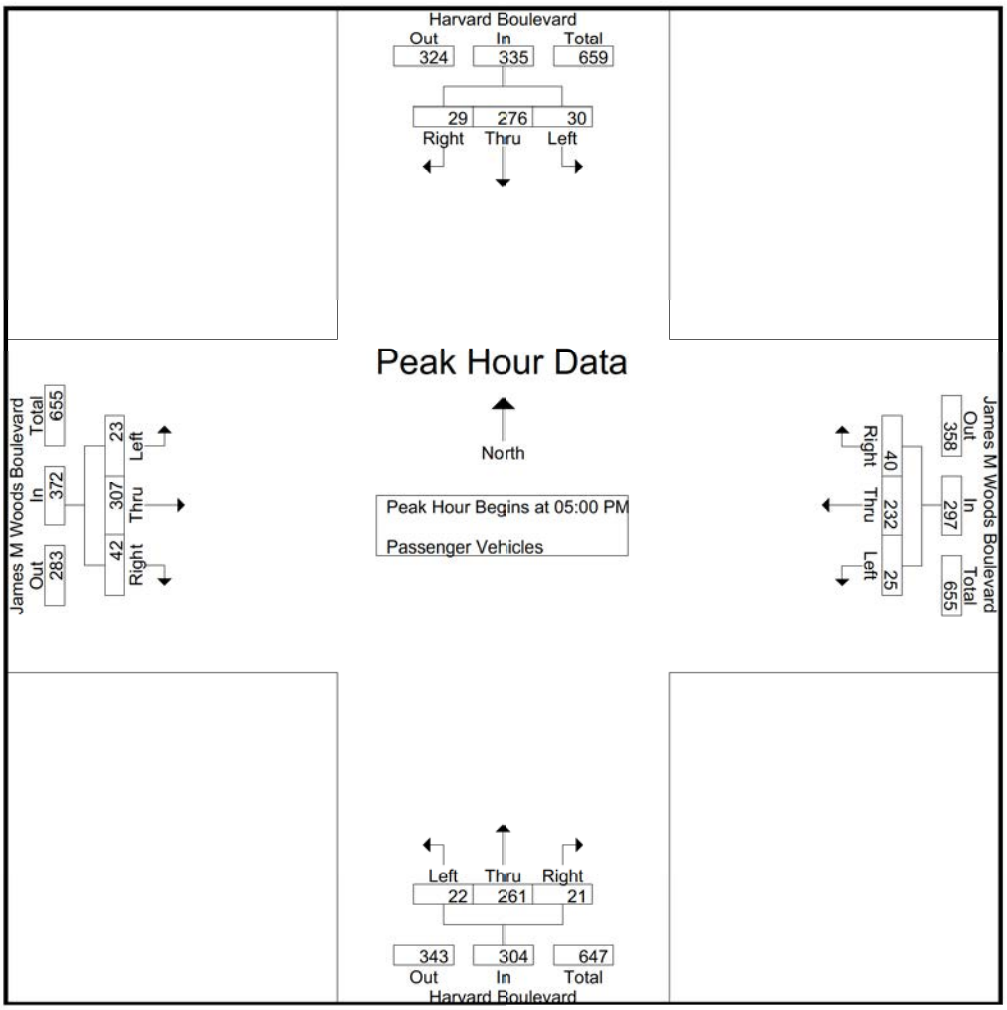
Weather: Clear

File Name : 08_LAC_Harvard_James M Woods PM
Site Code : 16616351
Start Date : 6/6/2018



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	6	71	6	83	**8**	49	10	67	**6**	59	4	69	**7**	74	11	92
+15 mins.	6	58	**10**	74	6	**71**	10	**87**	6	58	**8**	72	5	81	7	93
+30 mins.	6	64	8	78	4	53	**15**	72	6	**74**	1	81	6	**82**	**16**	**104**
+45 mins.	**12**	**83**	5	**100**	7	59	5	71	4	70	8	**82**	5	70	8	83
Total Volume	30	276	29	335	25	232	40	297	22	261	21	304	23	307	42	372
% App. Total	9	82.4	8.7		8.4	78.1	13.5		7.2	85.9	6.9		6.2	82.5	11.3	
PHF	.625	.831	.725	.838	.781	.817	.667	.853	.917	.882	.656	.927	.821	.936	.656	.894

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Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Dual Wheeled

	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
03:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	3	0	3	0	0	0	0	0	0	0	0	1	2	1	4	7
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1	3
Total	0	2	0	2	0	1	0	1	0	1	1	2	0	3	0	3	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	5	0	5	0	1	0	1	0	1	1	2	1	7	1	9	17
Apprch %	0	100	0		0	100	0		0	50	50		11.1	77.8	11.1		
Total %	0	29.4	0	29.4	0	5.9	0	5.9	0	5.9	5.9	11.8	5.9	41.2	5.9	52.9	

	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

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City of Los Angeles
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File Name : 08_LAC_Harvard_James M Woods PM
Site Code : 16616351
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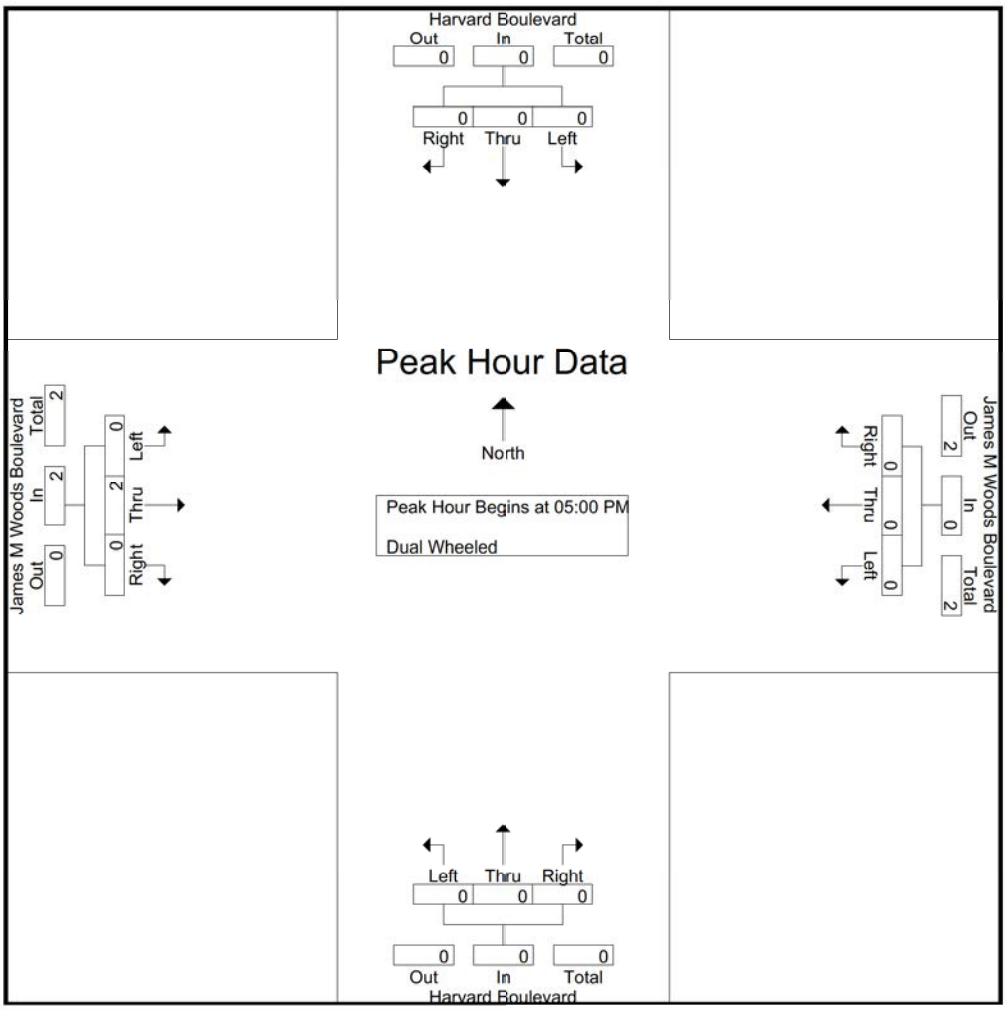
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500

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File Name : 08_LAC_Harvard_James M Woods PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Buses

	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Grand Total	0	0	0	0	0	7	0	7	0	0	0	0	0	11	0	11	18
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	38.9	0	38.9	0	0	0	0	0	61.1	0	61.1	

	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.625

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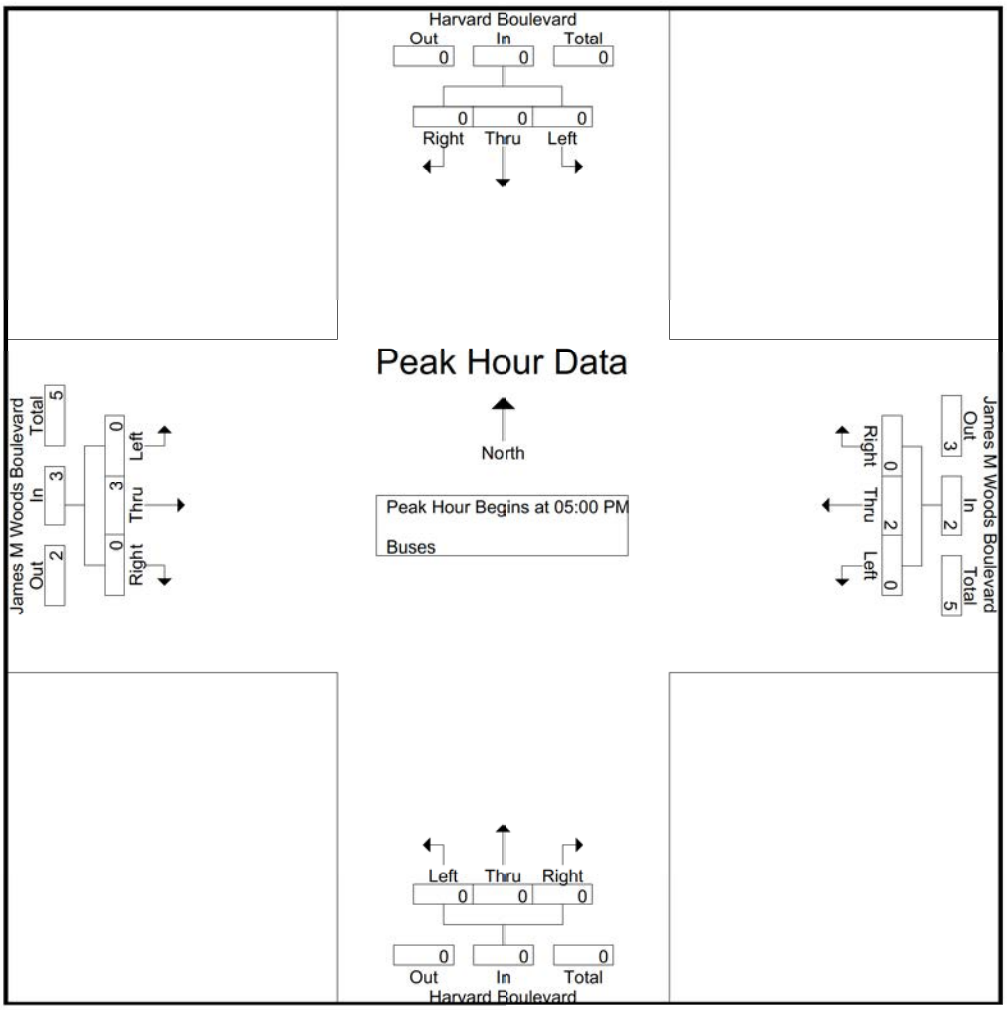

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Harvard Boulevard

East/West James M Woods Boulevard

Day: Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood **I/S CODE** 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	8	6	16	9
BIKES	26	20	37	30
BUSES	2	2	21	17

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	93	8.45	47	8.15	92	8.30	77	8.00
PM PK 15 MIN	82	5.45	100	5.45	105	5.30	88	5.15
AM PK HOUR	325	8.30	166	8.15	343	8.00	291	7.45
PM PK HOUR	304	5.00	335	5.00	377	5.00	299	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	10	150	24	184
8-9	22	252	38	312
9-10	17	209	29	255
3-4	15	201	20	236
4-5	14	216	26	256
5-6	22	261	21	304
TOTAL	100	1289	158	1547

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	74	13	99
8-9	19	126	13	158
9-10	8	133	21	162
3-4	18	170	24	212
4-5	27	214	27	268
5-6	30	276	29	335
TOTAL	114	993	127	1234

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
283	31	19	28	31
470	28	4	47	12
417	19	3	11	1
448	17	1	19	0
524	16	2	28	5
639	28	2	22	2
2781	139	31	155	51

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	206	17	235
8-9	23	289	31	343
9-10	11	146	26	183
3-4	14	241	42	297
4-5	10	255	42	307
5-6	23	312	42	377
TOTAL	93	1449	200	1742

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	23	168	35	226
8-9	27	213	39	279
9-10	15	156	26	197
3-4	20	168	18	206
4-5	30	162	36	228
5-6	25	234	40	299
TOTAL	140	1101	194	1435

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
461	34	41	28	22
622	44	12	24	3
380	9	0	14	3
503	16	5	10	0
535	22	3	14	3
676	36	4	22	5
3177	161	65	112	36

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Harvard Boulevard				
East/West:	James M Woods Boulevard				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	Yes	District:	Hollywood	I/S Code:	0
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	5	0	5
8-9	0	4	0	4
9-10	0	4	0	4
3-4	1	3	2	6
4-5	1	5	0	6
5-6	0	1	0	1
TOTAL	2	22	2	26

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	1	1	3
8-9	1	2	2	5
9-10	2	2	2	6
3-4	0	0	1	1
4-5	1	1	0	2
5-6	0	2	1	3
TOTAL	5	8	7	20

TOTAL

Hours	N-S
7-8	8
8-9	9
9-10	10
3-4	7
4-5	8
5-6	4
TOTAL	46

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	5	0	6
8-9	0	4	1	5
9-10	1	4	0	5
3-4	0	3	1	4
4-5	1	7	0	8
5-6	0	9	0	9
TOTAL	3	32	2	37

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	2	0	2
8-9	0	4	1	5
9-10	1	4	2	7
3-4	0	4	1	5
4-5	0	9	1	10
5-6	0	1	0	1
TOTAL	1	24	5	30

TOTAL

Hours	N-S
7-8	8
8-9	10
9-10	12
3-4	9
4-5	18
5-6	10
TOTAL	67

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	1	1	3	5	10
- No helmet riders	18	14	23	24	79
- Sidewalk Riding	8	5	13	12	38
- Wrong way riding	4	5	6	7	22

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Harvard Boulevard				
East/West:	James M Woods Boulevard				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	0
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	4	7	4	4	19
7:15-7:30	4	8	6	9	27
7:30-7:45	15	13	13	23	64
7:45-8:00	36	22	27	39	124
8:00-8:15	34	15	16	35	100
8:15-8:30	15	8	4	7	34
8:30-8:45	4	5	3	5	17
8:45-9:00	6	4	4	9	23
9:00-9:15	6	7	7	4	24
9:15-9:30	4	4	1	1	10
9:30-9:45	2	5	5	2	14
9:45-10:00	0	6	4	2	12
Hours					
7 - 8	59	50	50	75	234
8 - 9	59	32	27	56	174
9 - 10	12	22	17	9	60
TOTAL	130	104	94	140	468

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	5	10	6	8	29
3:15-3:30	4	6	4	16	30
3:30-3:45	5	10	4	8	27
3:45-4:00	5	8	6	0	19
4:00-4:15	7	6	8	12	33
4:15-4:30	10	6	4	8	28
4:30-4:45	9	8	6	14	37
4:45-5:00	7	12	10	10	39
5:00-5:15	3	4	8	20	35
5:15-5:30	8	26	18	22	74
5:30-5:45	7	8	10	10	35
5:45-6:00	6	18	8	20	52
Hours					
3 - 4	19	34	20	32	105
4 - 5	33	32	28	44	137
5 - 6	24	56	44	72	196
	76	122	92	148	438

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	0	0	0
- Skateboard/scooter	0	4	3	0	7

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Irolo Street
E/W: 7th Street
Weather: Clear

File Name : 09_LAC_Irolo_7th AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	90	9	102	6	9	10	25	7	131	6	144	5	15	10	30	301
07:15 AM	4	89	13	106	4	11	15	30	18	136	5	159	6	14	12	32	327
07:30 AM	9	126	15	150	2	11	17	30	13	135	8	156	10	19	11	40	376
07:45 AM	8	119	14	141	3	18	7	28	12	123	14	149	13	25	22	60	378
Total	24	424	51	499	15	49	49	113	50	525	33	608	34	73	55	162	1382
08:00 AM	8	117	16	141	6	23	15	44	29	120	9	158	9	34	21	64	407
08:15 AM	12	114	24	150	3	21	16	40	18	124	8	150	18	23	10	51	391
08:30 AM	8	101	17	126	4	22	13	39	25	108	7	140	17	28	10	55	360
08:45 AM	3	111	24	138	6	24	23	53	30	138	11	179	13	25	14	52	422
Total	31	443	81	555	19	90	67	176	102	490	35	627	57	110	55	222	1580
09:00 AM	12	117	26	155	8	23	21	52	27	131	11	169	14	24	16	54	430
09:15 AM	8	98	25	131	9	24	17	50	25	120	8	153	19	27	14	60	394
09:30 AM	8	118	16	142	5	9	9	23	13	128	7	148	15	14	6	35	348
09:45 AM	11	129	18	158	3	22	17	42	18	139	10	167	14	27	11	52	419
Total	39	462	85	586	25	78	64	167	83	518	36	637	62	92	47	201	1591
Grand Total	94	1329	217	1640	59	217	180	456	235	1533	104	1872	153	275	157	585	4553
Apprch %	5.7	81	13.2		12.9	47.6	39.5		12.6	81.9	5.6		26.2	47	26.8		
Total %	2.1	29.2	4.8	36	1.3	4.8	4	10	5.2	33.7	2.3	41.1	3.4	6	3.4	12.8	
Passenger Vehicles	92	1284	210	1586	57	215	178	450	231	1485	100	1816	147	273	157	577	4429
% Passenger Vehicles	97.9	96.6	96.8	96.7	96.6	99.1	98.9	98.7	98.3	96.9	96.2	97	96.1	99.3	100	98.6	97.3
Dual Wheeled	1	18	6	25	1	2	2	5	4	23	1	28	4	2	0	6	64
% Dual Wheeled	1.1	1.4	2.8	1.5	1.7	0.9	1.1	1.1	1.7	1.5	1	1.5	2.6	0.7	0	1	1.4
Buses	1	27	1	29	1	0	0	1	0	25	3	28	2	0	0	2	60
% Buses	1.1	2	0.5	1.8	1.7	0	0	0.2	0	1.6	2.9	1.5	1.3	0	0	0.3	1.3

	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	8	101	17	126	4	22	13	39	25	108	7	140	17	**28**	10	55	360
08:45 AM	3	111	24	138	6	**24**	**23**	**53**	**30**	**138**	**11**	**179**	13	25	14	52	422
09:00 AM	**12**	**117**	**26**	**155**	8	23	21	52	27	131	11	169	14	24	**16**	54	**430**
09:15 AM	8	98	25	131	**9**	24	17	50	25	120	8	153	**19**	27	14	**60**	394
Total Volume	31	427	92	550	27	93	74	194	107	497	37	641	63	104	54	221	1606
% App. Total	5.6	77.6	16.7		13.9	47.9	38.1		16.7	77.5	5.8		28.5	47.1	24.4		
PHF	.646	.912	.885	.887	.750	.969	.804	.915	.892	.900	.841	.895	.829	.929	.844	.921	.934

Counts Unlimited
PO Box 1178
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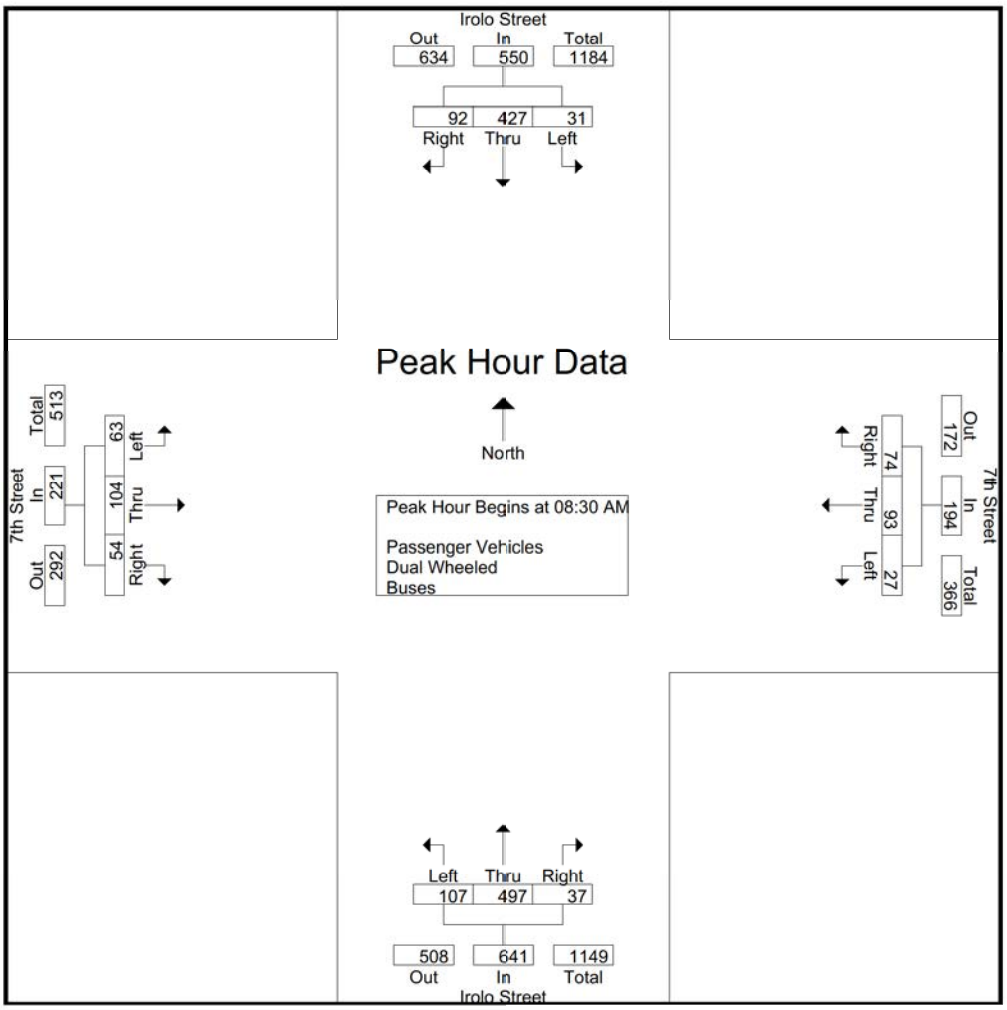
(951) 268-6268

City of Los Angeles
N/S: Irolo Street
E/W: 7th Street
Weather: Clear

File Name : 09_LAC_Irolo_7th AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM				08:30 AM				08:45 AM				07:45 AM			
+0 mins.	**12**	117	**26**	155	4	22	13	39	**30**	**138**	**11**	**179**	13	25	**22**	60
+15 mins.	8	98	25	131	6	**24**	**23**	**53**	27	131	11	169	9	**34**	21	**64**
+30 mins.	8	118	16	142	8	23	21	52	25	120	8	153	**18**	23	10	51
+45 mins.	11	**129**	18	**158**	**9**	24	17	50	13	128	7	148	17	28	10	55
Total Volume	39	462	85	586	27	93	74	194	95	517	37	649	57	110	63	230
% App. Total	6.7	78.8	14.5		13.9	47.9	38.1		14.6	79.7	5.7		24.8	47.8	27.4	
PHF	.813	.895	.817	.927	.750	.969	.804	.915	.792	.937	.841	.906	.792	.809	.716	.898

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Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles

	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	82	9	94	4	9	10	23	7	125	5	137	4	15	10	29	283
07:15 AM	4	86	13	103	4	11	15	30	18	132	4	154	6	14	12	32	319
07:30 AM	8	124	15	147	2	11	17	30	13	134	8	155	10	19	11	40	372
07:45 AM	8	115	14	137	3	18	7	28	12	119	13	144	13	25	22	60	369
Total	23	407	51	481	13	49	49	111	50	510	30	590	33	73	55	161	1343
08:00 AM	7	114	16	137	6	23	15	44	29	114	9	152	9	34	21	64	397
08:15 AM	12	111	22	145	3	21	16	40	18	118	8	144	18	23	10	51	380
08:30 AM	8	99	16	123	4	21	12	37	23	105	7	135	16	26	10	52	347
08:45 AM	3	108	22	133	6	24	23	53	29	134	11	174	12	25	14	51	411
Total	30	432	76	538	19	89	66	174	99	471	35	605	55	108	55	218	1535
09:00 AM	12	110	26	148	8	23	20	51	27	124	11	162	13	24	16	53	414
09:15 AM	8	96	24	128	9	24	17	50	24	118	8	150	19	27	14	60	388
09:30 AM	8	114	15	137	5	9	9	23	13	124	6	143	14	14	6	34	337
09:45 AM	11	125	18	154	3	21	17	41	18	138	10	166	13	27	11	51	412
Total	39	445	83	567	25	77	63	165	82	504	35	621	59	92	47	198	1551
Grand Total	92	1284	210	1586	57	215	178	450	231	1485	100	1816	147	273	157	577	4429
Apprch %	5.8	81	13.2		12.7	47.8	39.6		12.7	81.8	5.5		25.5	47.3	27.2		
Total %	2.1	29	4.7	35.8	1.3	4.9	4	10.2	5.2	33.5	2.3	41	3.3	6.2	3.5	13	

	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	8	99	16	123	4	21	12	37	23	105	7	135	16	26	10	52	347
08:45 AM	3	108	22	133	6	**24**	**23**	**53**	**29**	**134**	**11**	**174**	12	25	14	51	411
09:00 AM	**12**	**110**	**26**	**148**	8	23	20	51	27	124	11	162	13	24	**16**	53	**414**
09:15 AM	8	96	24	128	**9**	24	17	50	24	118	8	150	**19**	**27**	14	**60**	388
Total Volume	31	413	88	532	27	92	72	191	103	481	37	621	60	102	54	216	1560
% App. Total	5.8	77.6	16.5		14.1	48.2	37.7		16.6	77.5	6		27.8	47.2	25		
PHF	.646	.939	.846	.899	.750	.958	.783	.901	.888	.897	.841	.892	.789	.944	.844	.900	.942

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City of Los Angeles
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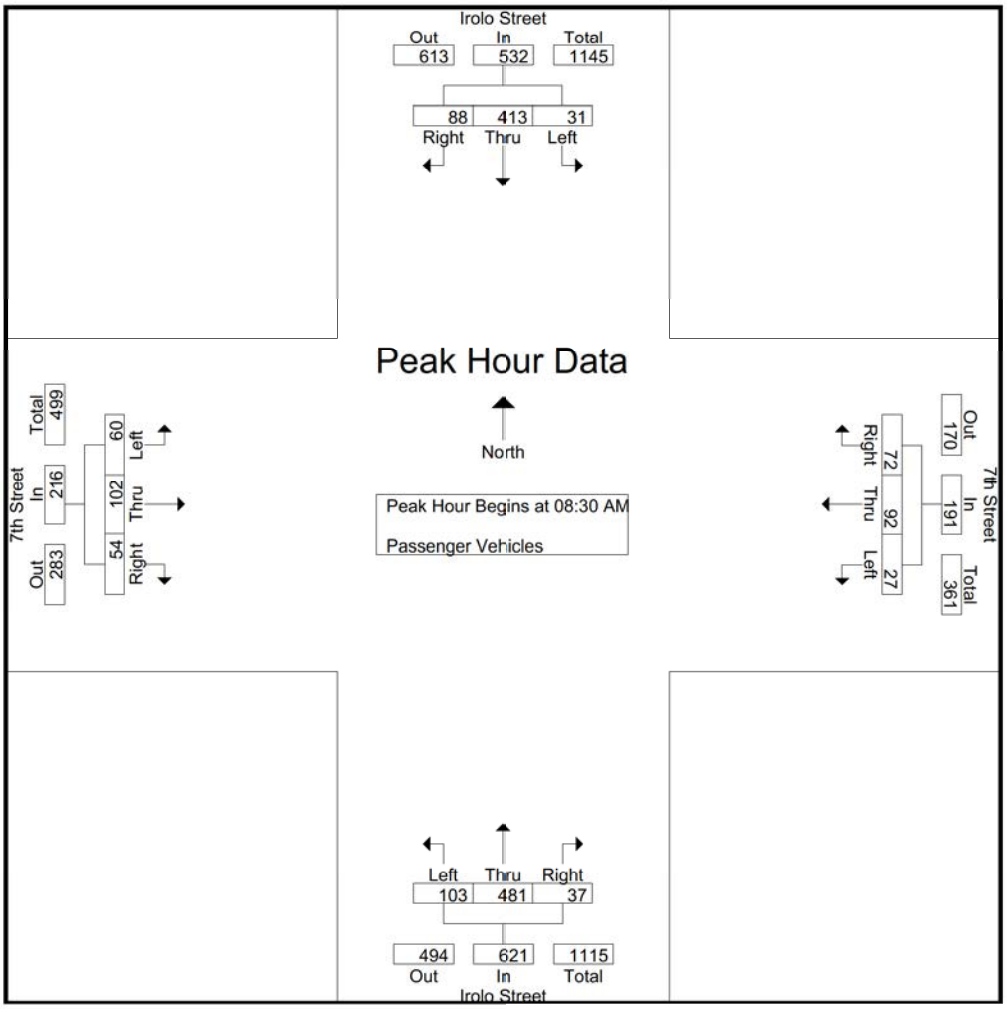
Weather: Clear

File Name : 09_LAC_Irolo_7th AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 2



Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:30 AM				08:30 AM				08:30 AM				08:30 AM			
+0 mins.	8	99	16	123	4	21	12	37	23	105	7	135	16	26	10	52
+15 mins.	3	108	22	133	6	**24**	**23**	**53**	**29**	**134**	**11**	**174**	12	25	14	51
+30 mins.	**12**	**110**	**26**	**148**	8	23	20	51	27	124	11	162	13	24	**16**	53
+45 mins.	8	96	24	128	**9**	24	17	50	24	118	8	150	**19**	**27**	14	**60**
Total Volume	31	413	88	532	27	92	72	191	103	481	37	621	60	102	54	216
% App. Total	5.8	77.6	16.5		14.1	48.2	37.7		16.6	77.5	6		27.8	47.2	25	
PHF	.646	.939	.846	.899	.750	.958	.783	.901	.888	.897	.841	.892	.789	.944	.844	.900

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City of Los Angeles
N/S: Irolo Street
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Weather: Clear

File Name : 09_LAC_Irolo_7th AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Dual Wheeled

	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	4	0	5	1	0	0	1	0	2	0	2	0	0	0	0	8
08:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
08:15 AM	0	1	1	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:30 AM	0	1	1	2	0	1	1	2	2	0	0	2	0	2	0	2	8
08:45 AM	0	2	2	4	0	0	0	0	1	4	0	5	1	0	0	1	10
Total	0	5	4	9	0	1	1	2	3	11	0	14	1	2	0	3	28
09:00 AM	0	3	0	3	0	0	1	1	0	5	0	5	1	0	0	1	10
09:15 AM	0	1	1	2	0	0	0	0	1	2	0	3	0	0	0	0	5
09:30 AM	0	3	1	4	0	0	0	0	0	3	1	4	1	0	0	1	9
09:45 AM	0	2	0	2	0	1	0	1	0	0	0	0	1	0	0	1	4
Total	0	9	2	11	0	1	1	2	1	10	1	12	3	0	0	3	28
Grand Total	1	18	6	25	1	2	2	5	4	23	1	28	4	2	0	6	64
Apprch %	4	72	24		20	40	40		14.3	82.1	3.6		66.7	33.3	0		
Total %	1.6	28.1	9.4	39.1	1.6	3.1	3.1	7.8	6.2	35.9	1.6	43.8	6.2	3.1	0	9.4	

	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	1	1	2	0	**1**	**1**	**2**	**2**	0	0	2	0	**2**	0	**2**	8
08:45 AM	0	2	**2**	**4**	0	0	0	0	1	4	0	**5**	**1**	0	0	1	**10**
09:00 AM	0	**3**	0	3	0	0	1	1	0	**5**	0	5	1	0	0	1	10
09:15 AM	0	1	1	2	0	0	0	0	1	2	0	3	0	0	0	0	5
Total Volume	0	7	4	11	0	1	2	3	4	11	0	15	2	2	0	4	33
% App. Total	0	63.6	36.4		0	33.3	66.7		26.7	73.3	0		50	50	0		
PHF	.000	.583	.500	.688	.000	.250	.500	.375	.500	.550	.000	.750	.500	.250	.000	.500	.825

Counts Unlimited
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City of Los Angeles
N/S: Irolo Street
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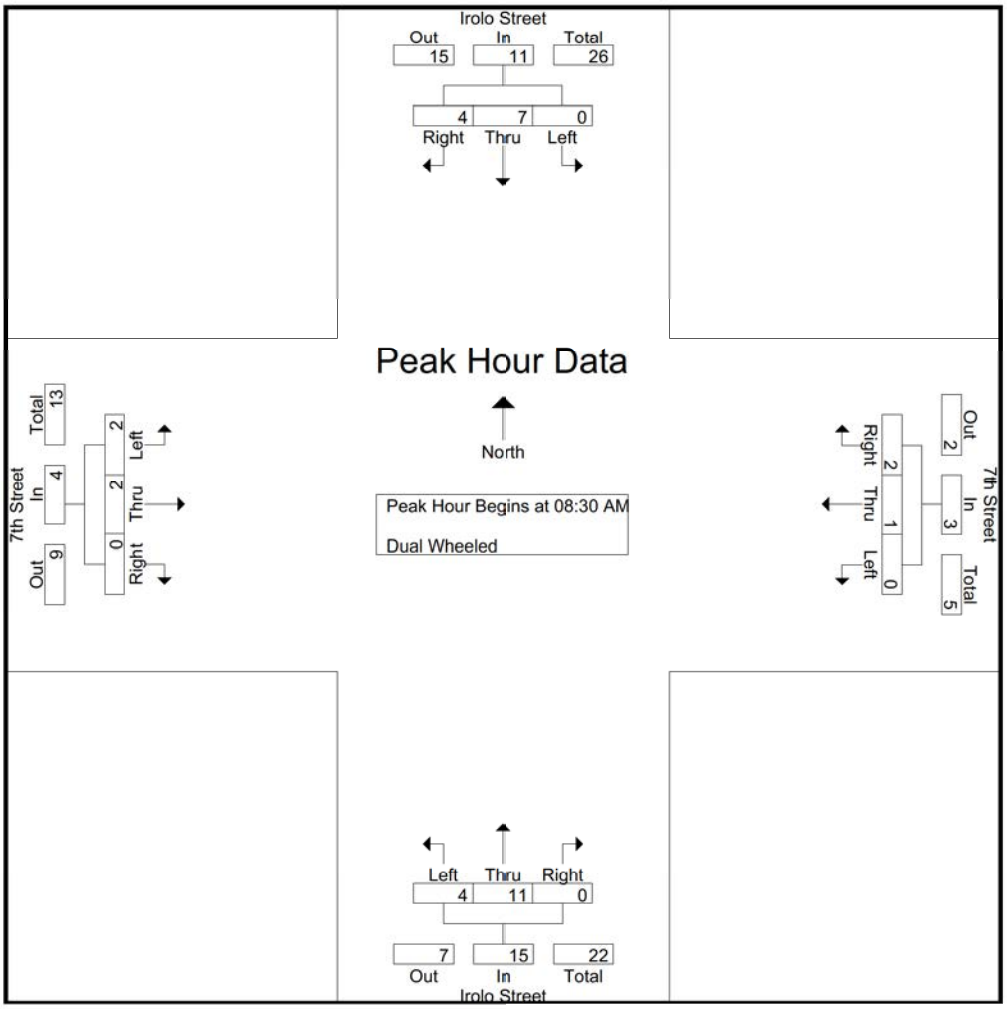

Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:30 AM				08:30 AM				08:30 AM				08:30 AM			
+0 mins.	0	1	1	2	0	**1**	**1**	**2**	**2**	0	0	2	0	**2**	0	**2**
+15 mins.	0	2	**2**	**4**	0	0	0	0	1	4	0	**5**	**1**	0	0	1
+30 mins.	0	**3**	0	3	0	0	1	1	0	**5**	0	5	1	0	0	1
+45 mins.	0	1	1	2	0	0	0	0	1	2	0	3	0	0	0	0
Total Volume	0	7	4	11	0	1	2	3	4	11	0	15	2	2	0	4
% App. Total	0	63.6	36.4		0	33.3	66.7		26.7	73.3	0		50	50	0	
PHF	.000	.583	.500	.688	.000	.250	.500	.375	.500	.550	.000	.750	.500	.250	.000	.500

Counts Unlimited
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City of Los Angeles
N/S: Irolo Street
E/W: 7th Street
Weather: Clear

File Name : 09_LAC_Irolo_7th AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Buses

	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	0	7	1	0	0	1	0	4	1	5	1	0	0	1	14
07:15 AM	0	1	0	1	0	0	0	0	0	4	1	5	0	0	0	0	6
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	3	0	3	0	0	0	0	0	4	1	5	0	0	0	0	8
Total	0	13	0	13	1	0	0	1	0	13	3	16	1	0	0	1	31
08:00 AM	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:15 AM	0	2	1	3	0	0	0	0	0	3	0	3	0	0	0	0	6
08:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	1	0	0	1	5
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	6	1	8	0	0	0	0	0	8	0	8	1	0	0	1	17
09:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
09:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
09:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	8	0	8	0	0	0	0	0	4	0	4	0	0	0	0	12
Grand Total	1	27	1	29	1	0	0	1	0	25	3	28	2	0	0	2	60
Apprch %	3.4	93.1	3.4		100	0	0		0	89.3	10.7		100	0	0		
Total %	1.7	45	1.7	48.3	1.7	0	0	1.7	0	41.7	5	46.7	3.3	0	0	3.3	

	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	**1**	0	0	**1**	5
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	**4**	0	**4**	0	0	0	0	0	2	0	2	0	0	0	0	**6**
09:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	7	0	7	0	0	0	0	0	5	0	5	1	0	0	1	13
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.438	.000	.438	.000	.000	.000	.000	.000	.417	.000	.417	.250	.000	.000	.250	.542

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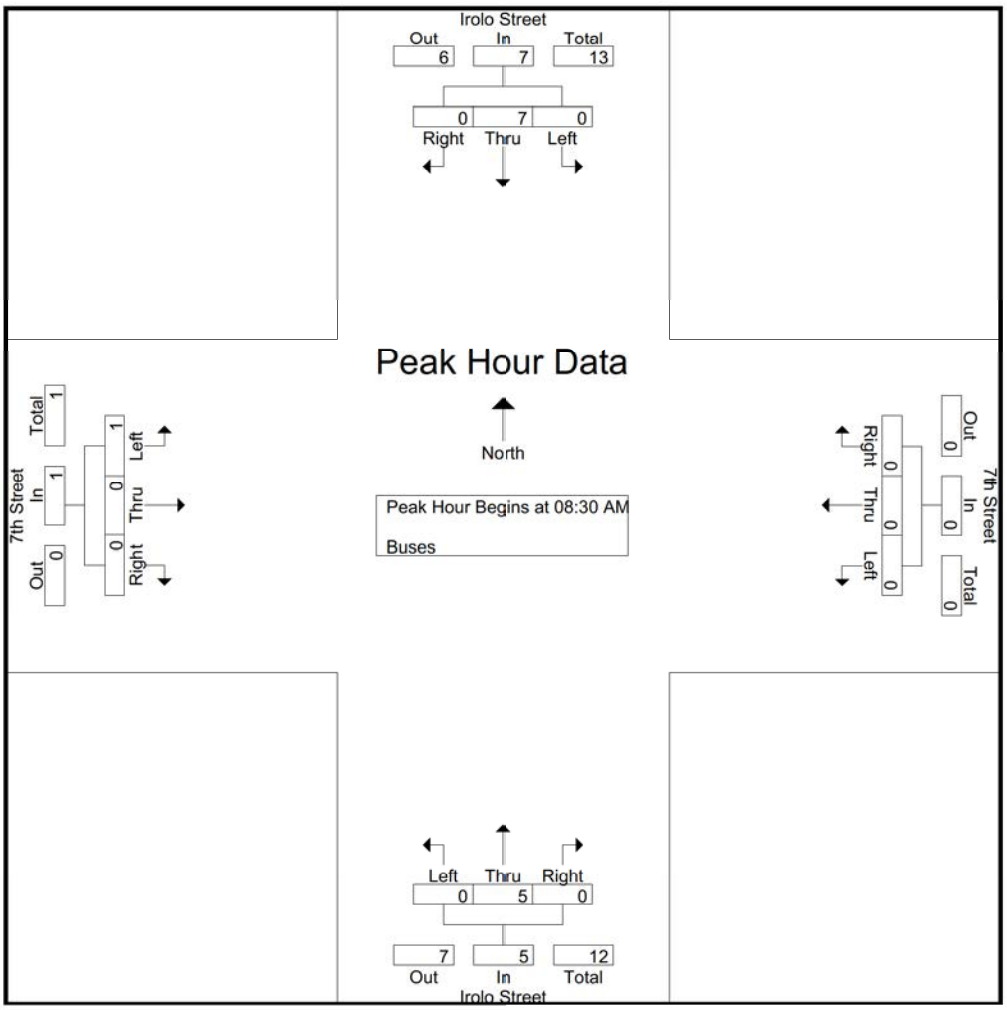

Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:30 AM				08:30 AM				08:30 AM				08:30 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	**3**	0	**3**	**1**	0	0	**1**
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**4**	0	**4**	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	7	0	7	0	0	0	0	0	5	0	5	1	0	0	1
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0	
PHF	.000	.438	.000	.438	.000	.000	.000	.000	.000	.417	.000	.417	.250	.000	.000	.250

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	16	132	22	170	8	21	17	46	18	150	7	175	9	37	17	63	454
03:15 PM	20	148	27	195	8	32	10	50	17	137	5	159	8	35	12	55	459
03:30 PM	21	117	39	177	2	22	13	37	13	140	12	165	7	40	19	66	445
03:45 PM	9	128	27	164	7	28	19	54	11	121	3	135	10	32	10	52	405
Total	66	525	115	706	25	103	59	187	59	548	27	634	34	144	58	236	1763
04:00 PM	16	124	35	175	10	21	20	51	14	137	7	158	10	27	22	59	443
04:15 PM	12	114	47	173	9	25	14	48	12	121	6	139	9	25	15	49	409
04:30 PM	25	116	57	198	3	19	22	44	21	133	11	165	7	42	24	73	480
04:45 PM	14	121	38	173	6	28	14	48	22	119	12	153	8	35	26	69	443
Total	67	475	177	719	28	93	70	191	69	510	36	615	34	129	87	250	1775
05:00 PM	12	105	66	183	7	38	13	58	11	128	6	145	12	53	25	90	476
05:15 PM	30	122	91	243	8	22	16	46	10	132	9	151	15	51	23	89	529
05:30 PM	19	102	33	154	5	34	17	56	10	134	7	151	10	53	17	80	441
05:45 PM	25	98	57	180	12	27	31	70	9	120	17	146	9	54	33	96	492
Total	86	427	247	760	32	121	77	230	40	514	39	593	46	211	98	355	1938
Grand Total	219	1427	539	2185	85	317	206	608	168	1572	102	1842	114	484	243	841	5476
Apprch %	10	65.3	24.7		14	52.1	33.9		9.1	85.3	5.5		13.6	57.6	28.9		
Total %	4	26.1	9.8	39.9	1.6	5.8	3.8	11.1	3.1	28.7	1.9	33.6	2.1	8.8	4.4	15.4	
Passenger Vehicles	215	1393	537	2145	84	314	202	600	167	1541	101	1809	112	477	240	829	5383
% Passenger Vehicles	98.2	97.6	99.6	98.2	98.8	99.1	98.1	98.7	99.4	98	99	98.2	98.2	98.6	98.8	98.6	98.3
Dual Wheeled	3	15	2	20	1	3	4	8	1	11	1	13	2	6	2	10	51
% Dual Wheeled	1.4	1.1	0.4	0.9	1.2	0.9	1.9	1.3	0.6	0.7	1	0.7	1.8	1.2	0.8	1.2	0.9
Buses	1	19	0	20	0	0	0	0	0	20	0	20	0	1	1	2	42
% Buses	0.5	1.3	0	0.9	0	0	0	0	0	1.3	0	1.1	0	0.2	0.4	0.2	0.8

	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	105	66	183	7	**38**	13	58	**11**	128	6	145	12	53	25	90	476
05:15 PM	**30**	**122**	**91**	**243**	8	22	16	46	10	132	9	**151**	**15**	51	23	89	**529**
05:30 PM	19	102	33	154	5	34	17	56	10	**134**	7	151	10	53	17	80	441
05:45 PM	25	98	57	180	**12**	27	**31**	**70**	9	120	**17**	146	9	**54**	**33**	**96**	492
Total Volume	86	427	247	760	32	121	77	230	40	514	39	593	46	211	98	355	1938
% App. Total	11.3	56.2	32.5		13.9	52.6	33.5		6.7	86.7	6.6		13	59.4	27.6		
PHF	.717	.875	.679	.782	.667	.796	.621	.821	.909	.959	.574	.982	.767	.977	.742	.924	.916

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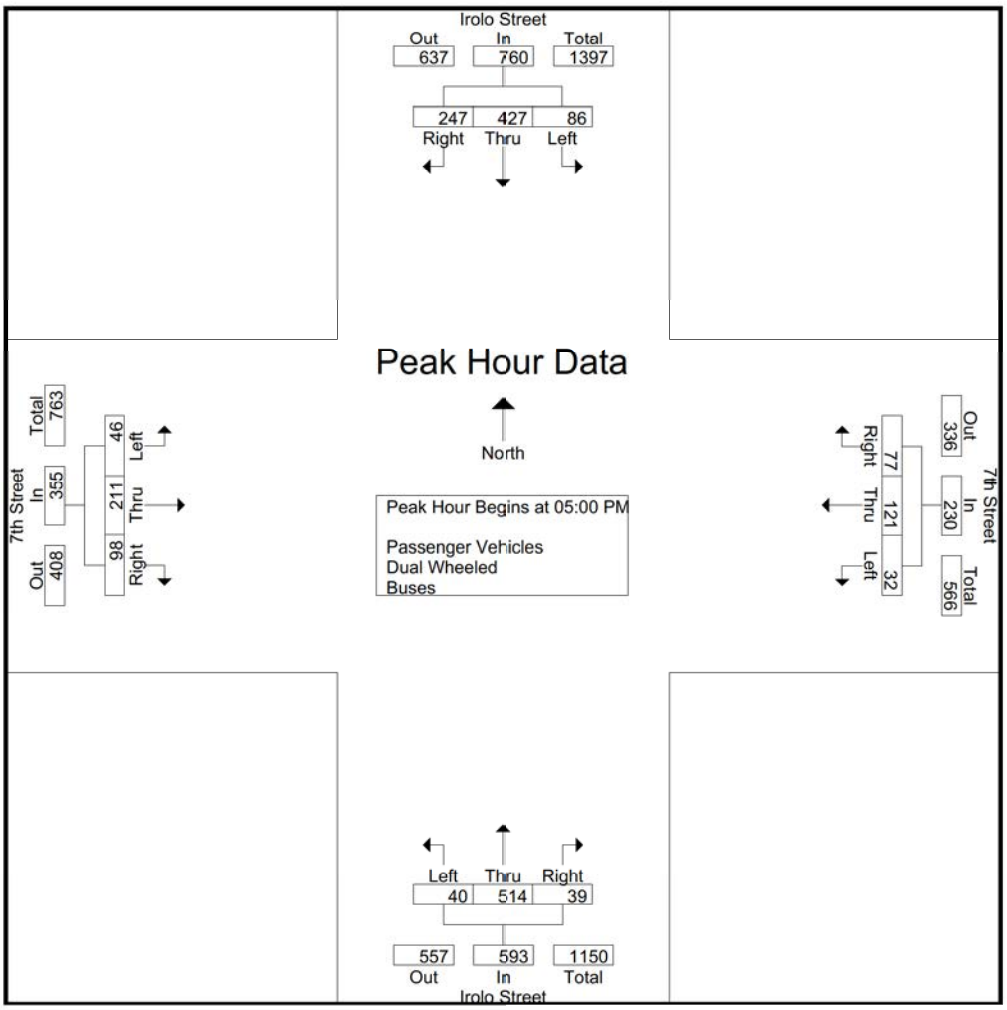

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				03:00 PM				05:00 PM			
+0 mins.	25	116	57	198	7	**38**	13	58	**18**	**150**	7	**175**	12	53	25	90
+15 mins.	14	121	38	173	8	22	16	46	17	137	5	159	**15**	51	23	89
+30 mins.	12	105	66	183	5	34	17	56	13	140	**12**	165	10	53	17	80
+45 mins.	**30**	**122**	**91**	**243**	**12**	27	**31**	**70**	11	121	3	135	9	**54**	**33**	**96**
Total Volume	81	464	252	797	32	121	77	230	59	548	27	634	46	211	98	355
% App. Total	10.2	58.2	31.6		13.9	52.6	33.5		9.3	86.4	4.3		13	59.4	27.6	
PHF	.675	.951	.692	.820	.667	.796	.621	.821	.819	.913	.563	.906	.767	.977	.742	.924

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Groups Printed- Passenger Vehicles

	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	15	126	22	163	7	21	15	43	18	148	7	173	9	37	17	63	442
03:15 PM	20	147	27	194	8	32	10	50	17	134	5	156	8	34	12	54	454
03:30 PM	21	115	39	175	2	22	13	37	13	135	12	160	6	40	19	65	437
03:45 PM	9	127	26	162	7	27	19	53	11	119	3	133	10	30	10	50	398
Total	65	515	114	694	24	102	57	183	59	536	27	622	33	141	58	232	1731
04:00 PM	15	118	35	168	10	20	20	50	14	130	7	151	10	27	22	59	428
04:15 PM	11	109	47	167	9	25	13	47	12	117	6	135	9	25	15	49	398
04:30 PM	25	115	57	197	3	19	22	44	20	132	11	163	7	41	22	70	474
04:45 PM	13	119	38	170	6	28	14	48	22	119	12	153	8	35	26	69	440
Total	64	461	177	702	28	92	69	189	68	498	36	602	34	128	85	247	1740
05:00 PM	12	103	66	181	7	37	12	56	11	125	6	142	12	52	25	89	468
05:15 PM	30	118	90	238	8	22	16	46	10	131	9	150	15	51	22	88	522
05:30 PM	19	100	33	152	5	34	17	56	10	133	7	150	10	51	17	78	436
05:45 PM	25	96	57	178	12	27	31	70	9	118	16	143	8	54	33	95	486
Total	86	417	246	749	32	120	76	228	40	507	38	585	45	208	97	350	1912
Grand Total	215	1393	537	2145	84	314	202	600	167	1541	101	1809	112	477	240	829	5383
Apprch %	10	64.9	25		14	52.3	33.7		9.2	85.2	5.6		13.5	57.5	29		
Total %	4	25.9	10	39.8	1.6	5.8	3.8	11.1	3.1	28.6	1.9	33.6	2.1	8.9	4.5	15.4	

	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	103	66	181	7	**37**	12	56	**11**	125	6	142	12	52	25	89	468
05:15 PM	**30**	**118**	**90**	**238**	8	22	16	46	10	131	9	**150**	**15**	51	22	88	**522**
05:30 PM	19	100	33	152	5	34	17	56	10	**133**	7	150	10	51	17	78	436
05:45 PM	25	96	57	178	**12**	27	**31**	**70**	9	118	**16**	143	8	**54**	**33**	**95**	486
Total Volume	86	417	246	749	32	120	76	228	40	507	38	585	45	208	97	350	1912
% App. Total	11.5	55.7	32.8		14	52.6	33.3		6.8	86.7	6.5		12.9	59.4	27.7		
PHF	.717	.883	.683	.787	.667	.811	.613	.814	.909	.953	.594	.975	.750	.963	.735	.921	.916

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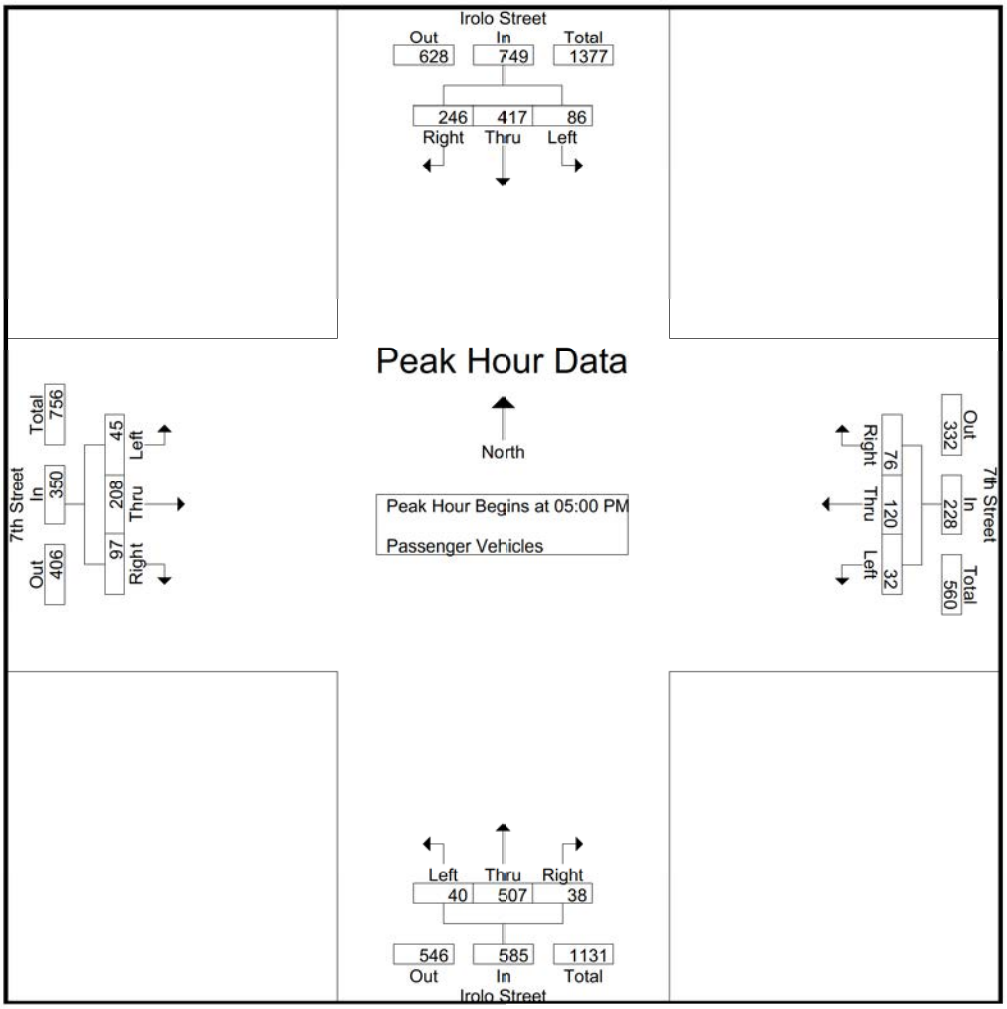

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	12	103	66	181	7	**37**	12	56	**11**	125	6	142	12	52	25	89
+15 mins.	**30**	**118**	**90**	**238**	8	22	16	46	10	131	9	**150**	**15**	51	22	88
+30 mins.	19	100	33	152	5	34	17	56	10	**133**	7	150	10	51	17	78
+45 mins.	25	96	57	178	**12**	27	**31**	**70**	9	118	**16**	143	8	**54**	**33**	**95**
Total Volume	86	417	246	749	32	120	76	228	40	507	38	585	45	208	97	350
% App. Total	11.5	55.7	32.8		14	52.6	33.3		6.8	86.7	6.5		12.9	59.4	27.7	
PHF	.717	.883	.683	.787	.667	.811	.613	.814	.909	.953	.594	.975	.750	.963	.735	.921

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Groups Printed- Dual Wheeled

	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	1	5	0	6	1	0	2	3	0	1	0	1	0	0	0	0	10
03:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
03:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
03:45 PM	0	1	1	2	0	1	0	1	0	0	0	0	0	2	0	2	5
Total	1	7	1	9	1	1	2	4	0	4	0	4	1	3	0	4	21
04:00 PM	0	2	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
04:15 PM	1	1	0	2	0	0	1	1	0	2	0	2	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	2	3	4
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	3	0	5	0	1	1	2	1	3	0	4	0	1	2	3	14
05:00 PM	0	1	0	1	0	1	1	2	0	1	0	1	0	0	0	0	4
05:15 PM	0	3	1	4	0	0	0	0	0	1	0	1	0	0	0	0	5
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	2	0	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	1	3
Total	0	5	1	6	0	1	1	2	0	4	1	5	1	2	0	3	16
Grand Total	3	15	2	20	1	3	4	8	1	11	1	13	2	6	2	10	51
Apprch %	15	75	10		12.5	37.5	50		7.7	84.6	7.7		20	60	20		
Total %	5.9	29.4	3.9	39.2	2	5.9	7.8	15.7	2	21.6	2	25.5	3.9	11.8	3.9	19.6	

	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	**1**	**1**	**2**	0	**1**	0	1	0	0	0	0	4
05:15 PM	0	**3**	**1**	**4**	0	0	0	0	0	1	0	1	0	0	0	0	**5**
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	**2**	0	**2**	4
05:45 PM	0	0	0	0	0	0	0	0	0	1	**1**	**2**	**1**	0	0	1	3
Total Volume	0	5	1	6	0	1	1	2	0	4	1	5	1	2	0	3	16
% App. Total	0	83.3	16.7		0	50	50		0	80	20		33.3	66.7	0		
PHF	.000	.417	.250	.375	.000	.250	.250	.250	.000	1.00	.250	.625	.250	.250	.000	.375	.800

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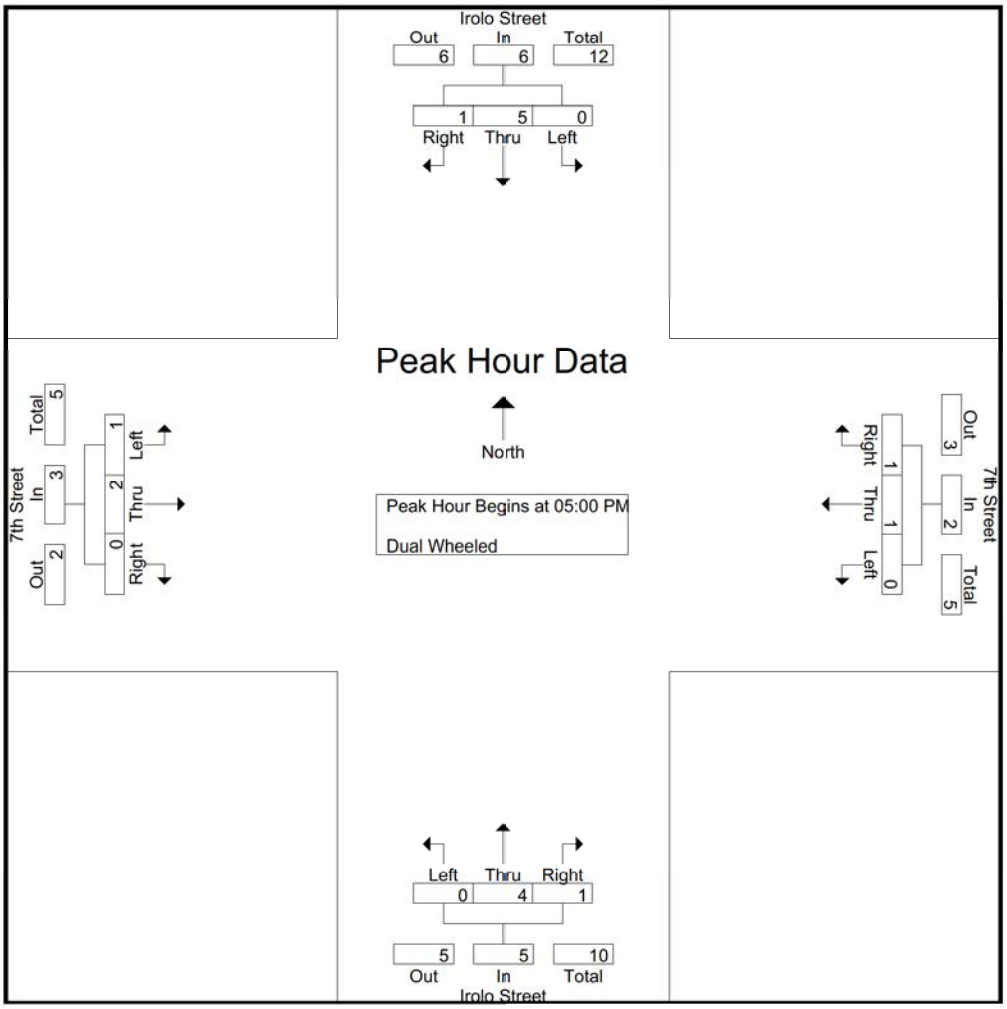

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	**1**	**1**	**2**	0	**1**	0	1	0	0	0	0
+15 mins.	0	**3**	**1**	**4**	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	1	**1**	**2**	**1**	0	0	1
Total Volume	0	5	1	6	0	1	1	2	0	4	1	5	1	2	0	3
% App. Total	0	83.3	16.7		0	50	50		0	80	20		33.3	66.7	0	
PHF	.000	.417	.250	.375	.000	.250	.250	.250	.000	1.000	.250	.625	.250	.250	.000	.375

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Irolo Street
E/W: 7th Street
Weather: Clear

File Name : 09_LAC_Irolo_7th PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Buses

	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
03:30 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
03:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	3	0	3	0	0	0	0	0	8	0	8	0	0	0	0	11
04:00 PM	1	4	0	5	0	0	0	0	0	6	0	6	0	0	0	0	11
04:15 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	11	0	12	0	0	0	0	0	9	0	9	0	0	0	0	21
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	5	0	5	0	0	0	0	0	3	0	3	0	1	1	2	10
Grand Total	1	19	0	20	0	0	0	0	0	20	0	20	0	1	1	2	42
Apprch %	5	95	0		0	0	0		0	100	0		0	50	50		
Total %	2.4	45.2	0	47.6	0	0	0	0	0	47.6	0	47.6	0	2.4	2.4	4.8	

	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	**1**	0	**1**	**4**
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**1**	1	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	5	0	5	0	0	0	0	0	3	0	3	0	1	1	2	10
% App. Total	0	100	0		0	0	0		0	100	0		0	50	50		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.375	.000	.375	.000	.250	.250	.500	.625

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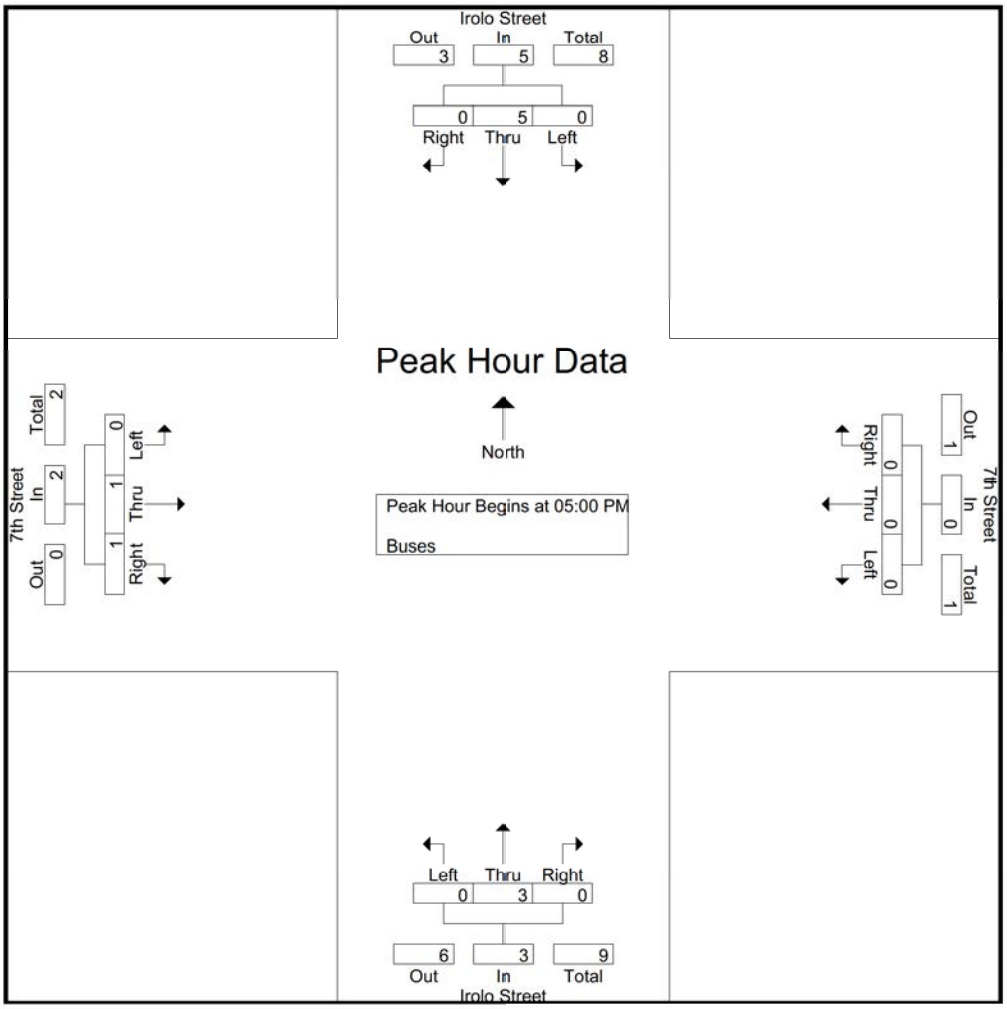

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	**1**	0	**1**
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**1**	1
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	3	0	3	0	1	1	2
% App. Total	0	100	0		0	0	0		0	100	0		0	50	50	
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.375	.000	.375	.000	.250	.250	.500

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Irolo Street

East/West 7th Street

Day: Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood I/S CODE 7994

	N/B	S/B	E/B	W/B
DUAL-WHEELED	41	45	16	13
BIKES	31	28	18	18
BUSES	48	49	4	1

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	179	8.45	158	9.45	64	8.00	53	8.45
PM PK 15 MIN	175	3.00	243	5.15	96	5.45	70	5.45
AM PK HOUR	649	8.45	586	9.00	230	7.45	194	8.30
PM PK HOUR	634	3.00	797	4.30	355	5.00	230	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	50	525	33	608
8-9	102	490	35	627
9-10	83	518	36	637
3-4	59	548	27	634
4-5	69	510	36	615
5-6	40	514	39	593
TOTAL	403	3105	206	3714

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	24	424	51	499
8-9	31	443	81	555
9-10	39	462	85	586
3-4	66	525	115	706
4-5	67	475	177	719
5-6	86	427	247	760
TOTAL	313	2756	756	3825

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1107	25	10	57	13
1182	36	12	40	13
1223	33	1	36	7
1340	51	12	53	9
1334	57	13	29	4
1353	56	1	44	0
7539	258	49	259	46

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	34	73	55	162
8-9	57	110	55	222
9-10	62	92	47	201
3-4	34	144	58	236
4-5	34	129	87	250
5-6	46	211	98	355
TOTAL	267	759	400	1426

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	15	49	49	113
8-9	19	90	67	176
9-10	25	78	64	167
3-4	25	103	59	187
4-5	28	93	70	191
5-6	32	121	77	230
TOTAL	144	534	386	1064

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
275	49	18	59	11
398	61	16	66	10
368	57	9	64	9
423	89	22	72	19
441	89	41	68	19
585	109	22	90	6
2490	454	128	419	74

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Irolo Street				
East/West:	7th Street				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	Yes	District:	Hollywood	I/S Code:	7994
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	5	0	5
8-9	0	4	0	4
9-10	0	5	0	5
3-4	2	4	0	6
4-5	0	6	0	6
5-6	0	4	1	5
TOTAL	2	28	1	31

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	3	0	3
8-9	0	3	0	3
9-10	0	5	0	5
3-4	0	7	0	7
4-5	2	4	1	7
5-6	0	3	0	3
TOTAL	2	25	1	28

TOTAL

Hours	N-S
7-8	8
8-9	7
9-10	10
3-4	13
4-5	13
5-6	8
TOTAL	59

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	1	0	0	1
9-10	0	1	0	1
3-4	1	6	0	7
4-5	0	0	2	2
5-6	0	5	1	6
TOTAL	2	13	3	18

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	1	1	0	2
9-10	1	6	0	7
3-4	0	1	0	1
4-5	2	1	1	4
5-6	1	3	0	4
TOTAL	5	12	1	18

TOTAL

Hours	N-S
7-8	1
8-9	3
9-10	8
3-4	8
4-5	6
5-6	10
TOTAL	36

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	2	1	0	1	4
- No helmet riders	29	25	16	12	82
- Sidewalk Riding	21	19	7	4	51
- Wrong way riding	10	16	7	2	35

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Irolo Street				
East/West:	7th Street				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	7994
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	15	5	22	10	52
7:15-7:30	6	4	10	15	35
7:30-7:45	25	5	19	11	60
7:45-8:00	24	21	19	31	95
8:00-8:15	19	13	21	15	68
8:15-8:30	3	12	19	17	51
8:30-8:45	14	11	19	27	71
8:45-9:00	17	12	17	18	64
9:00-9:15	9	16	17	20	62
9:15-9:30	13	7	23	16	59
9:30-9:45	9	5	14	14	42
9:45-10:00	12	6	19	16	53
Hours					
7 - 8	70	35	70	67	242
8 - 9	53	48	76	77	254
9 - 10	43	34	73	66	216
TOTAL	166	117	219	210	712

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	17	12	32	38	99
3:15-3:30	15	30	30	64	139
3:30-3:45	12	20	52	34	118
3:45-4:00	18	40	30	42	130
4:00-4:15	8	18	40	32	98
4:15-4:30	9	30	22	34	95
4:30-4:45	10	36	30	60	136
4:45-5:00	6	30	44	52	132
5:00-5:15	8	10	22	42	82
5:15-5:30	11	40	66	60	177
5:30-5:45	13	38	58	44	153
5:45-6:00	12	24	34	72	142
Hours					
3 - 4	62	102	144	178	486
4 - 5	33	114	136	178	461
5 - 6	44	112	180	218	554
	139	328	460	574	1501

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	0	0	1	1	2
- Skateboard/scooter	7	1	6	5	19

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Irolo Street
E/W: 8th Street
Weather: Clear

File Name : 10_LAC_Irolo_8th AM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	70	12	86	6	86	10	102	14	244	7	265	7	131	8	146	599
07:15 AM	6	98	15	119	4	100	9	113	2	218	6	226	7	147	6	160	618
07:30 AM	6	138	9	153	7	124	4	135	9	219	9	237	8	131	6	145	670
07:45 AM	6	124	22	152	12	127	11	150	12	167	13	192	9	127	5	141	635
Total	22	430	58	510	29	437	34	500	37	848	35	920	31	536	25	592	2522
08:00 AM	6	150	21	177	13	113	6	132	11	188	15	214	16	139	4	159	682
08:15 AM	15	165	26	206	10	116	12	138	9	185	7	201	18	123	11	152	697
08:30 AM	11	158	14	183	9	97	11	117	6	220	12	238	7	127	8	142	680
08:45 AM	7	148	22	177	2	110	10	122	6	217	15	238	11	152	1	164	701
Total	39	621	83	743	34	436	39	509	32	810	49	891	52	541	24	617	2760
09:00 AM	12	122	16	150	11	123	17	151	6	199	12	217	17	139	6	162	680
09:15 AM	12	104	13	129	7	98	16	121	9	168	14	191	8	128	4	140	581
09:30 AM	10	103	13	126	7	99	12	118	9	185	12	206	9	138	4	151	601
09:45 AM	10	120	10	140	2	128	9	139	12	192	14	218	9	139	6	154	651
Total	44	449	52	545	27	448	54	529	36	744	52	832	43	544	20	607	2513
Grand Total	105	1500	193	1798	90	1321	127	1538	105	2402	136	2643	126	1621	69	1816	7795
Apprch %	5.8	83.4	10.7		5.9	85.9	8.3		4	90.9	5.1		6.9	89.3	3.8		
Total %	1.3	19.2	2.5	23.1	1.2	16.9	1.6	19.7	1.3	30.8	1.7	33.9	1.6	20.8	0.9	23.3	
Passenger Vehicles	104	1461	189	1754	87	1281	125	1493	100	2349	129	2578	121	1568	66	1755	7580
% Passenger Vehicles	99	97.4	97.9	97.6	96.7	97	98.4	97.1	95.2	97.8	94.9	97.5	96	96.7	95.7	96.6	97.2
Dual Wheeled	1	19	3	23	2	14	2	18	3	32	3	38	5	28	2	35	114
% Dual Wheeled	1	1.3	1.6	1.3	2.2	1.1	1.6	1.2	2.9	1.3	2.2	1.4	4	1.7	2.9	1.9	1.5
Buses	0	20	1	21	1	26	0	27	2	21	4	27	0	25	1	26	101
% Buses	0	1.3	0.5	1.2	1.1	2	0	1.8	1.9	0.9	2.9	1	0	1.5	1.4	1.4	1.3

	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	150	21	177	**13**	113	6	132	**11**	188	**15**	214	16	139	4	159	682
08:15 AM	**15**	**165**	**26**	**206**	10	**116**	**12**	**138**	9	185	7	201	**18**	123	**11**	152	697
08:30 AM	11	158	14	183	9	97	11	117	6	**220**	12	**238**	7	127	8	142	680
08:45 AM	7	148	22	177	2	110	10	122	6	217	15	238	11	**152**	1	**164**	**701**
Total Volume	39	621	83	743	34	436	39	509	32	810	49	891	52	541	24	617	2760
% App. Total	5.2	83.6	11.2		6.7	85.7	7.7		3.6	90.9	5.5		8.4	87.7	3.9		
PHF	.650	.941	.798	.902	.654	.940	.813	.922	.727	.920	.817	.936	.722	.890	.545	.941	.984

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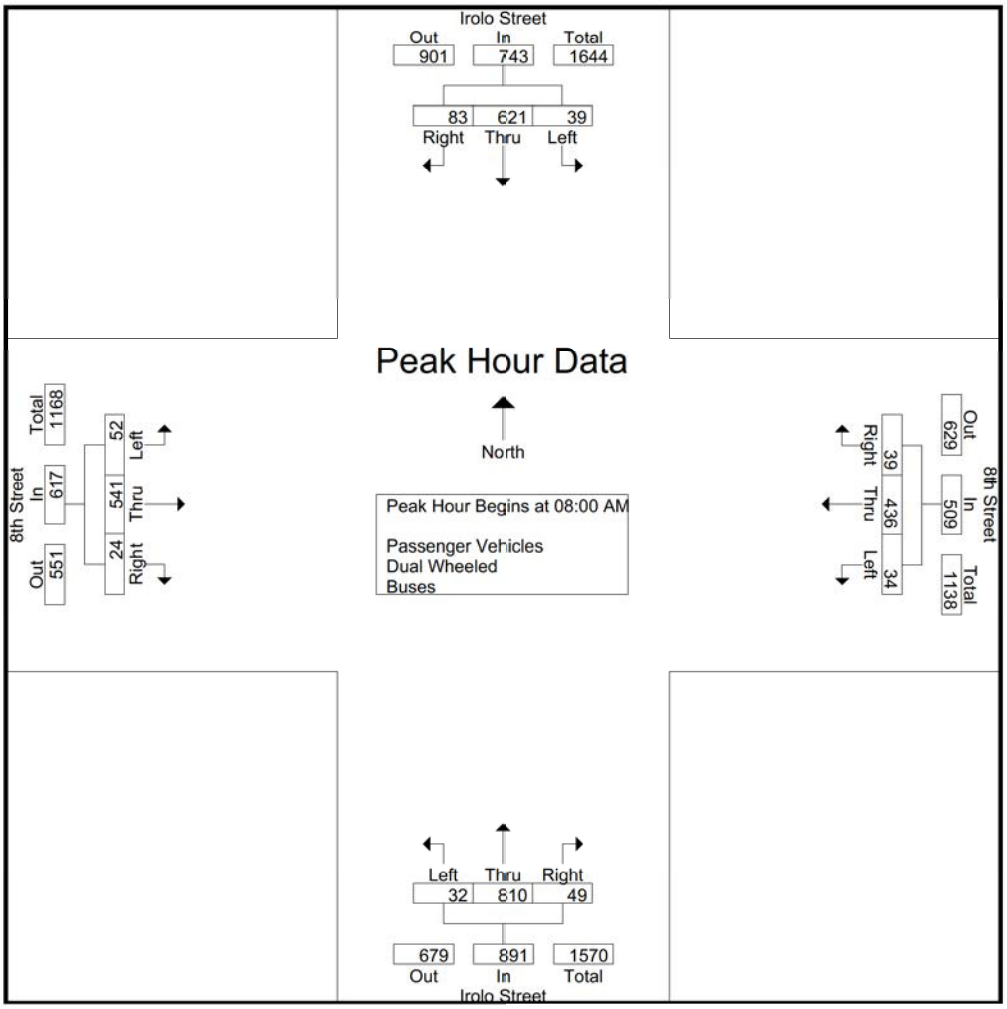

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:00 AM				08:15 AM			
+0 mins.	6	150	21	177	7	124	4	135	**14**	**244**	7	**265**	**18**	123	**11**	152
+15 mins.	**15**	**165**	**26**	**206**	12	**127**	11	**150**	2	218	6	226	7	127	8	142
+30 mins.	11	158	14	183	**13**	113	6	132	9	219	9	237	11	**152**	1	**164**
+45 mins.	7	148	22	177	10	116	**12**	138	12	167	**13**	192	17	139	6	162
Total Volume	39	621	83	743	42	480	33	555	37	848	35	920	53	541	26	620
% App. Total	5.2	83.6	11.2		7.6	86.5	5.9		4	92.2	3.8		8.5	87.3	4.2	
PHF	.650	.941	.798	.902	.808	.945	.688	.925	.661	.869	.673	.868	.736	.890	.591	.945

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File Name : 10_LAC_Irolo_8th AM
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Groups Printed- Passenger Vehicles

	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	65	12	81	4	78	10	92	14	234	6	254	7	125	8	140	567
07:15 AM	6	93	15	114	4	97	9	110	2	213	4	219	7	144	5	156	599
07:30 AM	6	134	9	149	7	122	4	133	9	215	9	233	7	130	6	143	658
07:45 AM	6	123	22	151	12	124	11	147	11	161	12	184	9	123	5	137	619
Total	22	415	58	495	27	421	34	482	36	823	31	890	30	522	24	576	2443
08:00 AM	5	148	21	174	13	110	6	129	11	179	13	203	15	135	4	154	660
08:15 AM	15	160	25	200	10	112	12	134	8	184	7	199	18	116	11	145	678
08:30 AM	11	155	14	180	9	96	10	115	5	219	12	236	6	122	7	135	666
08:45 AM	7	145	20	172	2	107	10	119	5	214	15	234	11	147	1	159	684
Total	38	608	80	726	34	425	38	497	29	796	47	872	50	520	23	593	2688
09:00 AM	12	119	15	146	10	117	17	144	6	198	12	216	15	131	6	152	658
09:15 AM	12	101	13	126	7	96	16	119	8	164	14	186	8	124	4	136	567
09:30 AM	10	100	13	123	7	96	11	114	9	178	11	198	9	134	4	147	582
09:45 AM	10	118	10	138	2	126	9	137	12	190	14	216	9	137	5	151	642
Total	44	438	51	533	26	435	53	514	35	730	51	816	41	526	19	586	2449
Grand Total	104	1461	189	1754	87	1281	125	1493	100	2349	129	2578	121	1568	66	1755	7580
Apprch %	5.9	83.3	10.8		5.8	85.8	8.4		3.9	91.1	5		6.9	89.3	3.8		
Total %	1.4	19.3	2.5	23.1	1.1	16.9	1.6	19.7	1.3	31	1.7	34	1.6	20.7	0.9	23.2	

	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	148	21	174	**13**	110	6	129	**11**	179	13	203	15	135	4	154	660
08:15 AM	**15**	**160**	**25**	**200**	10	**112**	**12**	**134**	8	184	7	199	**18**	116	**11**	145	678
08:30 AM	11	155	14	180	9	96	10	115	5	**219**	12	**236**	6	122	7	135	666
08:45 AM	7	145	20	172	2	107	10	119	5	214	**15**	234	11	**147**	1	**159**	**684**
Total Volume	38	608	80	726	34	425	38	497	29	796	47	872	50	520	23	593	2688
% App. Total	5.2	83.7	11		6.8	85.5	7.6		3.3	91.3	5.4		8.4	87.7	3.9		
PHF	.633	.950	.800	.908	.654	.949	.792	.927	.659	.909	.783	.924	.694	.884	.523	.932	.982

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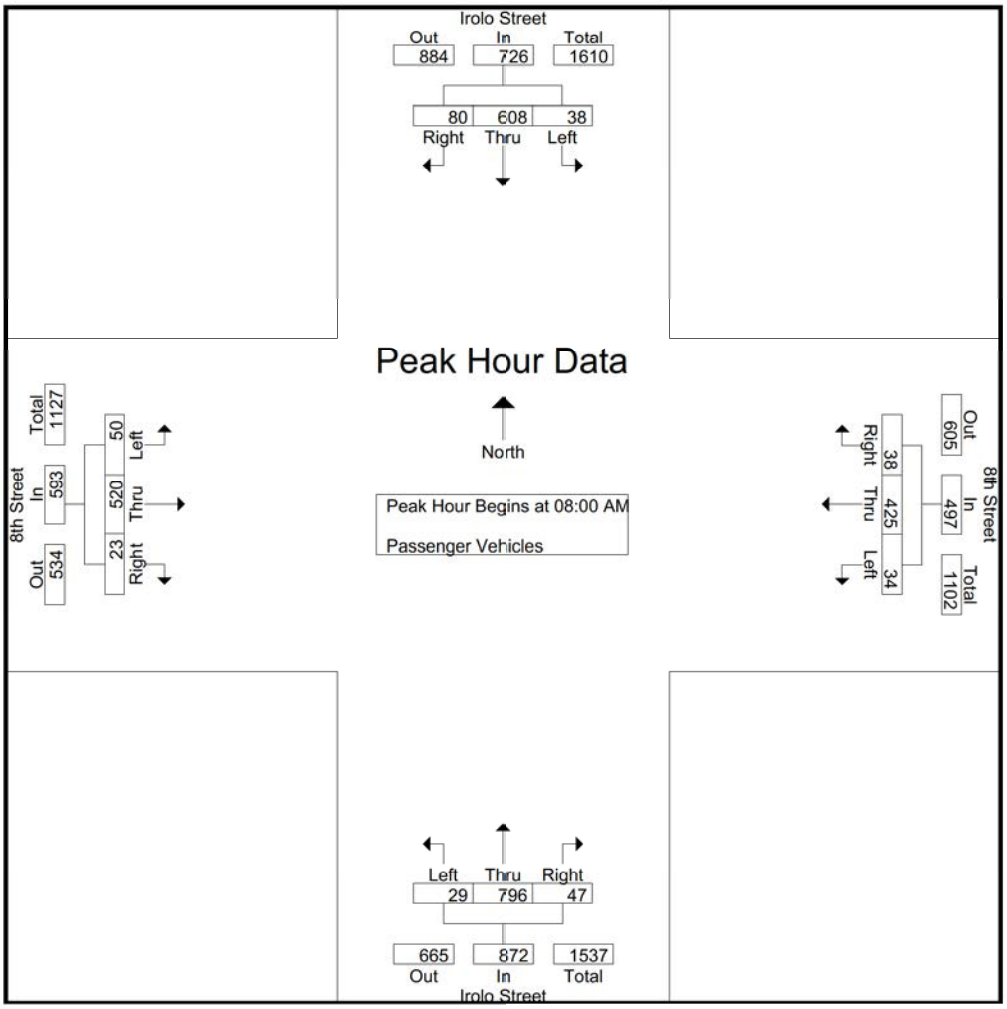

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	5	148	21	174	**13**	110	6	129	**11**	179	13	203	15	135	4	154
+15 mins.	**15**	**160**	**25**	**200**	10	**112**	**12**	**134**	8	184	7	199	**18**	116	**11**	145
+30 mins.	11	155	14	180	9	96	10	115	5	**219**	12	**236**	6	122	7	135
+45 mins.	7	145	20	172	2	107	10	119	5	214	**15**	234	11	**147**	1	**159**
Total Volume	38	608	80	726	34	425	38	497	29	796	47	872	50	520	23	593
% App. Total	5.2	83.7	11		6.8	85.5	7.6		3.3	91.3	5.4		8.4	87.7	3.9	
PHF	.633	.950	.800	.908	.654	.949	.792	.927	.659	.909	.783	.924	.694	.884	.523	.932

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Groups Printed- Dual Wheeled

	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	2	0	5	0	5	0	2	0	2	9
07:15 AM	0	1	0	1	0	2	0	2	0	2	0	2	0	0	0	0	5
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	0	1	4
07:45 AM	0	0	0	0	0	1	0	1	1	3	0	4	0	0	0	0	5
Total	0	2	0	2	1	4	0	5	1	12	0	13	1	2	0	3	23
08:00 AM	1	1	0	2	0	0	0	0	0	8	2	10	1	2	0	3	15
08:15 AM	0	4	0	4	0	2	0	2	1	0	0	1	0	3	0	3	10
08:30 AM	0	3	0	3	0	0	1	1	0	0	0	0	1	2	1	4	8
08:45 AM	0	2	2	4	0	2	0	2	0	2	0	2	0	5	0	5	13
Total	1	10	2	13	0	4	1	5	1	10	2	13	2	12	1	15	46
09:00 AM	0	2	1	3	1	2	0	3	0	1	0	1	2	6	0	8	15
09:15 AM	0	2	0	2	0	1	0	1	1	1	0	2	0	4	0	4	9
09:30 AM	0	2	0	2	0	2	1	3	0	6	1	7	0	3	0	3	15
09:45 AM	0	1	0	1	0	1	0	1	0	2	0	2	0	1	1	2	6
Total	0	7	1	8	1	6	1	8	1	10	1	12	2	14	1	17	45
Grand Total	1	19	3	23	2	14	2	18	3	32	3	38	5	28	2	35	114
Apprch %	4.3	82.6	13		11.1	77.8	11.1		7.9	84.2	7.9		14.3	80	5.7		
Total %	0.9	16.7	2.6	20.2	1.8	12.3	1.8	15.8	2.6	28.1	2.6	33.3	4.4	24.6	1.8	30.7	

	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**1**	1	0	2	0	0	0	0	0	**8**	**2**	**10**	**1**	2	0	3	**15**
08:15 AM	0	**4**	0	**4**	0	**2**	0	**2**	**1**	0	0	1	0	3	0	3	10
08:30 AM	0	3	0	3	0	0	**1**	1	0	0	0	0	1	2	**1**	4	8
08:45 AM	0	2	**2**	4	0	2	0	2	0	2	0	2	0	**5**	0	**5**	13
Total Volume	1	10	2	13	0	4	1	5	1	10	2	13	2	12	1	15	46
% App. Total	7.7	76.9	15.4		0	80	20		7.7	76.9	15.4		13.3	80	6.7		
PHF	.250	.625	.250	.813	.000	.500	.250	.625	.250	.313	.250	.325	.500	.600	.250	.750	.767

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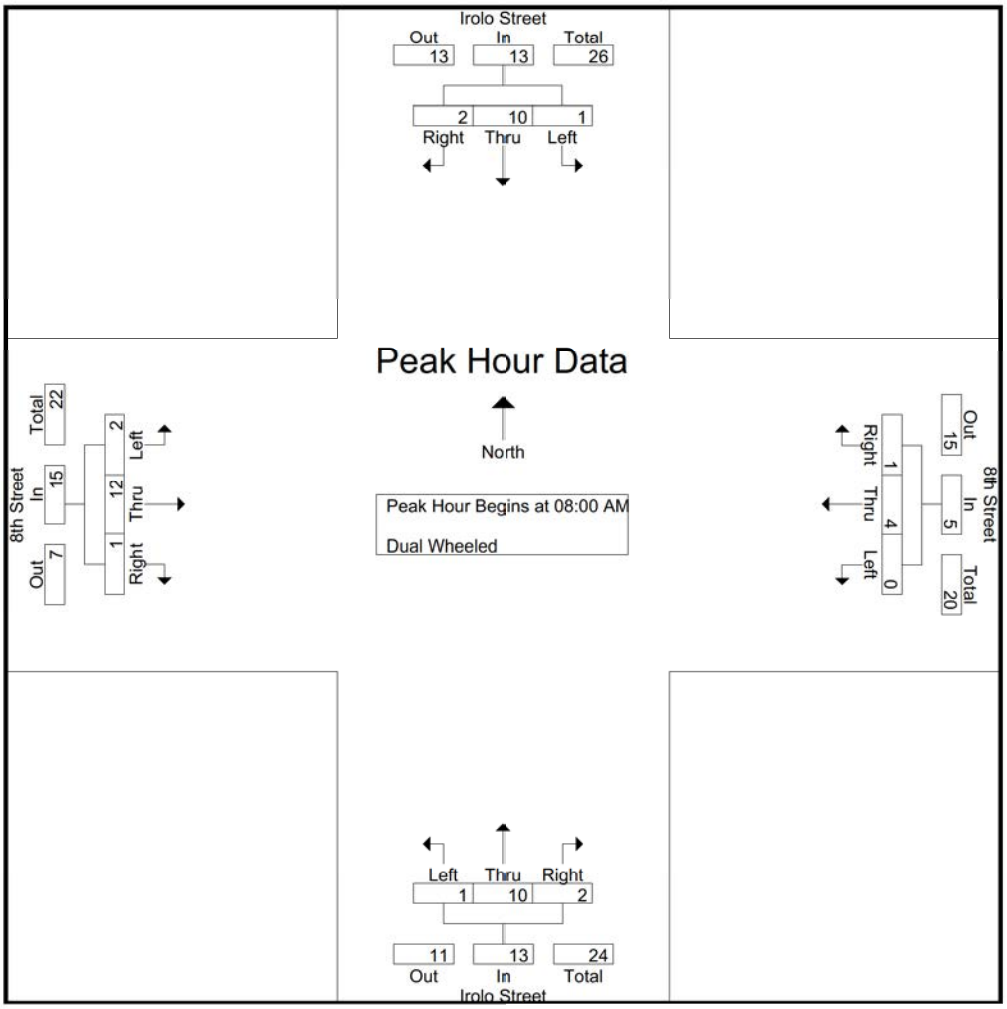

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**1**	1	0	2	0	0	0	0	0	**8**	**2**	**10**	**1**	2	0	3
+15 mins.	0	**4**	0	**4**	0	**2**	0	**2**	**1**	0	0	1	0	3	0	3
+30 mins.	0	3	0	3	0	0	**1**	1	0	0	0	0	1	2	**1**	4
+45 mins.	0	2	**2**	4	0	2	0	2	0	2	0	2	0	**5**	0	**5**
Total Volume	1	10	2	13	0	4	1	5	1	10	2	13	2	12	1	15
% App. Total	7.7	76.9	15.4		0	80	20		7.7	76.9	15.4		13.3	80	6.7	
PHF	.250	.625	.250	.813	.000	.500	.250	.625	.250	.313	.250	.325	.500	.600	.250	.750

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Groups Printed- Buses

	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	1	7	0	8	0	5	1	6	0	4	0	4	23
07:15 AM	0	4	0	4	0	1	0	1	0	3	2	5	0	3	1	4	14
07:30 AM	0	3	0	3	0	2	0	2	0	2	0	2	0	1	0	1	8
07:45 AM	0	1	0	1	0	2	0	2	0	3	1	4	0	4	0	4	11
Total	0	13	0	13	1	12	0	13	0	13	4	17	0	12	1	13	56
08:00 AM	0	1	0	1	0	3	0	3	0	1	0	1	0	2	0	2	7
08:15 AM	0	1	1	2	0	2	0	2	0	1	0	1	0	4	0	4	9
08:30 AM	0	0	0	0	0	1	0	1	1	1	0	2	0	3	0	3	6
08:45 AM	0	1	0	1	0	1	0	1	1	1	0	2	0	0	0	0	4
Total	0	3	1	4	0	7	0	7	2	4	0	6	0	9	0	9	26
09:00 AM	0	1	0	1	0	4	0	4	0	0	0	0	0	2	0	2	7
09:15 AM	0	1	0	1	0	1	0	1	0	3	0	3	0	0	0	0	5
09:30 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	4
09:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total	0	4	0	4	0	7	0	7	0	4	0	4	0	4	0	4	19
Grand Total	0	20	1	21	1	26	0	27	2	21	4	27	0	25	1	26	101
Apprch %	0	95.2	4.8		3.7	96.3	0		7.4	77.8	14.8		0	96.2	3.8		
Total %	0	19.8	1	20.8	1	25.7	0	26.7	2	20.8	4	26.7	0	24.8	1	25.7	

	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	1	0	**3**	0	**3**	0	**1**	0	1	0	2	0	2	7
08:15 AM	0	1	**1**	**2**	0	2	0	2	0	1	0	1	0	**4**	0	**4**	**9**
08:30 AM	0	0	0	0	0	1	0	1	**1**	1	0	**2**	0	3	0	3	6
08:45 AM	0	1	0	1	0	1	0	1	1	1	0	2	0	0	0	0	4
Total Volume	0	3	1	4	0	7	0	7	2	4	0	6	0	9	0	9	26
% App. Total	0	75	25		0	100	0		33.3	66.7	0		0	100	0		
PHF	.000	.750	.250	.500	.000	.583	.000	.583	.500	1.00	.000	.750	.000	.563	.000	.563	.722

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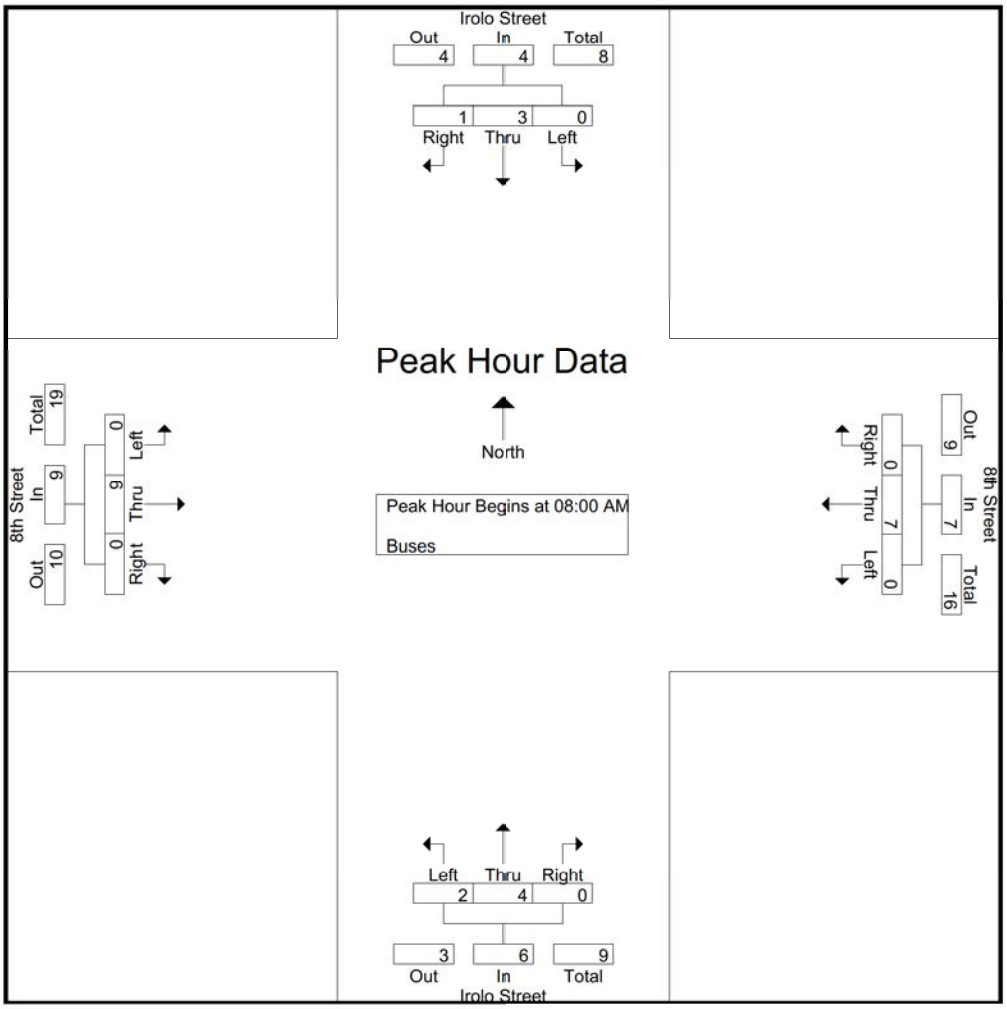

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	**1**	0	1	0	**3**	0	**3**	0	**1**	0	1	0	2	0	2
+15 mins.	0	1	**1**	**2**	0	2	0	2	0	1	0	1	0	**4**	0	**4**
+30 mins.	0	0	0	0	0	1	0	1	**1**	1	0	**2**	0	3	0	3
+45 mins.	0	1	0	1	0	1	0	1	1	1	0	2	0	0	0	0
Total Volume	0	3	1	4	0	7	0	7	2	4	0	6	0	9	0	9
% App. Total	0	75	25		0	100	0		33.3	66.7	0		0	100	0	
PHF	.000	.750	.250	.500	.000	.583	.000	.583	.500	1.000	.000	.750	.000	.563	.000	.563

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Weather: Clear

File Name : 10_LAC_Irolo_8th PM
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	12	150	26	188	10	134	14	158	12	142	10	164	16	153	6	175	685
03:15 PM	11	177	29	217	6	135	12	153	9	143	9	161	16	135	11	162	693
03:30 PM	10	199	35	244	10	115	5	130	13	142	15	170	12	138	1	151	695
03:45 PM	5	173	32	210	9	107	7	123	8	125	9	142	16	101	2	119	594
Total	38	699	122	859	35	491	38	564	42	552	43	637	60	527	20	607	2667
04:00 PM	11	154	18	183	15	119	3	137	17	128	13	158	19	142	11	172	650
04:15 PM	4	223	39	266	11	114	10	135	8	144	15	167	15	117	10	142	710
04:30 PM	14	188	35	237	6	113	8	127	10	137	15	162	17	137	2	156	682
04:45 PM	15	186	41	242	11	128	5	144	7	108	8	123	15	129	9	153	662
Total	44	751	133	928	43	474	26	543	42	517	51	610	66	525	32	623	2704
05:00 PM	6	239	50	295	5	109	6	120	12	133	6	151	13	134	6	153	719
05:15 PM	8	211	24	243	8	121	10	139	12	149	8	169	12	122	4	138	689
05:30 PM	8	216	19	243	8	107	6	121	13	161	9	183	8	137	10	155	702
05:45 PM	9	220	18	247	7	129	4	140	12	146	15	173	20	123	13	156	716
Total	31	886	111	1028	28	466	26	520	49	589	38	676	53	516	33	602	2826
Grand Total	113	2336	366	2815	106	1431	90	1627	133	1658	132	1923	179	1568	85	1832	8197
Apprch %	4	83	13		6.5	88	5.5		6.9	86.2	6.9		9.8	85.6	4.6		
Total %	1.4	28.5	4.5	34.3	1.3	17.5	1.1	19.8	1.6	20.2	1.6	23.5	2.2	19.1	1	22.3	
Passenger Vehicles	110	2303	363	2776	105	1396	89	1590	132	1632	130	1894	178	1534	85	1797	8057
% Passenger Vehicles	97.3	98.6	99.2	98.6	99.1	97.6	98.9	97.7	99.2	98.4	98.5	98.5	99.4	97.8	100	98.1	98.3
Dual Wheeled	3	22	3	28	1	16	0	17	1	9	2	12	1	14	0	15	72
% Dual Wheeled	2.7	0.9	0.8	1	0.9	1.1	0	1	0.8	0.5	1.5	0.6	0.6	0.9	0	0.8	0.9
Buses	0	11	0	11	0	19	1	20	0	17	0	17	0	20	0	20	68
% Buses	0	0.5	0	0.4	0	1.3	1.1	1.2	0	1	0	0.9	0	1.3	0	1.1	0.8

	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	**239**	**50**	**295**	5	109	6	120	12	133	6	151	13	134	6	153	**719**
05:15 PM	8	211	24	243	**8**	121	**10**	139	12	149	8	169	12	122	4	138	689
05:30 PM	8	216	19	243	8	107	6	121	**13**	**161**	9	**183**	8	**137**	10	155	702
05:45 PM	**9**	220	18	247	7	**129**	4	**140**	12	146	**15**	173	**20**	123	**13**	**156**	716
Total Volume	31	886	111	1028	28	466	26	520	49	589	38	676	53	516	33	602	2826
% App. Total	3	86.2	10.8		5.4	89.6	5		7.2	87.1	5.6		8.8	85.7	5.5		
PHF	.861	.927	.555	.871	.875	.903	.650	.929	.942	.915	.633	.923	.663	.942	.635	.965	.983

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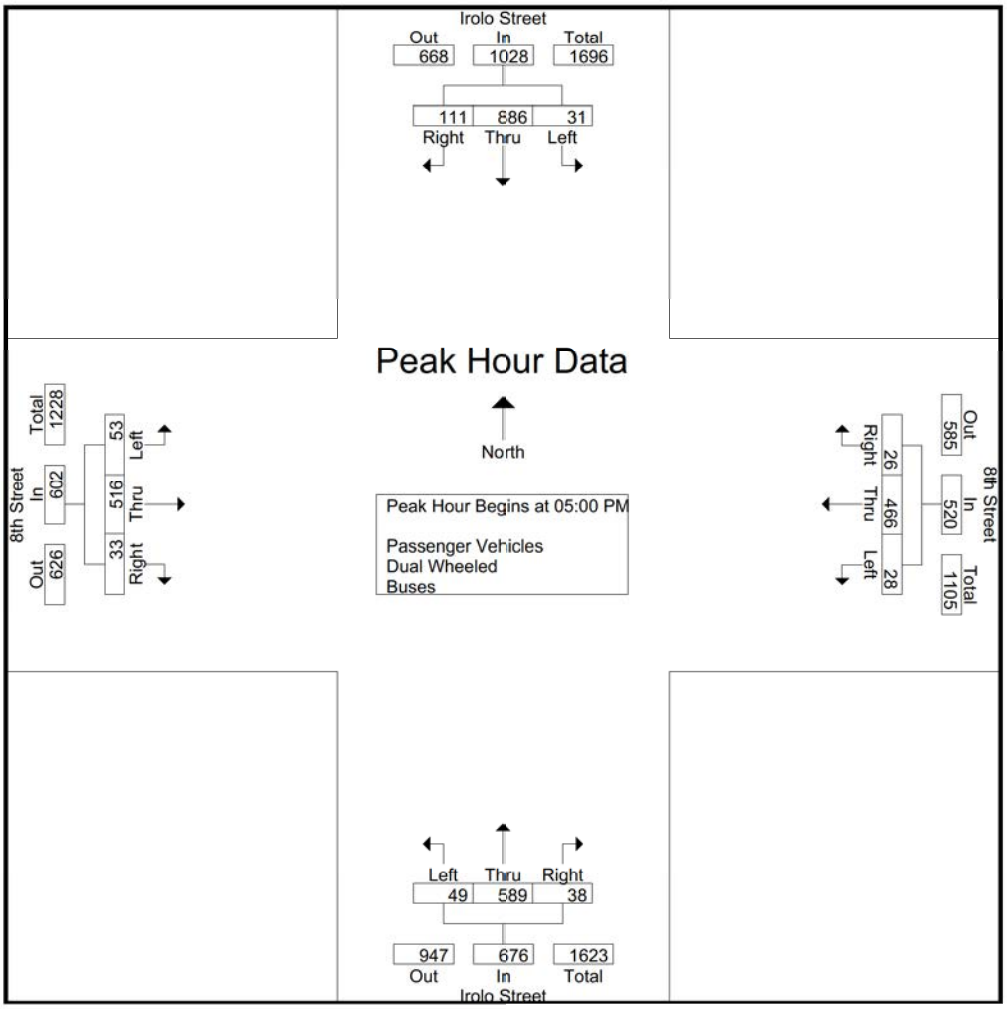

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				03:00 PM				05:00 PM				04:00 PM			
+0 mins.	4	223	39	266	**10**	134	**14**	**158**	12	133	6	151	**19**	**142**	**11**	**172**
+15 mins.	14	188	35	237	6	**135**	12	153	12	149	8	169	15	117	10	142
+30 mins.	**15**	186	41	242	10	115	5	130	**13**	**161**	9	**183**	17	137	2	156
+45 mins.	6	**239**	**50**	**295**	9	107	7	123	12	146	**15**	173	15	129	9	153
Total Volume	39	836	165	1040	35	491	38	564	49	589	38	676	66	525	32	623
% App. Total	3.8	80.4	15.9		6.2	87.1	6.7		7.2	87.1	5.6		10.6	84.3	5.1	
PHF	.650	.874	.825	.881	.875	.909	.679	.892	.942	.915	.633	.923	.868	.924	.727	.906

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Groups Printed- Passenger Vehicles

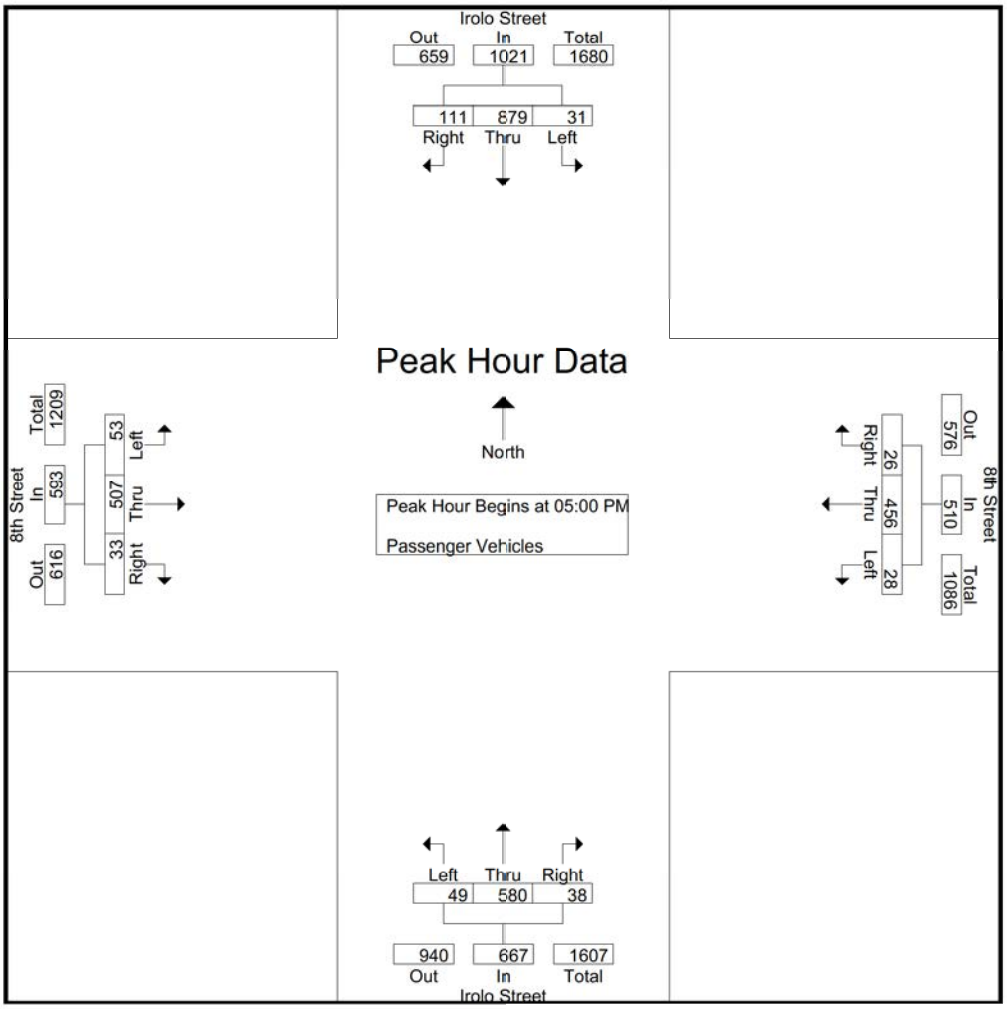
	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	11	146	25	182	9	127	14	150	11	140	10	161	16	149	6	171	664
03:15 PM	11	173	28	212	6	134	12	152	9	141	9	159	16	133	11	160	683
03:30 PM	10	197	34	241	10	114	5	129	13	141	14	168	12	134	1	147	685
03:45 PM	5	169	32	206	9	106	7	122	8	122	9	139	15	100	2	117	584
Total	37	685	119	841	34	481	38	553	41	544	42	627	59	516	20	595	2616
04:00 PM	11	152	18	181	15	113	3	131	17	126	12	155	19	135	11	165	632
04:15 PM	4	218	39	261	11	110	9	130	8	140	15	163	15	112	10	137	691
04:30 PM	13	185	35	233	6	109	8	123	10	135	15	160	17	136	2	155	671
04:45 PM	14	184	41	239	11	127	5	143	7	107	8	122	15	128	9	152	656
Total	42	739	133	914	43	459	25	527	42	508	50	600	66	511	32	609	2650
05:00 PM	6	237	50	293	5	107	6	118	12	131	6	149	13	131	6	150	710
05:15 PM	8	210	24	242	8	119	10	137	12	148	8	168	12	121	4	137	684
05:30 PM	8	213	19	240	8	104	6	118	13	158	9	180	8	136	10	154	692
05:45 PM	9	219	18	246	7	126	4	137	12	143	15	170	20	119	13	152	705
Total	31	879	111	1021	28	456	26	510	49	580	38	667	53	507	33	593	2791
Grand Total	110	2303	363	2776	105	1396	89	1590	132	1632	130	1894	178	1534	85	1797	8057
Apprch %	4	83	13.1		6.6	87.8	5.6		7	86.2	6.9		9.9	85.4	4.7		
Total %	1.4	28.6	4.5	34.5	1.3	17.3	1.1	19.7	1.6	20.3	1.6	23.5	2.2	19	1.1	22.3	

	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	**237**	**50**	**293**	5	107	6	118	12	131	6	149	13	131	6	150	**710**
05:15 PM	8	210	24	242	**8**	119	**10**	**137**	12	148	8	168	12	121	4	137	684
05:30 PM	8	213	19	240	8	104	6	118	**13**	**158**	9	**180**	8	**136**	10	**154**	692
05:45 PM	**9**	219	18	246	7	**126**	4	137	12	143	**15**	170	**20**	119	**13**	152	705
Total Volume	31	879	111	1021	28	456	26	510	49	580	38	667	53	507	33	593	2791
% App. Total	3	86.1	10.9		5.5	89.4	5.1		7.3	87	5.7		8.9	85.5	5.6		
PHF	.861	.927	.555	.871	.875	.905	.650	.931	.942	.918	.633	.926	.663	.932	.635	.963	.983

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Irolo Street
E/W: 8th Street
Weather: Clear

File Name : 10_LAC_Irolo_8th PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	6	**237**	**50**	**293**	5	107	6	118	12	131	6	149	13	131	6	150
+15 mins.	8	210	24	242	**8**	119	**10**	**137**	12	148	8	168	12	121	4	137
+30 mins.	8	213	19	240	8	104	6	118	**13**	**158**	9	**180**	8	**136**	10	**154**
+45 mins.	**9**	219	18	246	7	**126**	4	137	12	143	**15**	170	**20**	119	**13**	152
Total Volume	31	879	111	1021	28	456	26	510	49	580	38	667	53	507	33	593
% App. Total	3	86.1	10.9		5.5	89.4	5.1		7.3	87	5.7		8.9	85.5	5.6	
PHF	.861	.927	.555	.871	.875	.905	.650	.931	.942	.918	.633	.926	.663	.932	.635	.963

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City of Los Angeles
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Weather: Clear

File Name : 10_LAC_Irolo_8th PM
Site Code : 16616351
Start Date : 6/6/2018
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Groups Printed- Dual Wheeled

	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	1	3	1	5	1	5	0	6	1	1	0	2	0	1	0	1	14
03:15 PM	0	3	1	4	0	1	0	1	0	1	0	1	0	1	0	1	7
03:30 PM	0	2	1	3	0	0	0	0	0	0	1	1	0	1	0	1	5
03:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
Total	1	10	3	14	1	6	0	7	1	3	1	5	1	3	0	4	30
04:00 PM	0	2	0	2	0	2	0	2	0	1	1	2	0	1	0	1	7
04:15 PM	0	3	0	3	0	2	0	2	0	3	0	3	0	3	0	3	11
04:30 PM	1	2	0	3	0	2	0	2	0	1	0	1	0	0	0	0	6
04:45 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	2	8	0	10	0	6	0	6	0	5	1	6	0	5	0	5	27
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
05:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:30 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	3	0	3	5
Total	0	4	0	4	0	4	0	4	0	1	0	1	0	6	0	6	15
Grand Total	3	22	3	28	1	16	0	17	1	9	2	12	1	14	0	15	72
Apprch %	10.7	78.6	10.7		5.9	94.1	0		8.3	75	16.7		6.7	93.3	0		
Total %	4.2	30.6	4.2	38.9	1.4	22.2	0	23.6	1.4	12.5	2.8	16.7	1.4	19.4	0	20.8	

	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	1	0	1	3
05:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:30 PM	0	1	0	1	0	**2**	0	**2**	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	0	0	0	1	0	1	0	**1**	0	**1**	0	**3**	0	**3**	**5**
Total Volume	0	4	0	4	0	4	0	4	0	1	0	1	0	6	0	6	15
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.500	.000	.500	.000	.250	.000	.250	.000	.500	.000	.500	.750

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City of Los Angeles
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Site Code : 16616351
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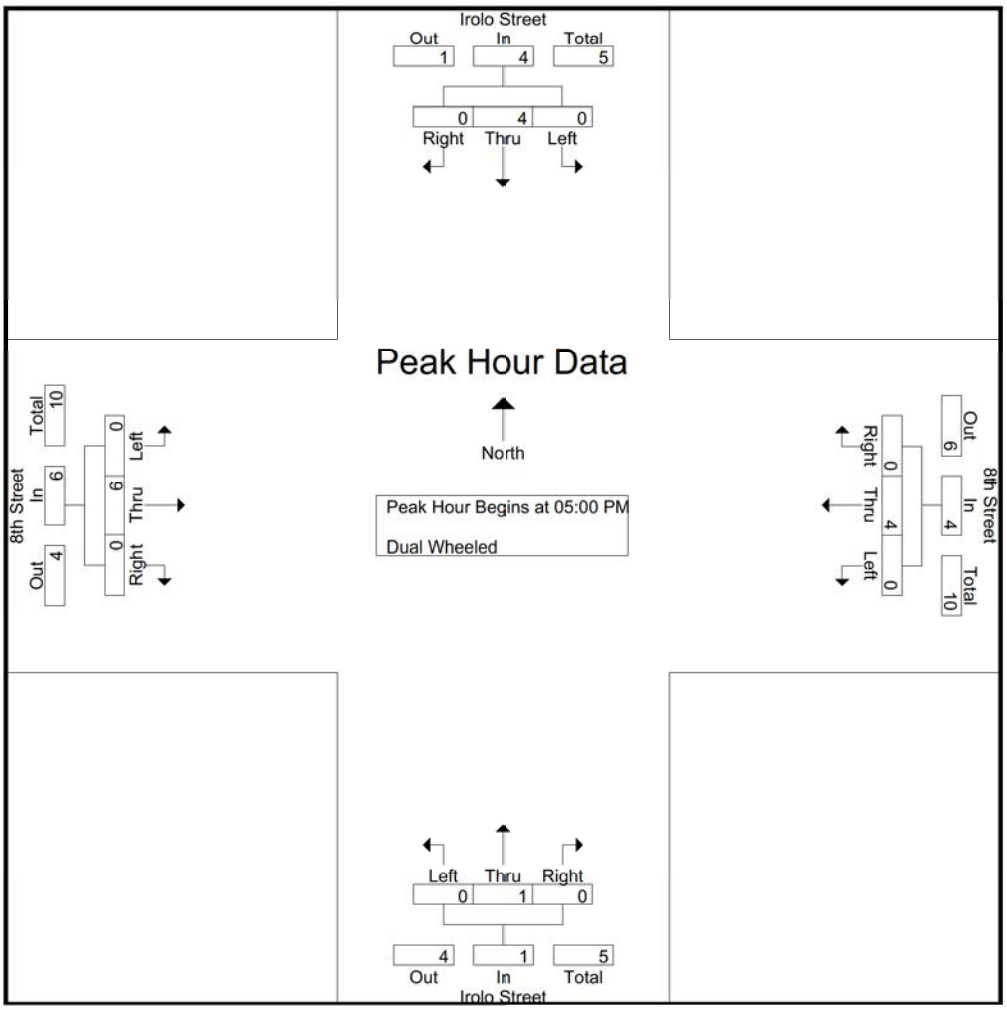
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	1	0	1	0	**2**	0	**2**	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	**1**	0	**1**	0	**3**	0	**3**
Total Volume	0	4	0	4	0	4	0	4	0	1	0	1	0	6	0	6
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.500	.000	.500	.000	.500	.000	.500	.000	.250	.000	.250	.000	.500	.000	.500

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City of Los Angeles
N/S: Irolo Street
E/W: 8th Street
Weather: Clear

File Name : 10_LAC_Irolo_8th PM
Site Code : 16616351
Start Date : 6/6/2018
Page No : 1

Groups Printed- Buses

	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	1	0	1	0	2	0	2	0	1	0	1	0	3	0	3	7
03:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
03:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	3	0	3	5
03:45 PM	0	2	0	2	0	1	0	1	0	2	0	2	0	1	0	1	6
Total	0	4	0	4	0	4	0	4	0	5	0	5	0	8	0	8	21
04:00 PM	0	0	0	0	0	4	0	4	0	1	0	1	0	6	0	6	11
04:15 PM	0	2	0	2	0	2	1	3	0	1	0	1	0	2	0	2	8
04:30 PM	0	1	0	1	0	2	0	2	0	1	0	1	0	1	0	1	5
04:45 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
Total	0	4	0	4	0	9	1	10	0	4	0	4	0	9	0	9	27
05:00 PM	0	0	0	0	0	2	0	2	0	2	0	2	0	2	0	2	6
05:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
05:30 PM	0	2	0	2	0	1	0	1	0	3	0	3	0	0	0	0	6
05:45 PM	0	1	0	1	0	2	0	2	0	2	0	2	0	1	0	1	6
Total	0	3	0	3	0	6	0	6	0	8	0	8	0	3	0	3	20
Grand Total	0	11	0	11	0	19	1	20	0	17	0	17	0	20	0	20	68
Apprch %	0	100	0		0	95	5		0	100	0		0	100	0		
Total %	0	16.2	0	16.2	0	27.9	1.5	29.4	0	25	0	25	0	29.4	0	29.4	

	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**2**	0	**2**	0	2	0	2	0	**2**	0	**2**	**6**
05:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
05:30 PM	0	**2**	0	**2**	0	1	0	1	0	**3**	0	**3**	0	0	0	0	6
05:45 PM	0	1	0	1	0	2	0	2	0	2	0	2	0	1	0	1	6
Total Volume	0	3	0	3	0	6	0	6	0	8	0	8	0	3	0	3	20
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.375	.000	.375	.000	.750	.000	.750	.000	.667	.000	.667	.000	.375	.000	.375	.833

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City of Los Angeles
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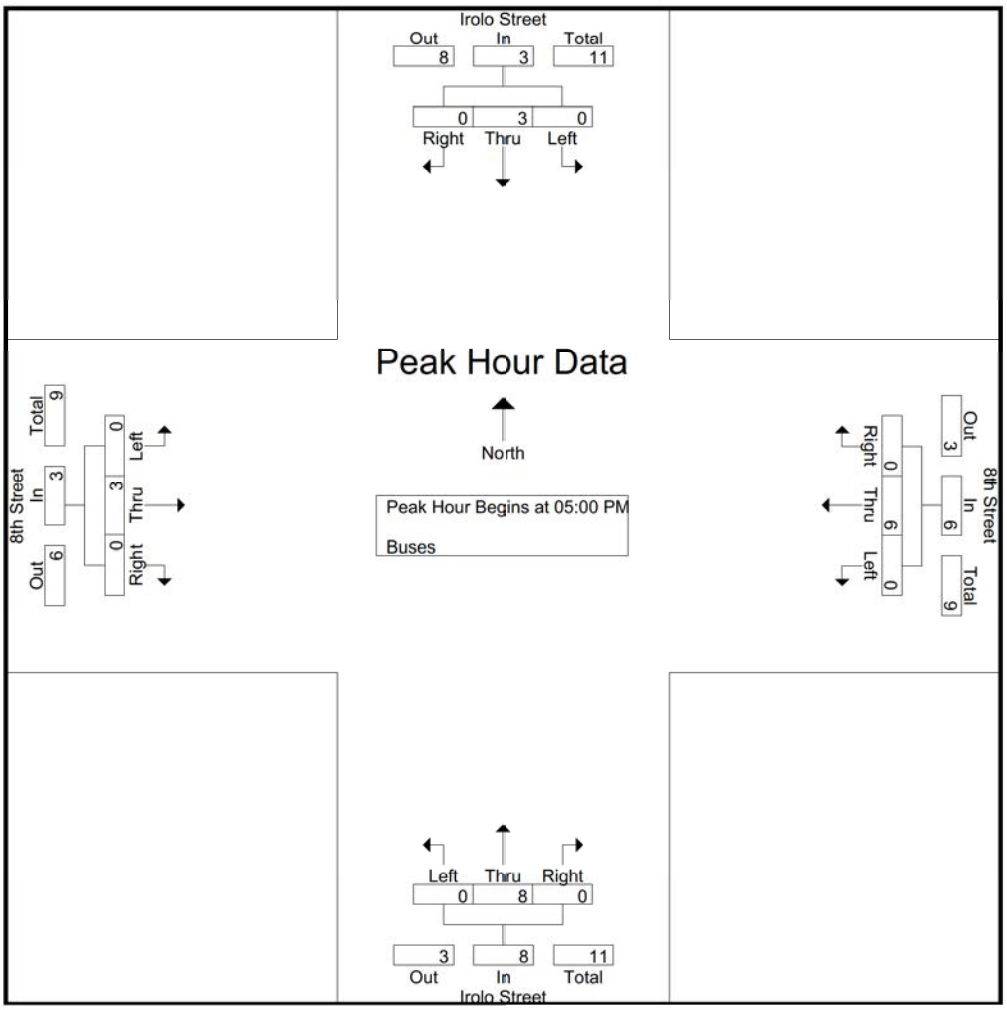

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	2	0	2	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0
+30 mins.	0	**2**	0	**2**	0	1	0	1	0	**3**	0	**3**	0	0	0	0
+45 mins.	0	1	0	1	0	2	0	2	0	2	0	2	0	1	0	1
Total Volume	0	3	0	3	0	6	0	6	0	8	0	8	0	3	0	3
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.375	.000	.375	.000	.750	.000	.750	.000	.667	.000	.667	.000	.375	.000	.375

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Irolo Street

East/West 8th Street

Day: Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	50	51	50	35
BIKES	21	30	32	57
BUSES	44	32	46	47

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	265	7.00	206	8.15	164	8.45	151	9.00
PM PK 15 MIN	183	5.30	295	5.00	175	3.00	158	3.00
AM PK HOUR	920	7.00	743	8.00	620	8.15	555	7.30
PM PK HOUR	676	5.00	1040	4.15	623	4.00	564	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	848	35	920
8-9	32	810	49	891
9-10	36	744	52	832
3-4	42	552	43	637
4-5	42	517	51	610
5-6	49	589	38	676
TOTAL	238	4060	268	4566

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	22	430	58	510
8-9	39	621	83	743
9-10	44	449	52	545
3-4	38	699	122	859
4-5	44	751	133	928
5-6	31	886	111	1028
TOTAL	218	3836	559	4613

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1430	51	9	99	28
1634	43	5	116	15
1377	55	3	72	5
1496	61	7	118	23
1538	68	9	162	21
1704	82	5	155	24
9179	360	38	722	116

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	31	536	25	592
8-9	52	541	24	617
9-10	43	544	20	607
3-4	60	527	20	607
4-5	66	525	32	623
5-6	53	516	33	602
TOTAL	305	3189	154	3648

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	437	34	500
8-9	34	436	39	509
9-10	27	448	54	529
3-4	35	491	38	564
4-5	43	474	26	543
5-6	28	466	26	520
TOTAL	196	2752	217	3165

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1092	107	40	57	37
1126	146	17	80	28
1136	131	8	65	8
1171	148	19	90	18
1166	180	17	92	16
1122	171	18	75	21
6813	883	119	459	128

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Irolo Street				
East/West:	8th Street				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	Yes	District:	Hollywood	I/S Code:	0
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	3	0	3
8-9	0	1	0	1
9-10	0	2	0	2
3-4	1	3	0	4
4-5	1	3	3	7
5-6	0	2	2	4
TOTAL	2	14	5	21

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	1	1	3
8-9	1	1	2	4
9-10	1	5	1	7
3-4	2	4	2	8
4-5	2	2	0	4
5-6	0	2	2	4
TOTAL	7	15	8	30

TOTAL

Hours	N-S
7-8	6
8-9	5
9-10	9
3-4	12
4-5	11
5-6	8
TOTAL	51

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	4	1	5
8-9	0	3	0	3
9-10	0	3	0	3
3-4	3	6	0	9
4-5	0	10	0	10
5-6	0	2	0	2
TOTAL	3	28	1	32

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	7	0	7
8-9	0	10	0	10
9-10	0	10	0	10
3-4	0	8	1	9
4-5	0	8	0	8
5-6	1	11	1	13
TOTAL	1	54	2	57

TOTAL

Hours	N-S
7-8	12
8-9	13
9-10	13
3-4	18
4-5	18
5-6	15
TOTAL	89

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	1	0	1	0	2
- No helmet riders	18	28	32	47	125
- Sidewalk Riding	17	23	25	42	107
- Wrong way riding	8	15	20	20	63

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Irolo Street				
East/West:	8th Street				
Day:	Wednesday	Date:	June 6, 2018	Weather:	CLEAR
School Day:	YES	District:	Hollywood	I/S Code:	0
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	27	11	11	29	78
7:15-7:30	37	16	19	31	103
7:30-7:45	25	16	27	49	117
7:45-8:00	38	17	37	38	130
8:00-8:15	38	16	51	51	156
8:15-8:30	32	10	27	24	93
8:30-8:45	37	10	18	51	116
8:45-9:00	24	12	12	37	85
9:00-9:15	16	14	29	30	89
9:15-9:30	25	18	17	34	94
9:30-9:45	20	8	14	31	73
9:45-10:00	16	18	13	44	91
Hours					
7 - 8	127	60	94	147	428
8 - 9	131	48	108	163	450
9 - 10	77	58	73	139	347
TOTAL	335	166	275	449	1225

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	44	42	58	80	224
3:15-3:30	35	22	34	58	149
3:30-3:45	37	28	42	90	197
3:45-4:00	25	30	46	68	169
4:00-4:15	48	44	66	110	268
4:15-4:30	46	22	50	68	186
4:30-4:45	46	30	38	100	214
4:45-5:00	43	40	30	82	195
5:00-5:15	51	26	30	60	167
5:15-5:30	30	44	40	76	190
5:30-5:45	47	46	40	98	231
5:45-6:00	51	48	40	108	247
Hours					
3 - 4	141	122	180	296	739
4 - 5	183	136	184	360	863
5 - 6	179	164	150	342	835
	503	422	514	998	2437

REMARKS (6 hour total):

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	2	0	2	3	7
- Skateboard/scooter	1	10	13	10	34

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

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City of Los Angeles
N/S: Normandie Avenue
E/W: 8th Street
Weather: Clear

File Name : 01_LAC_Normandie_8th AM
Site Code : 16619250
Start Date : 4/23/2019
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	4	6	15	5	225	3	233	5	28	12	45	2	80	1	83	376
07:15 AM	3	10	5	18	4	218	4	226	11	31	21	63	4	107	0	111	418
07:30 AM	9	12	8	29	5	200	5	210	5	36	11	52	1	177	1	179	470
07:45 AM	9	7	5	21	8	197	17	222	8	55	23	86	2	154	4	160	489
Total	26	33	24	83	22	840	29	891	29	150	67	246	9	518	6	533	1753
08:00 AM	8	14	7	29	12	197	16	225	6	43	17	66	3	192	8	203	523
08:15 AM	5	10	6	21	7	203	9	219	7	46	15	68	5	187	1	193	501
08:30 AM	6	11	8	25	3	246	9	258	11	45	25	81	3	164	4	171	535
08:45 AM	7	17	4	28	7	219	10	236	7	62	17	86	5	189	3	197	547
Total	26	52	25	103	29	865	44	938	31	196	74	301	16	732	16	764	2106
09:00 AM	5	4	7	16	1	190	9	200	4	46	14	64	8	132	6	146	426
09:15 AM	4	10	2	16	8	186	21	215	6	23	9	38	2	129	4	135	404
09:30 AM	2	5	4	11	1	174	27	202	2	32	17	51	2	114	2	118	382
09:45 AM	2	3	2	7	5	174	19	198	9	27	14	50	5	126	0	131	386
Total	13	22	15	50	15	724	76	815	21	128	54	203	17	501	12	530	1598
Grand Total	65	107	64	236	66	2429	149	2644	81	474	195	750	42	1751	34	1827	5457
Apprch %	27.5	45.3	27.1		2.5	91.9	5.6		10.8	63.2	26		2.3	95.8	1.9		
Total %	1.2	2	1.2	4.3	1.2	44.5	2.7	48.5	1.5	8.7	3.6	13.7	0.8	32.1	0.6	33.5	
Passenger Vehicles	64	105	63	232	65	2370	145	2580	76	465	194	735	40	1721	32	1793	5340
% Passenger Vehicles	98.5	98.1	98.4	98.3	98.5	97.6	97.3	97.6	93.8	98.1	99.5	98	95.2	98.3	94.1	98.1	97.9
Dual Wheeled	1	2	0	3	1	34	3	38	4	8	1	13	1	12	2	15	69
% Dual Wheeled	1.5	1.9	0	1.3	1.5	1.4	2	1.4	4.9	1.7	0.5	1.7	2.4	0.7	5.9	0.8	1.3
Buses	0	0	1	1	0	25	1	26	1	1	0	2	1	18	0	19	48
% Buses	0	0	1.6	0.4	0	1	0.7	1	1.2	0.2	0	0.3	2.4	1	0	1	0.9

	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**8**	14	7	**29**	**12**	197	**16**	225	6	43	17	66	3	**192**	**8**	**203**	523
08:15 AM	5	10	6	21	7	203	9	219	7	46	15	68	**5**	187	1	193	501
08:30 AM	6	11	**8**	25	3	**246**	9	**258**	**11**	45	**25**	81	3	164	4	171	535
08:45 AM	7	**17**	4	28	7	219	10	236	7	**62**	17	**86**	5	189	3	197	**547**
Total Volume	26	52	25	103	29	865	44	938	31	196	74	301	16	732	16	764	2106
% App. Total	25.2	50.5	24.3		3.1	92.2	4.7		10.3	65.1	24.6		2.1	95.8	2.1		
PHF	.813	.765	.781	.888	.604	.879	.688	.909	.705	.790	.740	.875	.800	.953	.500	.941	.963

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Site Code : 16619250
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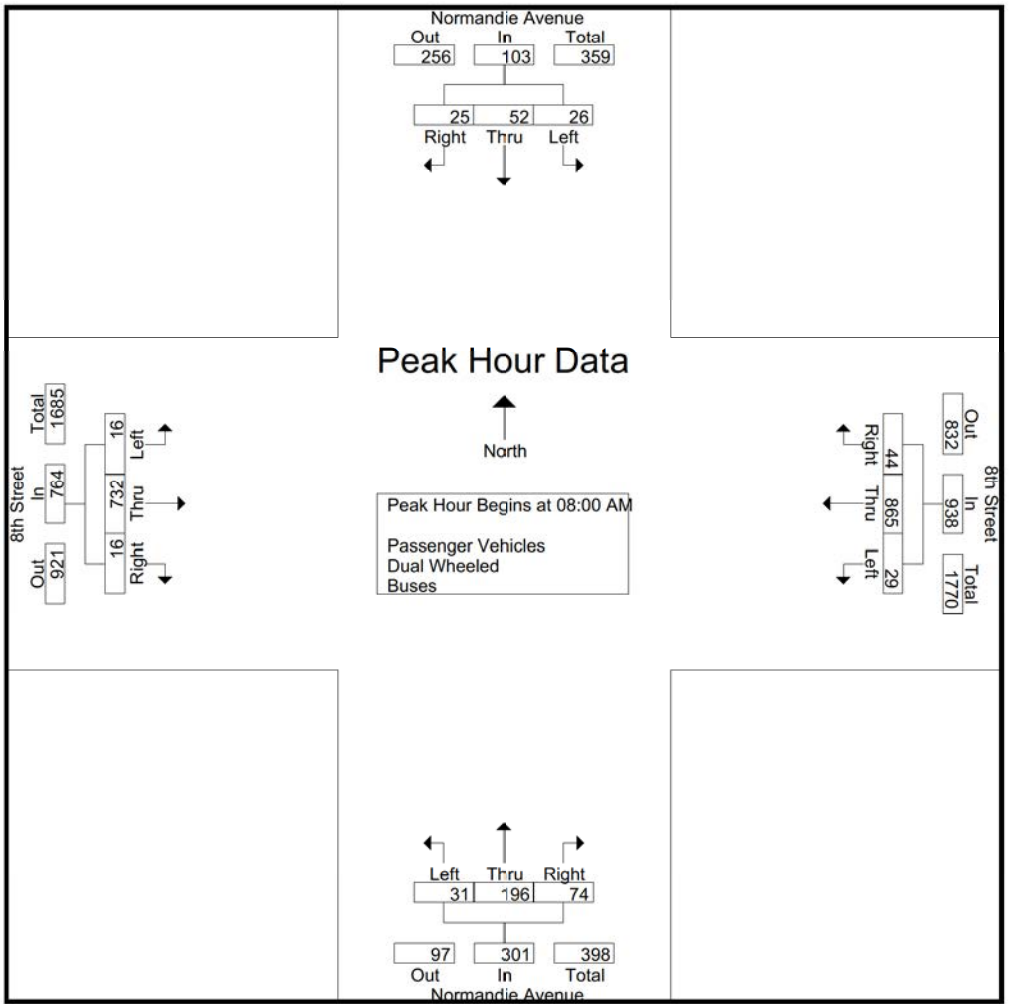

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	**8**	14	7	**29**	**12**	197	**16**	225	8	**55**	23	**86**	3	**192**	**8**	**203**
+15 mins.	5	10	6	21	7	203	9	219	6	43	17	66	**5**	187	1	193
+30 mins.	6	11	**8**	25	3	**246**	9	**258**	7	46	15	68	3	164	4	171
+45 mins.	7	**17**	4	28	7	219	10	236	**11**	45	**25**	81	5	189	3	197
Total Volume	26	52	25	103	29	865	44	938	32	189	80	301	16	732	16	764
% App. Total	25.2	50.5	24.3		3.1	92.2	4.7		10.6	62.8	26.6		2.1	95.8	2.1	
PHF	.813	.765	.781	.888	.604	.879	.688	.909	.727	.859	.800	.875	.800	.953	.500	.941

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Groups Printed- Passenger Vehicles

	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	4	6	15	5	219	3	227	5	26	12	43	2	74	1	77	362
07:15 AM	3	10	4	17	4	208	4	216	10	31	21	62	3	103	0	106	401
07:30 AM	9	11	8	28	4	197	5	206	5	36	11	52	1	174	1	176	462
07:45 AM	9	7	5	21	8	191	16	215	8	54	23	85	1	152	4	157	478
Total	26	32	23	81	21	815	28	864	28	147	67	242	7	503	6	516	1703
08:00 AM	8	13	7	28	12	191	16	219	6	43	17	66	3	191	8	202	515
08:15 AM	5	10	6	21	7	196	8	211	6	44	15	65	5	186	1	192	489
08:30 AM	6	11	8	25	3	241	7	251	11	44	24	79	3	160	3	166	521
08:45 AM	6	17	4	27	7	216	10	233	6	59	17	82	5	186	3	194	536
Total	25	51	25	101	29	844	41	914	29	190	73	292	16	723	15	754	2061
09:00 AM	5	4	7	16	1	187	9	197	4	46	14	64	8	132	6	146	423
09:15 AM	4	10	2	16	8	181	21	210	6	23	9	38	2	127	4	133	397
09:30 AM	2	5	4	11	1	172	27	200	2	32	17	51	2	111	1	114	376
09:45 AM	2	3	2	7	5	171	19	195	7	27	14	48	5	125	0	130	380
Total	13	22	15	50	15	711	76	802	19	128	54	201	17	495	11	523	1576
Grand Total	64	105	63	232	65	2370	145	2580	76	465	194	735	40	1721	32	1793	5340
Apprch %	27.6	45.3	27.2		2.5	91.9	5.6		10.3	63.3	26.4		2.2	96	1.8		
Total %	1.2	2	1.2	4.3	1.2	44.4	2.7	48.3	1.4	8.7	3.6	13.8	0.7	32.2	0.6	33.6	

	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**8**	13	7	**28**	**12**	191	**16**	219	6	43	17	66	3	**191**	**8**	**202**	515
08:15 AM	5	10	6	21	7	196	8	211	6	44	15	65	**5**	186	1	192	489
08:30 AM	6	11	**8**	25	3	**241**	7	**251**	**11**	44	**24**	79	3	160	3	166	521
08:45 AM	6	**17**	4	27	7	216	10	233	6	**59**	17	**82**	5	186	3	194	**536**
Total Volume	25	51	25	101	29	844	41	914	29	190	73	292	16	723	15	754	2061
% App. Total	24.8	50.5	24.8		3.2	92.3	4.5		9.9	65.1	25		2.1	95.9	2		
PHF	.781	.750	.781	.902	.604	.876	.641	.910	.659	.805	.760	.890	.800	.946	.469	.933	.961

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Site Code : 16619250
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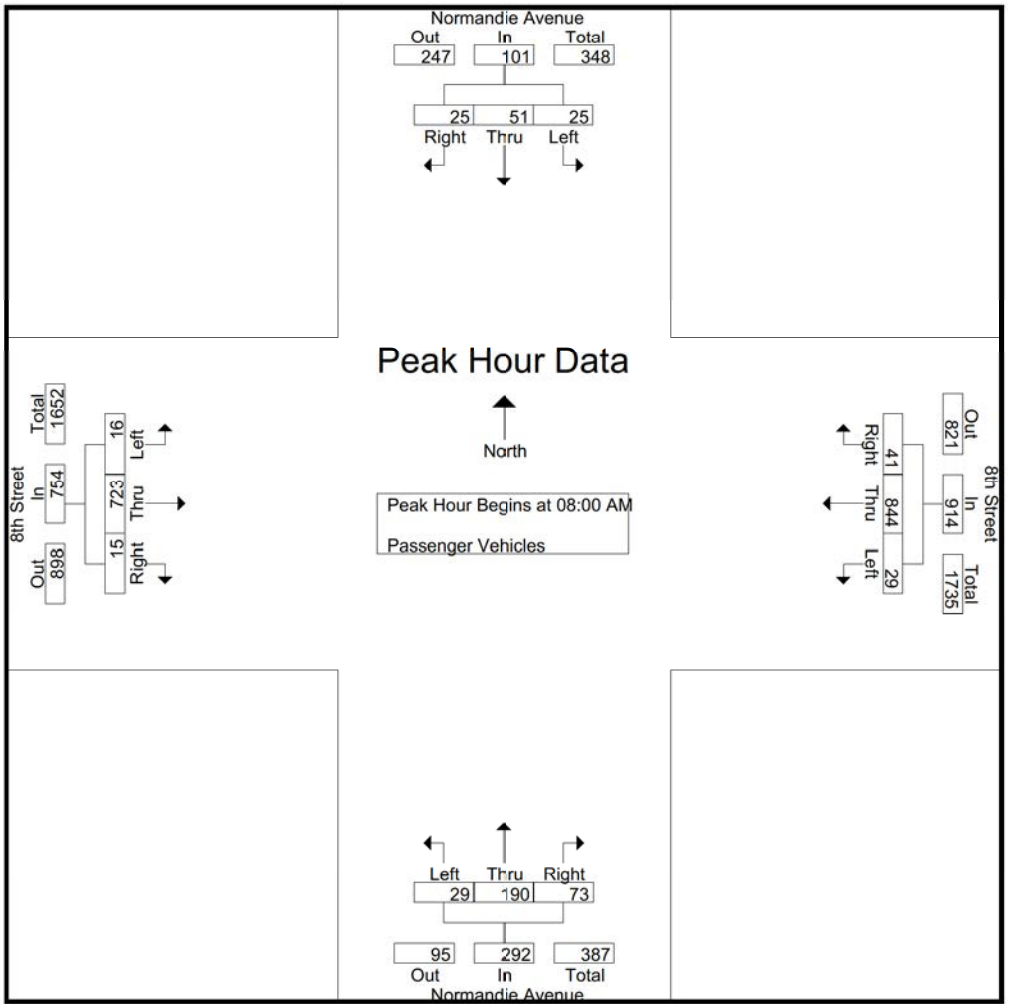

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**8**	13	7	**28**	**12**	191	**16**	219	6	43	17	66	3	**191**	**8**	**202**
+15 mins.	5	10	6	21	7	196	8	211	6	44	15	65	**5**	186	1	192
+30 mins.	6	11	**8**	25	3	**241**	7	**251**	**11**	44	**24**	79	3	160	3	166
+45 mins.	6	**17**	4	27	7	216	10	233	6	**59**	17	**82**	5	186	3	194
Total Volume	25	51	25	101	29	844	41	914	29	190	73	292	16	723	15	754
% App. Total	24.8	50.5	24.8		3.2	92.3	4.5		9.9	65.1	25		2.1	95.9	2	
PHF	.781	.750	.781	.902	.604	.876	.641	.910	.659	.805	.760	.890	.800	.946	.469	.933

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File Name : 01_LAC_Normandie_8th AM
Site Code : 16619250
Start Date : 4/23/2019
Page No : 1

Groups Printed- Dual Wheeled

	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	4	0	4	8
07:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
07:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	4	0	4	0	1	0	1	1	0	0	1	6
Total	0	1	0	1	1	12	0	13	0	2	0	2	1	4	0	5	21
08:00 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	6	1	7	1	2	0	3	0	0	0	0	10
08:30 AM	0	0	0	0	0	4	2	6	0	1	1	2	0	3	1	4	12
08:45 AM	1	0	0	1	0	2	0	2	1	3	0	4	0	2	0	2	9
Total	1	1	0	2	0	15	3	18	2	6	1	9	0	5	1	6	35
09:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	4	5
09:45 AM	0	0	0	0	0	2	0	2	2	0	0	2	0	0	0	0	4
Total	0	0	0	0	0	7	0	7	2	0	0	2	0	3	1	4	13
Grand Total	1	2	0	3	1	34	3	38	4	8	1	13	1	12	2	15	69
Apprch %	33.3	66.7	0		2.6	89.5	7.9		30.8	61.5	7.7		6.7	80	13.3		
Total %	1.4	2.9	0	4.3	1.4	49.3	4.3	55.1	5.8	11.6	1.4	18.8	1.4	17.4	2.9	21.7	

	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	**1**	0	3	0	3	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	**6**	1	**7**	**1**	2	0	3	0	0	0	0	10
08:30 AM	0	0	0	0	0	4	**2**	6	0	1	**1**	2	0	**3**	**1**	**4**	**12**
08:45 AM	**1**	0	0	1	0	2	0	2	1	**3**	0	**4**	0	2	0	2	9
Total Volume	1	1	0	2	0	15	3	18	2	6	1	9	0	5	1	6	35
% App. Total	50	50	0		0	83.3	16.7		22.2	66.7	11.1		0	83.3	16.7		
PHF	.250	.250	.000	.500	.000	.625	.375	.643	.500	.500	.250	.563	.000	.417	.250	.375	.729

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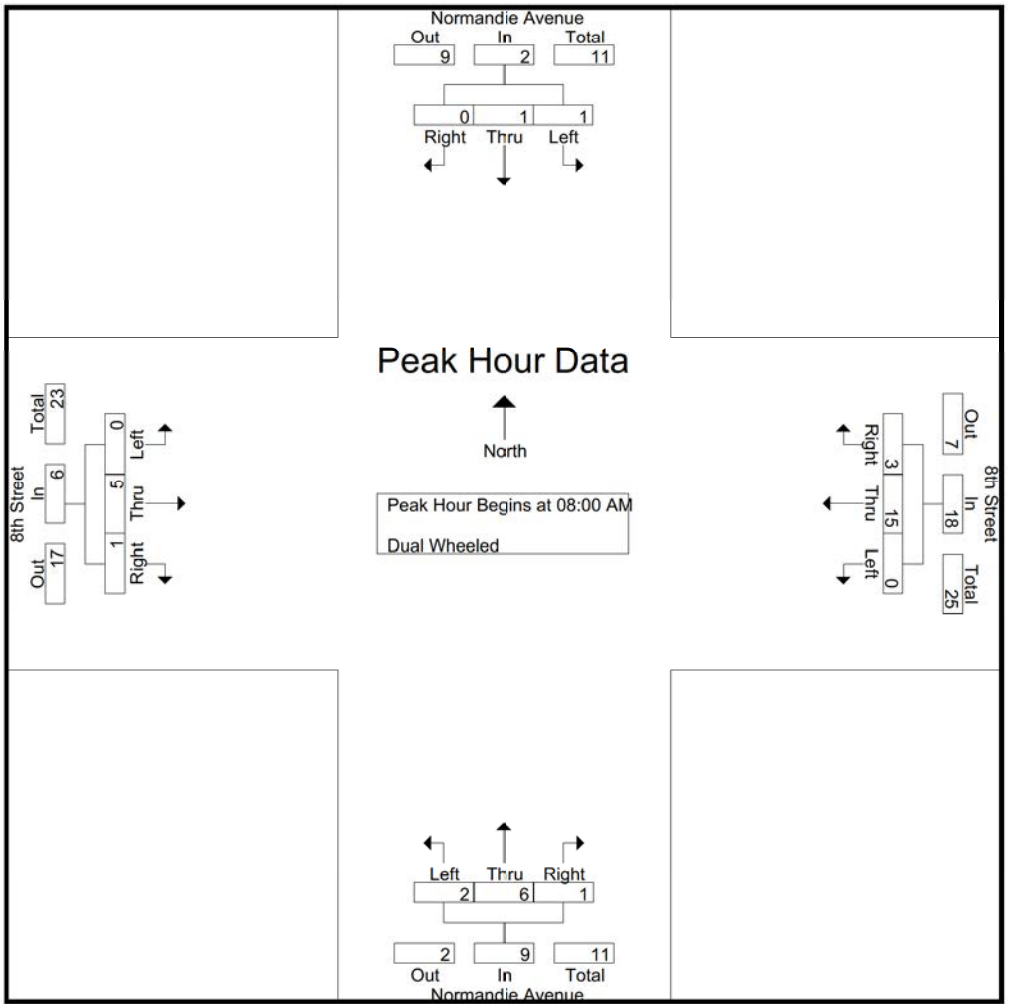

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	**1**	0	**1**	0	3	0	3	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**6**	1	**7**	**1**	2	0	3	0	0	0	0
+30 mins.	0	0	0	0	0	4	**2**	**6**	0	1	**1**	2	0	**3**	**1**	**4**
+45 mins.	**1**	0	0	1	0	2	0	2	1	**3**	0	**4**	0	2	0	2
Total Volume	1	1	0	2	0	15	3	18	2	6	1	9	0	5	1	6
% App. Total	50	50	0		0	83.3	16.7		22.2	66.7	11.1		0	83.3	16.7	
PHF	.250	.250	.000	.500	.000	.625	.375	.643	.500	.500	.250	.563	.000	.417	.250	.375

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Groups Printed- Buses

	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	2	0	2	6
07:15 AM	0	0	1	1	0	5	0	5	1	0	0	1	1	4	0	5	12
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
07:45 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	2	0	2	5
Total	0	0	1	1	0	13	1	14	1	1	0	2	1	11	0	12	29
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
09:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
09:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
Grand Total	0	0	1	1	0	25	1	26	1	1	0	2	1	18	0	19	48
Apprch %	0	0	100		0	96.2	3.8		50	50	0		5.3	94.7	0		
Total %	0	0	2.1	2.1	0	52.1	2.1	54.2	2.1	2.1	0	4.2	2.1	37.5	0	39.6	

	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**1**	0	**1**	**4**
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	1.00	.000	1.00	.625

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Start Date : 4/23/2019
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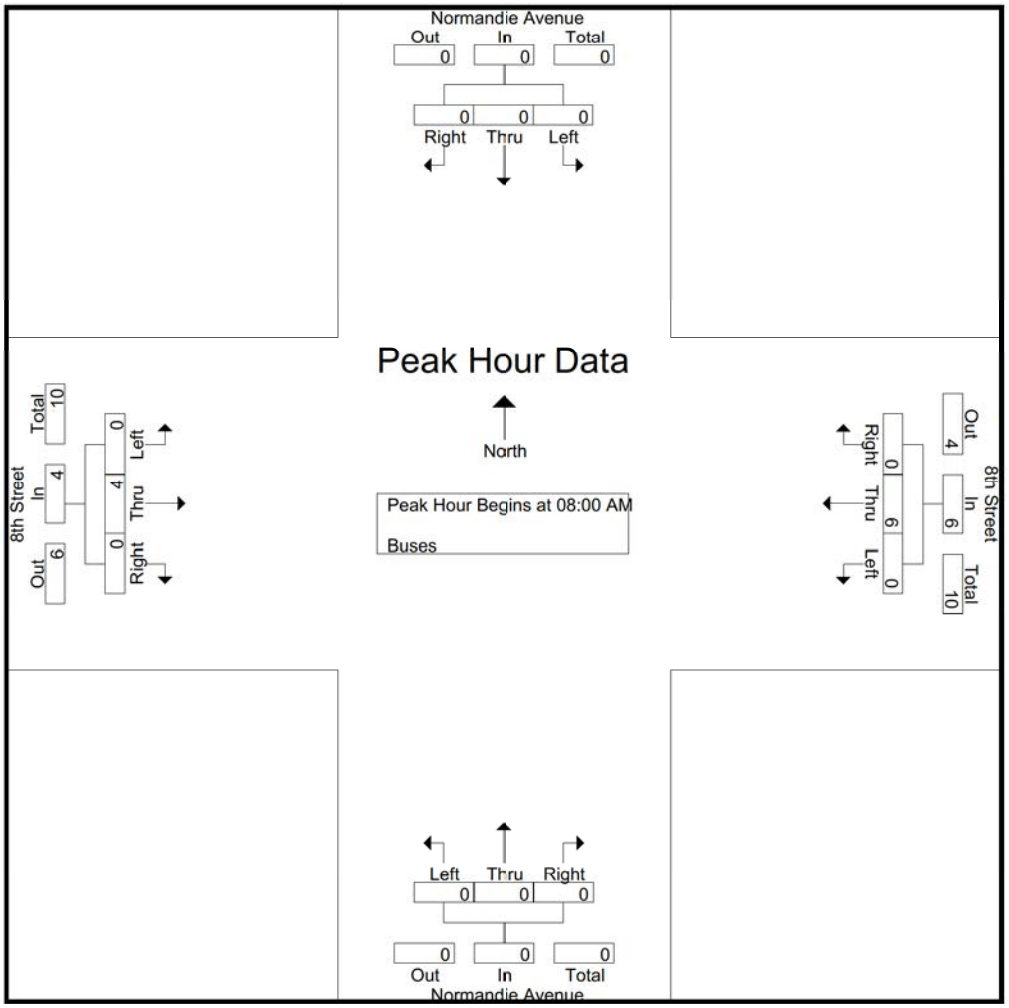

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	1.000	.000	1.000

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Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Normandie Avenue
E/W: 8th Street
Weather: Clear

File Name : 01_LAC_Normandie_8th PM
Site Code : 16619250
Start Date : 4/23/2019
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	5	16	3	24	11	113	21	145	7	15	6	28	9	153	5	167	364
03:15 PM	7	6	5	18	11	111	21	143	10	24	9	43	10	145	6	161	365
03:30 PM	8	19	4	31	11	146	9	166	4	16	7	27	4	174	9	187	411
03:45 PM	5	16	7	28	10	171	13	194	3	16	10	29	2	176	6	184	435
Total	25	57	19	101	43	541	64	648	24	71	32	127	25	648	26	699	1575
04:00 PM	14	18	7	39	20	149	14	183	3	12	10	25	2	197	9	208	455
04:15 PM	13	14	5	32	28	159	12	199	4	28	10	42	5	219	7	231	504
04:30 PM	6	36	4	46	18	163	7	188	4	19	8	31	2	227	5	234	499
04:45 PM	10	31	9	50	20	175	8	203	2	23	14	39	5	238	7	250	542
Total	43	99	25	167	86	646	41	773	13	82	42	137	14	881	28	923	2000
05:00 PM	15	44	7	66	15	166	9	190	5	18	11	34	1	233	6	240	530
05:15 PM	11	49	8	68	28	199	7	234	2	26	11	39	1	190	6	197	538
05:30 PM	10	44	6	60	21	188	6	215	4	26	15	45	5	223	7	235	555
05:45 PM	16	30	6	52	17	218	12	247	4	33	7	44	6	211	10	227	570
Total	52	167	27	246	81	771	34	886	15	103	44	162	13	857	29	899	2193
Grand Total	120	323	71	514	210	1958	139	2307	52	256	118	426	52	2386	83	2521	5768
Apprch %	23.3	62.8	13.8		9.1	84.9	6		12.2	60.1	27.7		2.1	94.6	3.3		
Total %	2.1	5.6	1.2	8.9	3.6	33.9	2.4	40	0.9	4.4	2	7.4	0.9	41.4	1.4	43.7	
Passenger Vehicles	117	320	70	507	207	1934	133	2274	52	250	117	419	51	2358	81	2490	5690
% Passenger Vehicles	97.5	99.1	98.6	98.6	98.6	98.8	95.7	98.6	100	97.7	99.2	98.4	98.1	98.8	97.6	98.8	98.6
Dual Wheeled	2	3	1	6	1	8	2	11	0	4	1	5	1	14	2	17	39
% Dual Wheeled	1.7	0.9	1.4	1.2	0.5	0.4	1.4	0.5	0	1.6	0.8	1.2	1.9	0.6	2.4	0.7	0.7
Buses	1	0	0	1	2	16	4	22	0	2	0	2	0	14	0	14	39
% Buses	0.8	0	0	0.2	1	0.8	2.9	1	0	0.8	0	0.5	0	0.6	0	0.6	0.7

	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	15	44	7	66	15	166	9	190	**5**	18	11	34	1	**233**	6	**240**	530
05:15 PM	11	**49**	**8**	**68**	**28**	199	7	234	2	26	11	39	1	190	6	197	538
05:30 PM	10	44	6	60	21	188	6	215	4	26	**15**	**45**	5	223	7	235	555
05:45 PM	**16**	30	6	52	17	**218**	**12**	**247**	4	**33**	7	44	**6**	211	**10**	227	**570**
Total Volume	52	167	27	246	81	771	34	886	15	103	44	162	13	857	29	899	2193
% App. Total	21.1	67.9	11		9.1	87	3.8		9.3	63.6	27.2		1.4	95.3	3.2		
PHF	.813	.852	.844	.904	.723	.884	.708	.897	.750	.780	.733	.900	.542	.920	.725	.936	.962

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City of Los Angeles
N/S: Normandie Avenue
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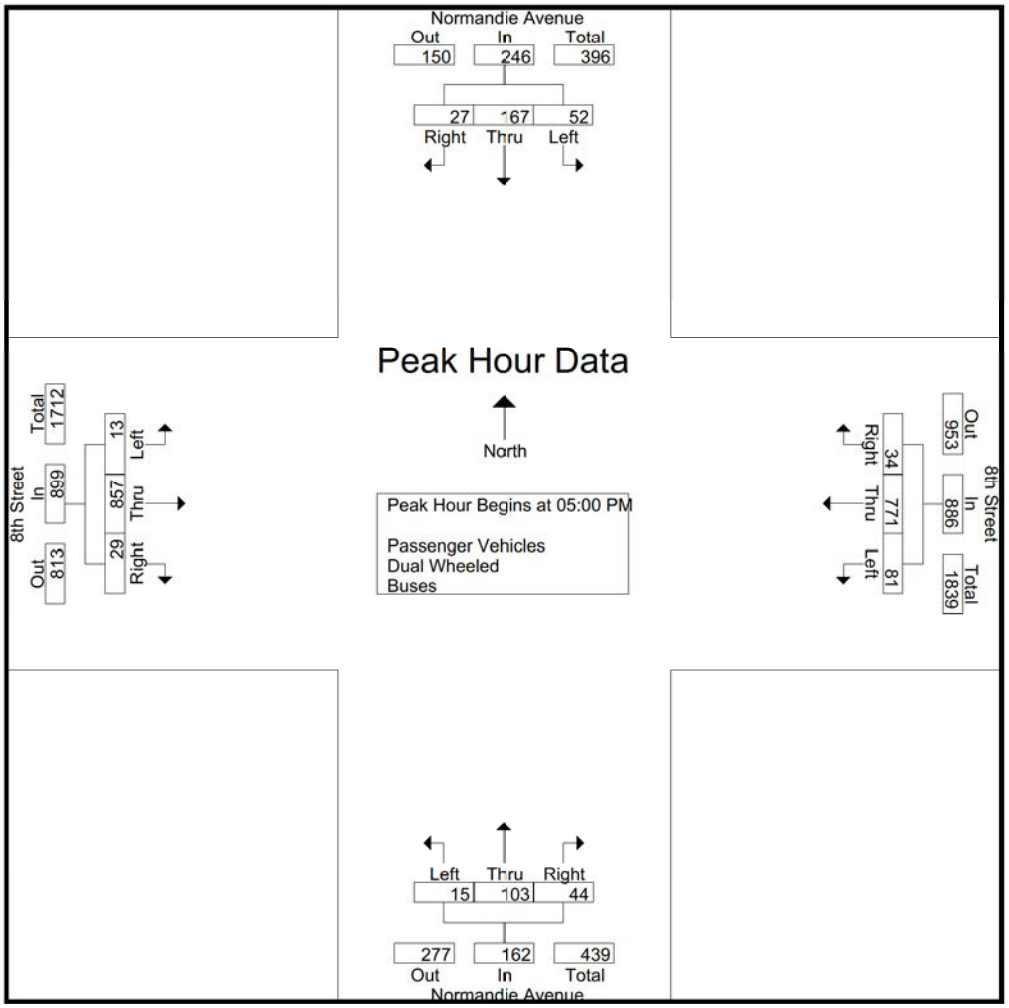
Weather: Clear

File Name : 01_LAC_Normandie_8th PM
Site Code : 16619250
Start Date : 4/23/2019
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				04:15 PM			
+0 mins.	15	44	7	66	15	166	9	190	**5**	18	11	34	**5**	219	**7**	231
+15 mins.	11	**49**	**8**	**68**	**28**	199	7	234	2	26	11	39	2	227	5	234
+30 mins.	10	44	6	60	21	188	6	215	4	26	**15**	**45**	5	**238**	7	**250**
+45 mins.	**16**	30	6	52	17	**218**	**12**	**247**	4	**33**	7	44	1	233	6	240
Total Volume	52	167	27	246	81	771	34	886	15	103	44	162	13	917	25	955
% App. Total	21.1	67.9	11		9.1	87	3.8		9.3	63.6	27.2		1.4	96	2.6	
PHF	.813	.852	.844	.904	.723	.884	.708	.897	.750	.780	.733	.900	.650	.963	.893	.955

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E/W: 8th Street
Weather: Clear

File Name : 01_LAC_Normandie_8th PM
Site Code : 16619250
Start Date : 4/23/2019
Page No : 1

Groups Printed- Passenger Vehicles

	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	5	16	3	24	10	112	20	142	7	14	6	27	9	151	4	164	357
03:15 PM	6	5	5	16	11	108	18	137	10	23	9	42	9	142	6	157	352
03:30 PM	7	18	4	29	10	144	8	162	4	14	7	25	4	172	9	185	401
03:45 PM	5	16	7	28	10	168	13	191	3	16	10	29	2	173	6	181	429
Total	23	55	19	97	41	532	59	632	24	67	32	123	24	638	25	687	1539
04:00 PM	13	18	7	38	20	148	13	181	3	12	10	25	2	194	9	205	449
04:15 PM	13	14	5	32	28	156	12	196	4	28	10	42	5	218	6	229	499
04:30 PM	6	36	3	45	18	162	7	187	4	19	8	31	2	223	5	230	493
04:45 PM	10	31	9	50	20	174	8	202	2	23	13	38	5	235	7	247	537
Total	42	99	24	165	86	640	40	766	13	82	41	136	14	870	27	911	1978
05:00 PM	15	44	7	66	15	163	9	187	5	18	11	34	1	232	6	239	526
05:15 PM	11	48	8	67	27	197	7	231	2	24	11	37	1	188	6	195	530
05:30 PM	10	44	6	60	21	187	6	214	4	26	15	45	5	221	7	233	552
05:45 PM	16	30	6	52	17	215	12	244	4	33	7	44	6	209	10	225	565
Total	52	166	27	245	80	762	34	876	15	101	44	160	13	850	29	892	2173
Grand Total	117	320	70	507	207	1934	133	2274	52	250	117	419	51	2358	81	2490	5690
Apprch %	23.1	63.1	13.8		9.1	85	5.8		12.4	59.7	27.9		2	94.7	3.3		
Total %	2.1	5.6	1.2	8.9	3.6	34	2.3	40	0.9	4.4	2.1	7.4	0.9	41.4	1.4	43.8	

	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	15	44	7	66	15	163	9	187	**5**	18	11	34	1	**232**	6	**239**	526
05:15 PM	11	**48**	**8**	**67**	**27**	197	7	231	2	24	11	37	1	188	6	195	530
05:30 PM	10	44	6	60	21	187	6	214	4	26	**15**	**45**	5	221	7	233	552
05:45 PM	**16**	30	6	52	17	**215**	**12**	**244**	4	**33**	7	44	**6**	209	**10**	225	**565**
Total Volume	52	166	27	245	80	762	34	876	15	101	44	160	13	850	29	892	2173
% App. Total	21.2	67.8	11		9.1	87	3.9		9.4	63.1	27.5		1.5	95.3	3.3		
PHF	.813	.865	.844	.914	.741	.886	.708	.898	.750	.765	.733	.889	.542	.916	.725	.933	.962

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N/S: Normandie Avenue
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File Name : 01_LAC_Normandie_8th PM
Site Code : 16619250
Start Date : 4/23/2019
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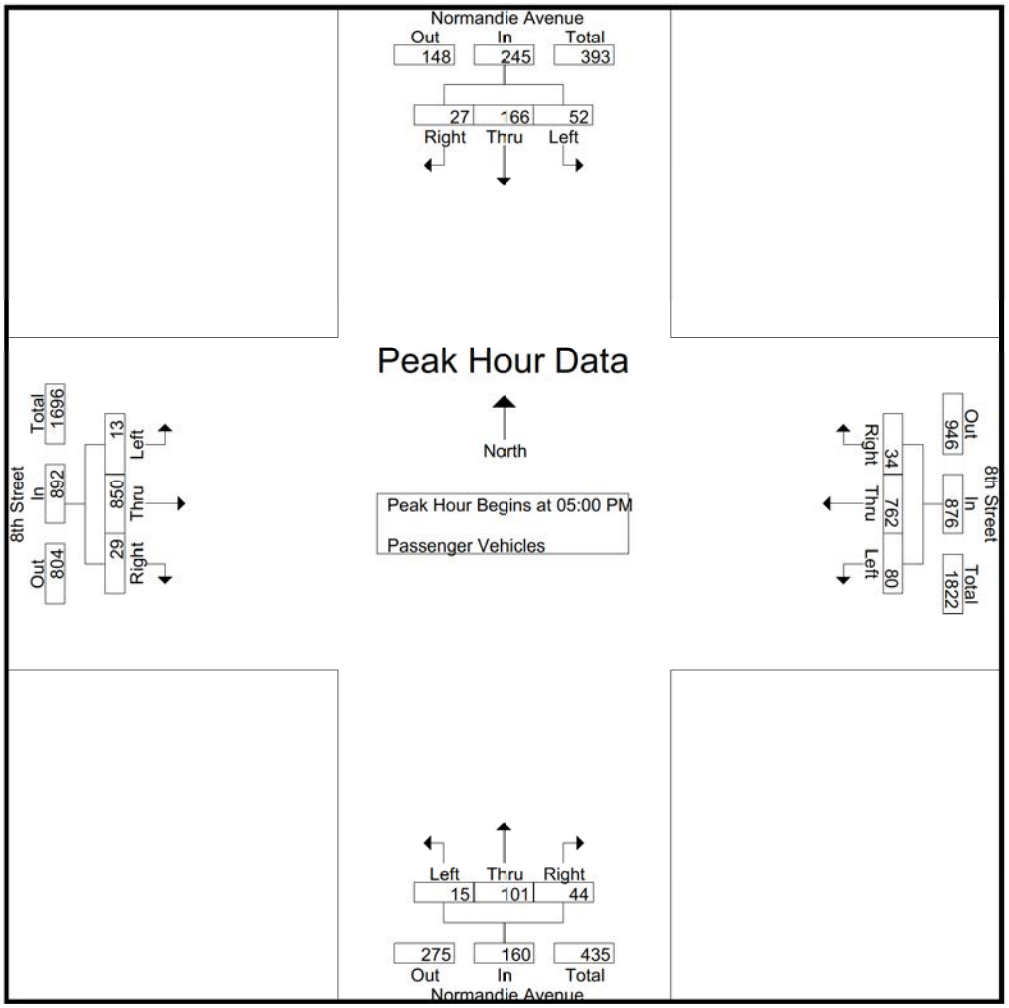

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	15	44	7	66	15	163	9	187	**5**	18	11	34	1	**232**	6	**239**
+15 mins.	11	**48**	**8**	**67**	**27**	197	7	231	2	24	11	37	1	188	6	195
+30 mins.	10	44	6	60	21	187	6	214	4	26	**15**	**45**	5	221	7	233
+45 mins.	**16**	30	6	52	17	**215**	**12**	**244**	4	**33**	7	44	**6**	209	**10**	225
Total Volume	52	166	27	245	80	762	34	876	15	101	44	160	13	850	29	892
% App. Total	21.2	67.8	11		9.1	87	3.9		9.4	63.1	27.5		1.5	95.3	3.3	
PHF	.813	.865	.844	.914	.741	.886	.708	.898	.750	.765	.733	.889	.542	.916	.725	.933

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City of Los Angeles
N/S: Normandie Avenue
E/W: 8th Street
Weather: Clear

File Name : 01_LAC_Normandie_8th PM
Site Code : 16619250
Start Date : 4/23/2019
Page No : 1

Groups Printed- Dual Wheeled

	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	1	0	1	2	0	1	0	1	0	1	1	2	5
03:15 PM	1	1	0	2	0	1	0	1	0	1	0	1	1	2	0	3	7
03:30 PM	1	1	0	2	0	2	0	2	0	1	0	1	0	1	0	1	6
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	2	2	0	4	1	4	1	6	0	3	0	3	1	5	1	7	20
04:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	3	0	3	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
Total	0	0	1	1	0	2	1	3	0	0	1	1	0	6	1	7	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	2	0	2	0	1	0	1	0	3	0	3	7
Grand Total	2	3	1	6	1	8	2	11	0	4	1	5	1	14	2	17	39
Apprch %	33.3	50	16.7		9.1	72.7	18.2		0	80	20		5.9	82.4	11.8		
Total %	5.1	7.7	2.6	15.4	2.6	20.5	5.1	28.2	0	10.3	2.6	12.8	2.6	35.9	5.1	43.6	

	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	1	0	1	**4**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	2	0	2	0	1	0	1	0	3	0	3	7
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.250	.000	.250	.000	.375	.000	.375	.438

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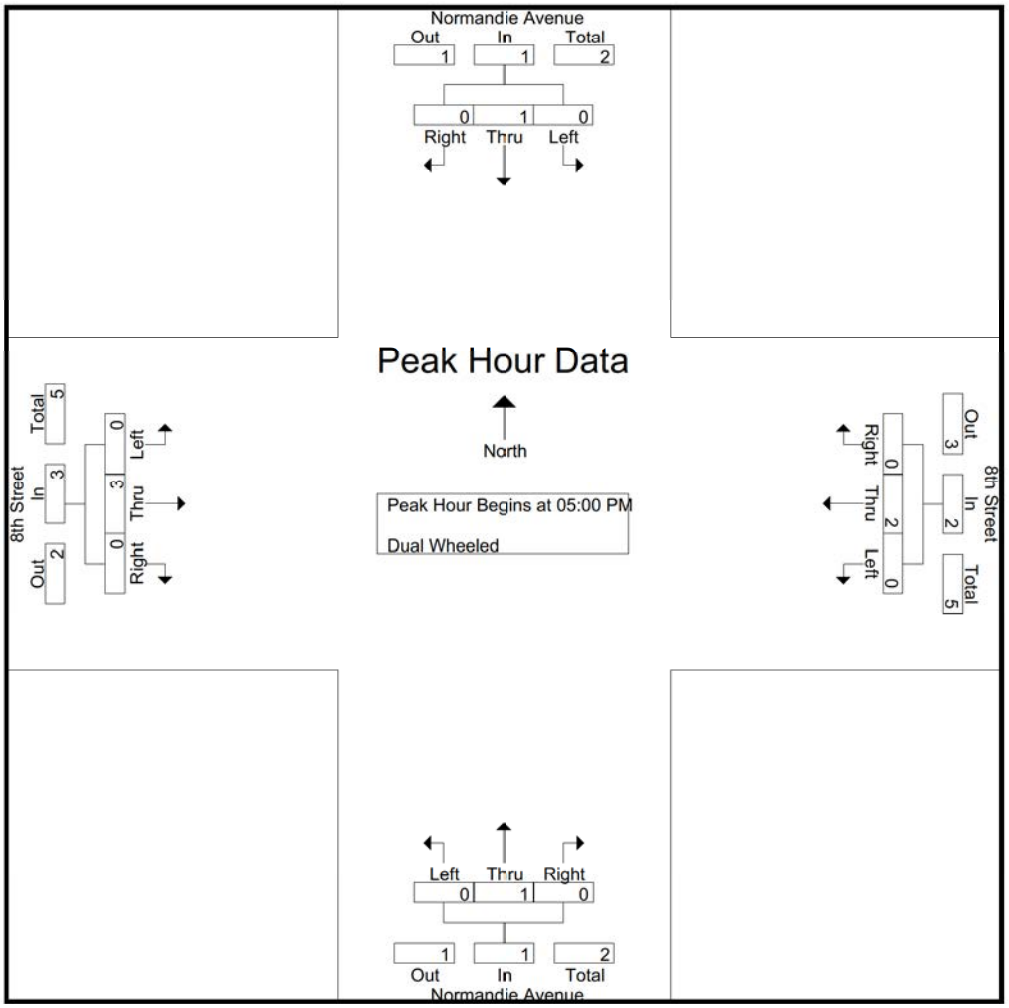

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	**0**	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	2	0	2	0	1	0	1	0	3	0	3
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.250	.000	.250	.000	.375	.000	.375

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City of Los Angeles
N/S: Normandie Avenue
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File Name : 01_LAC_Normandie_8th PM
Site Code : 16619250
Start Date : 4/23/2019
Page No : 1

Groups Printed- Buses

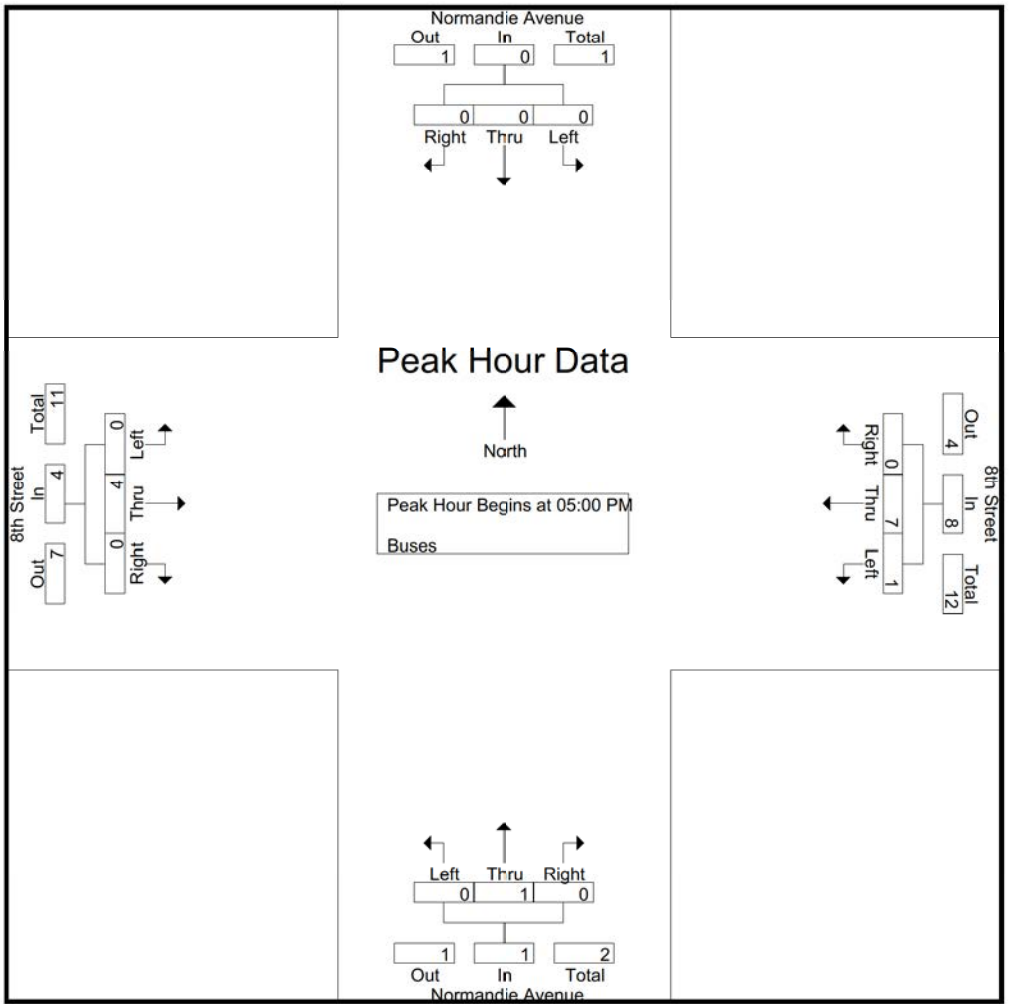
	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:15 PM	0	0	0	0	0	2	3	5	0	0	0	0	0	1	0	1	6
03:30 PM	0	0	0	0	1	0	1	2	0	1	0	1	0	1	0	1	4
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	1	5	4	10	0	1	0	1	0	5	0	5	16
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	1	0	0	1	0	4	0	4	0	0	0	0	0	5	0	5	10
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:15 PM	0	0	0	0	1	1	0	2	0	1	0	1	0	1	0	1	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	1	7	0	8	0	1	0	1	0	4	0	4	13
Grand Total	1	0	0	1	2	16	4	22	0	2	0	2	0	14	0	14	39
Apprch %	100	0	0		9.1	72.7	18.2		0	100	0		0	100	0		
Total %	2.6	0	0	2.6	5.1	41	10.3	56.4	0	5.1	0	5.1	0	35.9	0	35.9	

	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1	**4**
05:15 PM	0	0	0	0	**1**	1	0	2	0	**1**	0	**1**	0	1	0	1	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**	4
Total Volume	0	0	0	0	1	7	0	8	0	1	0	1	0	4	0	4	13
% App. Total	0	0	0		12.5	87.5	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.583	.000	.667	.000	.250	.000	.250	.000	.500	.000	.500	.813

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Normandie Avenue
E/W: 8th Street
Weather: Clear

File Name : 01_LAC_Normandie_8th PM
Site Code : 16619250
Start Date : 4/23/2019
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	**1**	1	0	2	0	**1**	0	**1**	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	**2**
Total Volume	0	0	0	0	1	7	0	8	0	1	0	1	0	4	0	4
% App. Total	0	0	0		12.5	87.5	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.583	.000	.667	.000	.250	.000	.250	.000	.500	.000	.500

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Normandie Avenue

East/West 8th Street

Day: Tuesday **Date:** April 23, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Central I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	18	9	32	49
BIKES	8	21	37	47
BUSES	4	2	33	48

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	86	7.45	29	7.30	203	8.00	258	8.30
PM PK 15 MIN	45	5.30	68	5.15	250	4.45	247	5.45
AM PK HOUR	301	7.45	103	8.00	764	8.00	938	8.00
PM PK HOUR	162	5.00	246	5.00	955	4.15	886	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	150	67	246
8-9	31	196	74	301
9-10	21	128	54	203
3-4	24	71	32	127
4-5	13	82	42	137
5-6	15	103	44	162
TOTAL	133	730	313	1176

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	33	24	83
8-9	26	52	25	103
9-10	13	22	15	50
3-4	25	57	19	101
4-5	43	99	25	167
5-6	52	167	27	246
TOTAL	185	430	135	750

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
329	59	39	87	71
404	104	35	96	71
253	123	13	58	11
228	182	76	118	87
304	144	57	99	51
408	146	99	100	64
1926	758	319	558	355

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	9	518	6	533
8-9	16	732	16	764
9-10	17	501	12	530
3-4	25	648	26	699
4-5	14	881	28	923
5-6	13	857	29	899
TOTAL	94	4137	117	4348

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	22	840	29	891
8-9	29	865	44	938
9-10	15	724	76	815
3-4	43	541	64	648
4-5	86	646	41	773
5-6	81	771	34	886
TOTAL	276	4387	288	4951

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1424	84	30	36	24
1702	61	11	43	6
1345	64	4	26	4
1347	93	44	55	17
1696	113	46	61	16
1785	104	51	36	19
9299	519	186	257	86

(Rev Oct 06)

City of Los Angeles
Department of Transportation

BICYCLE COUNT SUMMARY

STREET:

North/South:	Normandie Avenue				
East/West:	8th Street				
Day:	Tuesday	Date:	4/23/2019	Weather:	CLEAR
School Day:	Yes	District:	Central	I/S Code:	0
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	1	1	2
9-10	0	0	0	0
3-4	0	1	0	1
4-5	0	2	0	2
5-6	0	3	0	3
TOTAL	0	7	1	8

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	2	0	1	3
9-10	0	0	0	0
3-4	0	6	1	7
4-5	0	5	0	5
5-6	0	6	0	6
TOTAL	2	17	2	21

TOTAL

Hours	N-S
7-8	0
8-9	5
9-10	0
3-4	8
4-5	7
5-6	9
TOTAL	29

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	6	0	6
9-10	0	6	2	8
3-4	0	12	0	12
4-5	0	4	0	4
5-6	0	6	0	6
TOTAL	0	35	2	37

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	2	0	2
8-9	1	8	0	9
9-10	0	3	0	3
3-4	1	9	1	11
4-5	0	11	0	11
5-6	0	11	0	11
TOTAL	2	44	1	47

TOTAL

Hours	E-W
7-8	3
8-9	15
9-10	11
3-4	23
4-5	15
5-6	17
TOTAL	84

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	0	0	2	1	3
- No helmet riders	1	2	13	10	26
- Sidewalk Riding	0	2	11	9	22
- Wrong way riding	0	2	5	6	13

NB: Northbound, **SB**: Southbound, **EB**: Eastbound, **WB**: Westbound, **I/S**: Intersection

Source: CUI

LADOT 2015 CMP

City of Los Angeles
Department of Transportation

PEDESTRIAN COUNT SUMMARY

STREET:					
North/South:	Normandie Avenue				
East/West:	8th Street				
Day:	Tuesday	Date:	April 23, 2019	Weather:	CLEAR
School Day:	YES	District:	Central	I/S Code:	0
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	13	15	13	26	67
7:15-7:30	26	15	12	31	84
7:30-7:45	49	24	17	20	110
7:45-8:00	70	44	18	37	169
8:00-8:15	89	45	18	24	176
8:15-8:30	49	29	10	21	109
8:30-8:45	12	34	13	16	75
8:45-9:00	17	31	8	11	67
9:00-9:15	12	28	5	16	61
9:15-9:30	27	38	14	21	100
9:30-9:45	9	40	3	16	68
9:45-10:00	21	30	8	15	74
Hours					
7 - 8	158	98	60	114	430
8 - 9	167	139	49	72	427
9 - 10	69	136	30	68	303
TOTAL	394	373	139	254	1160

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	39	92	20	56	207
3:15-3:30	70	96	34	56	256
3:30-3:45	58	100	28	46	232
3:45-4:00	38	76	28	28	170
4:00-4:15	35	80	32	54	201
4:15-4:30	29	68	32	60	189
4:30-4:45	52	60	32	54	198
4:45-5:00	34	80	26	58	198
5:00-5:15	28	84	12	74	198
5:15-5:30	23	56	20	44	143
5:30-5:45	53	50	16	52	171
5:45-6:00	60	102	24	38	224
Hours					
3 - 4	205	364	110	186	865
4 - 5	150	288	122	226	786
5 - 6	164	292	72	208	736
	519	944	304	620	2387

REMARKS (6 hour total):

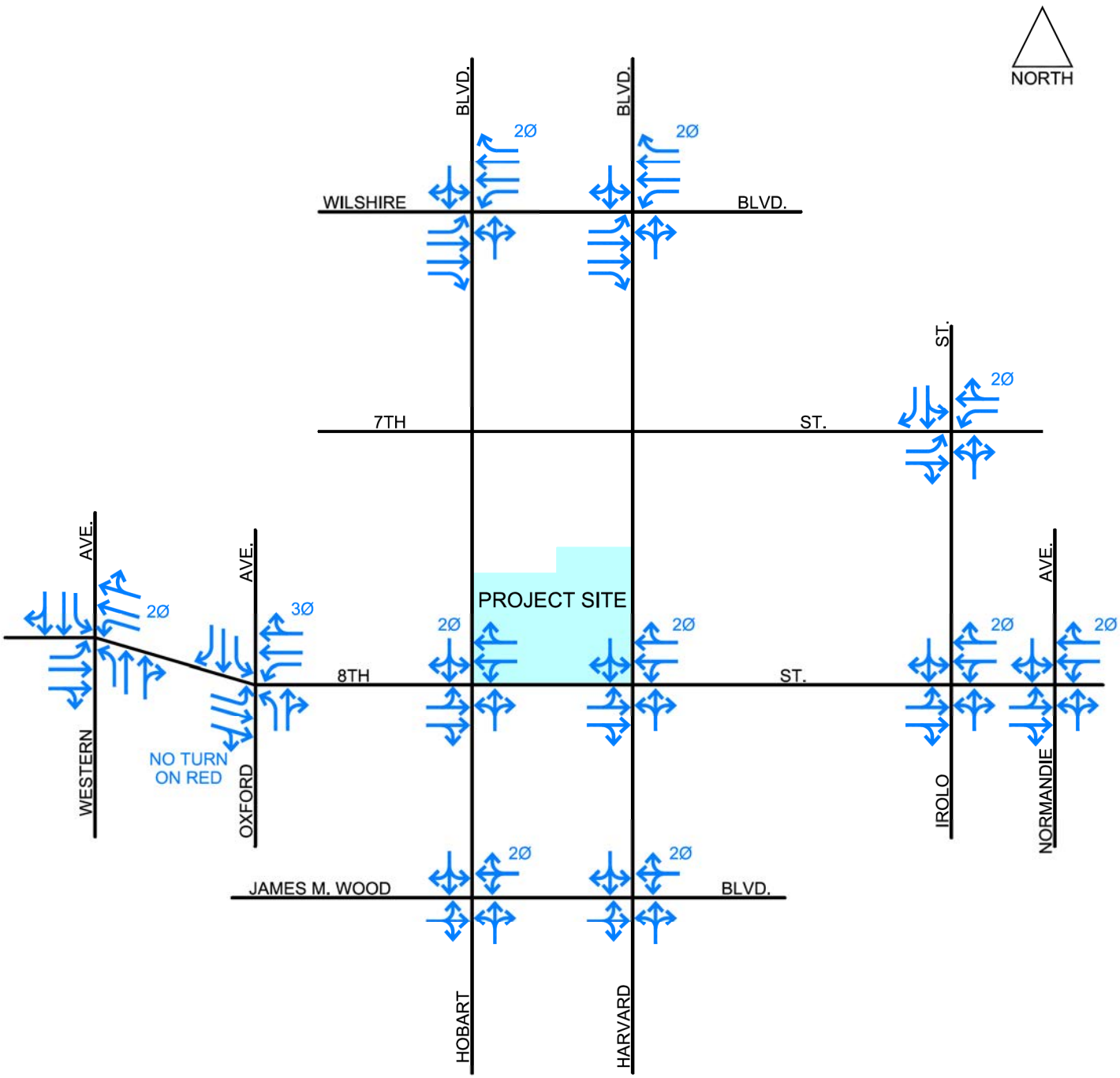
	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	1	1	0	0	2
- Skateboard/scooter	3	1	3	0	7

N: North, **S**: South, **E**: East, **W**: West, **I/S**: Intersection

Source: LADOT 2015 CMP

APPENDIX C

STUDY INTERSECTIONS GEOMETRICS AND SIGNAL PHASING



APPENDIX C

4/25/2019

FN: 8th(3433W)MixedUse\LANE-CONFIG

STUDY INTERSECTION GEOMETRICS AND SIGNAL PHASING

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

APPENDIX D

PROJECT TRIP GENERATION RATES

Appendix D
Project Trip Generation Rates

LU	Use/Description	Rates
Affordable Housing - Family		
	Daily:	4.08 Trips per dwelling unit
	AM Peak Hour:	0.5 Trips per dwelling unit
	Inbound	40%
	Outbound	60%
	PM Peak Hour:	0.34 Trips per dwelling unit
	Inbound	55%
	Outbound	45%
210	Single-Family Detached Housing - General Urban/Suburban	
	Daily:	9.44 Trips per dwelling unit
	AM Peak Hour:	0.74 Trips per dwelling unit
	Inbound	25%
	Outbound	75%
	PM Peak Hour:	0.99 Trips per dwelling unit
	Inbound	63%
	Outbound	37%
221	Multifamily Housing (Mid-Rise) - General Urban/Suburban	
	Daily:	5.44 Trips per dwelling unit
	AM Peak Hour:	0.36 Trips per dwelling unit
	Inbound	26%
	Outbound	74%
	PM Peak Hour:	0.44 Trips per dwelling unit
	Inbound	61%
	Outbound	39%
710	General Office Building - General Urban/Suburban	
	Daily:	9.74 Trips per KSF of Building Area
	AM Peak Hour:	1.16 Trips per KSF of Building Area
	Inbound	86%
	Outbound	14%
	PM Peak Hour:	1.15 Trips per KSF of Building Area
	Inbound	16%
	Outbound	84%
820	Shopping Center - General Urban/Suburban	
	Daily:	37.75 Trips per KSF of Building Area
	AM Peak Hour:	0.94 Trips per KSF of Building Area
	Inbound	62%
	Outbound	38%
	PM Peak Hour:	3.81 Trips per KSF of Building Area
	Inbound	48%
	Outbound	52%

Source:

Trip Generation, 10th Edition, 2017, Institute of Transportation Engineers (ITE).

APPENDIX E

LEVEL OF SERVICE WORKSHEETS

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	WESTERN AVENUE	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
1	East-West Street:	8TH STREET	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	42	1	42	0	42	42	13	57	1	57	0	57	1	57		57		**0**
Left-Through									0				0					
Through	1075	1	**547**	0	1075	**548**	127	1246	1	**647**	0	1246	1	**648**		1246		0
Through-Right		1							1				1					
Right	18		18	2	20	20	28	47	0	47	2	49	0	49		49		0
Left-Through-Right									0				0					
Left-Right																		
SOUTHBOUND																		
Left	57	1	**57**	2	59	**59**	14	73	1	**73**	2	75	1	**75**		75		0
Left-Through									0				0					
Through	810	1	426	0	810	426	132	975	1	510	0	975	1	510		975		**0**
Through-Right		1							1				1					
Right	41		41	0	41	41	2	45	0	45	0	45	0	45		45		0
Left-Through-Right									0				0					
Left-Right																		
EASTBOUND																		
Left	95	1	**95**	0	95	**95**	18	117	1	**117**	0	117	1	**117**		117		0
Left-Through									0				0					
Through	433	1	231	6	439	234	26	477	1	262	6	483	1	265		483		**0**
Through-Right		1							1				1					
Right	29		29	0	29	29	16	46	0	46	0	46	0	46		46		0
Left-Through-Right									0				0					
Left-Right																		
WESTBOUND																		
Left	78	1	78	3	81	81	40	121	1	121	3	124	1	124		124		**0**
Left-Through									0				0					
Through	820	1	**449**	9	829	**455**	94	947	1	**538**	9	956	1	**544**		956		0
Through-Right		1							1				1					
Right	77		77	3	80	80	49	129	0	129	3	132	0	132		132		0
Left-Through-Right									0				0					
Left-Right																		
CRITICAL VOLUMES *North-South:*			604	*North-South:*		607	*North-South:*			720	*North-South:*			723	*North-South:*			0
East-West:			544	*East-West:*		550	*East-West:*			655	*East-West:*			661	*East-West:*			0
SUM:			1148	*SUM:*		1157	*SUM:*			1375	*SUM:*			1384	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			0.765			0.771				0.917				0.923				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.665**			**0.671**				**0.817**				**0.823**				0.000
LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	∆*v/c* after mitigation:	-0.817
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	WESTERN AVENUE	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
1	East-West Street:	8TH STREET	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2						2				
Override Capacity			0			0			0						0				

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	0	46	46	17	65	1	65	0	65	1	65		65		**0**
	Left-Through		0							0				0					
	Through	942	1	**492**	0	942	**493**	154	1134	1	**615**	0	1134	1	**617**		1134		0
	Through-Right		1							1				1					
	Right	41	0	41	3	44	44	53	96	0	96	3	99	0	99		99		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	84	1	**84**	3	87	**87**	48	135	1	**135**	3	138	1	**138**		138		0
	Left-Through		0							0				0					
	Through	1011	1	528	0	1011	528	147	1199	1	625	0	1199	1	625		1199		**0**
	Through-Right		1							1				1					
	Right	45	0	45	0	45	45	4	51	0	51	0	51	0	51		51		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	63	1	63	0	63	63	5	71	1	71	0	71	1	71		71		0
	Left-Through		0							0				0					
	Through	717	1	**372**	8	725	**376**	106	852	1	**449**	8	860	1	**453**		860		**0**
	Through-Right		1							1				1					
	Right	27	0	27	0	27	27	17	45	0	45	0	45	0	45		45		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	112	1	**112**	2	114	**114**	18	135	1	**135**	2	137	1	**137**		137		**0**
	Left-Through		0							0				0					
	Through	615	1	339	7	622	344	54	694	1	393	7	701	1	398		701		0
	Through-Right		1							1				1					
	Right	63	0	63	2	65	65	26	92	0	92	2	94	0	94		94		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		576	*North-South:*		580	*North-South:*			750	*North-South:*			755	*North-South:*			0
		East-West:		484	*East-West:*		490	*East-West:*			584	*East-West:*			590	*East-West:*			0
		SUM:		1060	*SUM:*		1070	*SUM:*			1334	*SUM:*			1345	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.707			0.713				0.889				0.897				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.607**			**0.613**				**0.789**				**0.797**				0.000
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	-0.789
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	OXFORD AVENUE	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
2	East-West Street:	8TH STREET	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			3			3			3			3			3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	
	EB--	2	WB-- 0	EB--	2	WB-- 0	EB--	2	WB-- 0	EB--	2	WB-- 0	EB--	2	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				
Override Capacity			0			0			0			0			0				

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	10	1	10	0	10	10	0	10	1	10	0	10	1	10		10		**0**
Left-Through									0				0					
Through	149		**185**	0	149	**185**	3	158	0	**195**	0	158	0	**195**		158		0
Through-Right		1							1				1					
Right	36		0	0	36	0	0	37	0	0	0	37	0	0		37		0
Left-Through-Right									0				0					
Left-Right																		
SOUTHBOUND																		
Left	76	1	**76**	0	76	**76**	41	120	1	**120**	0	120	1	**120**		120		0
Left-Through									0				0					
Through	95	1	95	0	95	95	13	112	1	112	0	112	1	112		112		**0**
Through-Right									0				0					
Right	61	1	25	0	61	25	43	106	1	57	0	106	1	57		106		0
Left-Through-Right									0				0					
Left-Right																		
EASTBOUND																		
Left	73	1	**73**	0	73	**73**	23	99	1	**99**	0	99	1	**99**		99		0
Left-Through									0				0					
Through	569	1	286	9	578	291	50	642	1	323	9	651	1	328		651		**0**
Through-Right		1							1				1					
Right	3		3	0	3	3	1	4	0	4	0	4	0	4		4		0
Left-Through-Right									0				0					
Left-Right																		
WESTBOUND																		
Left	31	1	31	0	31	31	7	39	1	39	0	39	1	39		39		**0**
Left-Through									0				0					
Through	789	1	**425**	16	805	**433**	139	960	1	**519**	16	976	1	**527**		976		0
Through-Right		1							1				1					
Right	60		60	0	60	60	15	77	0	77	0	77	0	77		77		0
Left-Through-Right									0				0					
Left-Right																		
CRITICAL VOLUMES	*North-South:*		261	*North-South:*		261	*North-South:*			315	*North-South:*			315	*North-South:*			0
	East-West:		498	*East-West:*		506	*East-West:*			618	*East-West:*			626	*East-West:*			0
	SUM:		759	*SUM:*		767	*SUM:*			933	*SUM:*			941	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			0.533			0.538				0.655				0.660				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.433**			**0.438**				**0.555**				**0.560**				0.000
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	*Δv/c* after mitigation:	-0.555
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	OXFORD AVENUE	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
2	East-West Street:	8TH STREET	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			3			3			3			3			3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	
	EB--	2	WB-- 0	EB--	2	WB-- 0	EB--	2	WB-- 0	EB--	2	WB-- 0	EB--	2	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				
Override Capacity			0			0			0			0			0				

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	18	1	18	0	18	18	0	19	1	19	0	19	1	19		19		**0**
Left-Through		0							0				0					
Through	159	0	**220**	0	159	**220**	9	174	0	**237**	0	174	0	**237**		174		0
Through-Right		1							1				1					
Right	61	0	0	0	61	0	0	63	0	0	0	63	0	0		63		0
Left-Through-Right		0							0				0					
Left-Right																		
SOUTHBOUND																		
Left	71	1	**71**	0	71	**71**	17	91	1	**91**	0	91	1	**91**		91		0
Left-Through		0							0				0					
Through	172	1	172	0	172	172	11	190	1	190	0	190	1	190		190		**0**
Through-Right		0							0				0					
Right	65	1	44	0	65	44	18	86	1	23	0	86	1	23		86		0
Left-Through-Right		0							0				0					
Left-Right																		
EASTBOUND																		
Left	43	1	43	0	43	43	82	127	1	**127**	0	127	1	**127**		127		0
Left-Through		0							0				0					
Through	738	1	**379**	14	752	**386**	125	893	1	459	14	907	1	466		907		**0**
Through-Right		1							1				1					
Right	20	0	20	0	20	20	3	24	0	24	0	24	0	24		24		0
Left-Through-Right		0							0				0					
Left-Right																		
WESTBOUND																		
Left	75	1	**75**	0	75	**75**	14	92	1	92	0	92	1	92		92		**0**
Left-Through		0							0				0					
Through	651	1	345	12	663	351	82	759	1	**427**	12	771	1	**433**		771		0
Through-Right		1							1				1					
Right	39	0	39	0	39	39	53	94	0	94	0	94	0	94		94		0
Left-Through-Right		0							0				0					
Left-Right																		
CRITICAL VOLUMES	*North-South:*		291	*North-South:*		291	*North-South:*			328	*North-South:*			328	*North-South:*			0
	East-West:		454	*East-West:*		461	*East-West:*			554	*East-West:*			560	*East-West:*			0
	SUM:		745	*SUM:*		752	*SUM:*			882	*SUM:*			888	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			0.523			0.528				0.619				0.623				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.423**			**0.428**				**0.519**				**0.523**				0.000
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	-0.519
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	HOBART BOULEVARD	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
3	East-West Street:	WILSHIRE BOULEVARD	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15		**15**	6	21	21	1	17	0	**17**	6	23	0	**23**		23		**0**
	Left-Through									0				0					
	Through	139		193	3	142	**208**	7	152	0	210	3	155	0	225		155		0
	Through-Right									0				0					
	Right	39		0	6	45	0	0	41	0	0	6	47	0	0		47		0
	Left-Through-Right		1							1				1					
	Left-Right																		
SOUTHBOUND	Left	56		56	0	56	**56**	1	59	0	59	0	59	0	59		59		0
	Left-Through									0				0					
	Through	155		**240**	0	155	240	18	179	0	**279**	0	179	0	**279**		179		**0**
	Through-Right									0				0					
	Right	29		0	0	29	0	11	41	0	0	0	41	0	0		41		0
	Left-Through-Right		1							1				1					
	Left-Right																		
EASTBOUND	Left	57	1	**57**	0	57	**57**	52	111	1	**111**	0	111	1	**111**		111		0
	Left-Through									0				0					
	Through	1067	2	534	4	1071	536	141	1251	2	626	4	1255	2	628		1255		**0**
	Through-Right									0				0					
	Right	41	1	41	0	41	41	0	43	1	43	0	43	1	43		43		0
	Left-Through-Right									0				0					
	Left-Right																		
WESTBOUND	Left	47	1	47	0	47	47	0	49	1	49	0	49	1	49		49		**0**
	Left-Through									0				0					
	Through	1251	2	**626**	0	1251	**626**	161	1463	2	**732**	0	1463	2	**732**		1463		0
	Through-Right									0				0					
	Right	59	1	59	0	59	59	2	63	1	63	0	63	1	63		63		0
	Left-Through-Right									0				0					
	Left-Right																		
CRITICAL VOLUMES		North-South:		255	North-South:		264	North-South:			296	North-South:			302	North-South:			0
		East-West:		683	East-West:		683	East-West:			843	East-West:			843	East-West:			0
		SUM:		938	SUM:		947	SUM:			1139	SUM:			1145	SUM:			0
VOLUME/CAPACITY (V/C) RATIO:				0.625			0.631				0.759				0.763				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.525**			**0.531**				**0.659**				**0.663**				0.000
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	-0.659
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	HOBART BOULEVARD	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
3	East-West Street:	WILSHIRE BOULEVARD	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2						2				
Override Capacity			0			0			0						0				

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	23	5	28	28	0	24	0	24	5	29	0	29		29		**0**
	Left-Through		0							0				0					
	Through	262	0	**347**	2	264	**359**	13	286	0	**375**	2	288	0	**387**		288		0
	Through-Right		0							0				0					
	Right	62	0	0	5	67	0	0	65	0	0	5	70	0	0		70		0
	Left-Through-Right		1							1				1					
	Left-Right																		
SOUTHBOUND	Left	30	0	**30**	0	30	**30**	2	33	0	**33**	0	33	0	**33**		33		0
	Left-Through		0							0				0					
	Through	240	0	302	0	240	302	9	259	0	326	0	259	0	326		259		**0**
	Through-Right		0							0				0					
	Right	32	0	0	0	32	0	1	34	0	0	0	34	0	0		34		0
	Left-Through-Right		1							1				1					
	Left-Right																		
EASTBOUND	Left	48	1	48	0	48	48	11	61	1	61	0	61	1	61		61		0
	Left-Through		0							0				0					
	Through	1100	2	**550**	6	1106	**553**	218	1363	2	**682**	6	1369	2	**685**		1369		**0**
	Through-Right		0							0				0					
	Right	39	1	39	0	39	39	1	42	1	42	0	42	1	42		42		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	68	1	**68**	0	68	**68**	0	71	1	**71**	0	71	1	**71**		71		**0**
	Left-Through		0							0				0					
	Through	1089	2	545	0	1089	545	182	1315	2	658	0	1315	2	658		1315		0
	Through-Right		0							0				0					
	Right	47	1	47	0	47	47	1	50	1	50	0	50	1	50		50		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		North-South:		377	North-South:		389	North-South:			408	North-South:			420	North-South:			0
		East-West:		618	East-West:		621	East-West:			753	East-West:			756	East-West:			0
		SUM:		995	SUM:		1010	SUM:			1161	SUM:			1176	SUM:			0
VOLUME/CAPACITY (V/C) RATIO:				0.663			0.673				0.774				0.784				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.563**			**0.573**				**0.674**				**0.684**				0.000
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	-0.674
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	HOBART BOULEVARD	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
4	East-West Street:	8TH STREET	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2						2				
Override Capacity			0			0			0						0				

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31		31	0	31	31	0	32	0	32	0	32	0	32		32		**0**
	Left-Through									0				0					
	Through	153		**202**	0	153	**202**	1	160	0	**211**	0	160	0	**211**		160		0
	Through-Right									0				0					
	Right	18		0	0	18	0	0	19	0	0	0	19	0	0		19		0
	Left-Through-Right		1							1				1					
	Left-Right																		
SOUTHBOUND	Left	63		**63**	16	79	**79**	11	77	0	**77**	16	93	0	**93**		93		0
	Left-Through									0				0					
	Through	94		180	9	103	221	0	98	0	206	9	107	0	247		107		**0**
	Through-Right									0				0					
	Right	23		0	16	39	0	7	31	0	0	16	47	0	0		47		0
	Left-Through-Right		1							1				1					
	Left-Right																		
EASTBOUND	Left	32		**32**	0	32	**32**	0	33	0	**33**	0	33	0	**33**		33		0
	Left-Through		1							1				1					
	Through	610		380	9	619	385	109	744	0	483	9	753	0	487		753		**0**
	Through-Right		1							1				1					
	Right	22		380	0	22	385	0	23	0	483	0	23	0	487		23		0
	Left-Through-Right									0				0					
	Left-Right																		
WESTBOUND	Left	17		17	0	17	17	0	18	0	18	0	18	0	18		18		**0**
	Left-Through		1							1				1					
	Through	894		**511**	0	894	**511**	96	1026	0	**583**	0	1026	0	**583**		1026		0
	Through-Right		1							1				1					
	Right	59		511	0	59	511	6	67	0	583	0	67	0	583		67		0
	Left-Through-Right									0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		265	*North-South:*		281	*North-South:*			288	*North-South:*			304	*North-South:*			0
		East-West:		543	*East-West:*		543	*East-West:*			616	*East-West:*			616	*East-West:*			0
		SUM:		808	*SUM:*		824	*SUM:*			904	*SUM:*			920	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.539			0.549				0.603				0.613				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.439**			**0.449**				**0.503**				**0.513**				0.000
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	∆*v/c* after mitigation:	-0.503
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	HOBART BOULEVARD	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
4	East-West Street:	8TH STREET	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2						2				
Override Capacity			0			0			0						0				

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	**20**	0	20	**20**	0	21	0	**21**	0	21	0	**21**		21		**0**
	Left-Through		0							0				0					
	Through	157	0	288	0	157	288	1	164	0	301	0	164	0	301		164		0
	Through-Right		0							0				0					
	Right	111	0	0	0	111	0	0	116	0	0	0	116	0	0		116		0
	Left-Through-Right		1							1				1					
	Left-Right																		
SOUTHBOUND	Left	92	0	92	12	104	104	8	104	0	104	12	116	0	116		116		0
	Left-Through		0							0				0					
	Through	234	0	**394**	7	241	**425**	1	245	0	**420**	7	252	0	**451**		252		**0**
	Through-Right		0							0				0					
	Right	68	0	0	12	80	0	0	71	0	0	12	83	0	0		83		0
	Left-Through-Right		1							1				1					
	Left-Right																		
EASTBOUND	Left	64	0	64	0	64	64	0	67	0	67	0	67	0	67		67		0
	Left-Through		1							1				1					
	Through	882	0	**587**	14	896	**594**	141	1059	0	**682**	14	1073	0	**689**		1073		**0**
	Through-Right		1							1				1					
	Right	36	0	587	0	36	594	0	37	0	682	0	37	0	689		37		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	45	0	**45**	0	45	**45**	0	47	0	**47**	0	47	0	**47**		47		**0**
	Left-Through		1							1				1					
	Through	709	0	470	0	709	470	130	868	0	608	0	868	0	608		868		0
	Through-Right		1							1				1					
	Right	51	0	470	0	51	470	13	66	0	608	0	66	0	608		66		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		414	*North-South:*		445	*North-South:*			441	*North-South:*			472	*North-South:*			0
		East-West:		632	*East-West:*		639	*East-West:*			729	*East-West:*			736	*East-West:*			0
		SUM:		1046	*SUM:*		1084	*SUM:*			1170	*SUM:*			1208	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.697			0.723				0.780				0.805				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.597**			**0.623**				**0.680**				**0.705**				0.000
LEVEL OF SERVICE (LOS):				**A**			**B**				**B**				**C**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.025	*Δv/c* after mitigation:	-0.680
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	HOBART BOULEVARD	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
5	East-West Street:	JAMES M. WOOD BOULEVARD	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				
Override Capacity			0			0			0			0			0				

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	2		2	0	2	2	0	2	0	2	0	2	0	2		2		**0**
Left-Through									0				0					
Through	101		**142**	0	101	**142**	0	105	0	**148**	0	105	0	**148**		105		0
Through-Right									0				0					
Right	39		0	0	39	0	0	41	0	0	0	41	0	0		41		0
Left-Through-Right		1							1				1					
Left-Right																		
SOUTHBOUND																		
Left	33		**33**	3	36	**36**	0	34	0	**34**	3	37	0	**37**		37		0
Left-Through									0				0					
Through	67		126	3	70	135	0	70	0	131	3	73	0	140		73		**0**
Through-Right									0				0					
Right	26		0	3	29	0	0	27	0	0	3	30	0	0		30		0
Left-Through-Right		1							1				1					
Left-Right																		
EASTBOUND																		
Left	34		34	0	34	34	0	35	0	35	0	35	0	35		35		0
Left-Through									0				0					
Through	258		**307**	2	260	**309**	10	278	0	**329**	2	280	0	**331**		280		**0**
Through-Right									0				0					
Right	15		0	0	15	0	0	16	0	0	0	16	0	0		16		0
Left-Through-Right		1							1				1					
Left-Right																		
WESTBOUND																		
Left	16		**16**	0	16	**16**	0	17	0	**17**	0	17	0	**17**		17		**0**
Left-Through									0				0					
Through	178		242	0	178	242	15	200	0	268	0	200	0	268		200		0
Through-Right									0				0					
Right	48		0	0	48	0	1	51	0	0	0	51	0	0		51		0
Left-Through-Right		1							1				1					
Left-Right																		
CRITICAL VOLUMES *North-South:*			175	*North-South:*		178	*North-South:*			182	*North-South:*			185	*North-South:*			0
East-West:			323	*East-West:*		325	*East-West:*			346	*East-West:*			348	*East-West:*			0
SUM:			498	*SUM:*		503	*SUM:*			528	*SUM:*			533	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			0.332			0.335				0.352				0.355				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.232**			**0.235**				**0.252**				**0.255**				0.000
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	*Δv/c* after mitigation:	-0.252
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	HOBART BOULEVARD	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
5	East-West Street:	JAMES M. WOOD BOULEVARD	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				
Override Capacity			0			0			0			0			0				

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	0	**20**	0	20	**20**	0	21	0	**21**	0	21	0	**21**		21		**0**
	Left-Through		0							0				0					
	Through	167	0	196	0	167	196	0	174	0	204	0	174	0	204		174		0
	Through-Right		0							0				0					
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0		9		0
	Left-Through-Right		1							1				1					
	Left-Right																		
SOUTHBOUND	Left	17	0	17	2	19	19	1	19	0	19	2	21	0	21		21		0
	Left-Through		0							0				0					
	Through	185	0	**290**	2	187	**296**	0	193	0	**304**	2	195	0	**310**		195		**0**
	Through-Right		0							0				0					
	Right	88	0	0	2	90	0	0	92	0	0	2	94	0	0		94		0
	Left-Through-Right		1							1				1					
	Left-Right																		
EASTBOUND	Left	117	0	117	0	117	117	0	122	0	122	0	122	0	122		122		0
	Left-Through		0							0				0					
	Through	321	0	**551**	3	324	**554**	11	345	0	**585**	3	348	0	**588**		348		**0**
	Through-Right		0							0				0					
	Right	113	0	0	0	113	0	0	118	0	0	0	118	0	0		118		0
	Left-Through-Right		1							1				1					
	Left-Right																		
WESTBOUND	Left	2	0	**2**	0	2	**2**	0	2	0	**2**	0	2	0	**2**		2		**0**
	Left-Through		0							0				0					
	Through	191	0	209	0	191	209	13	212	0	232	0	212	0	232		212		0
	Through-Right		0							0				0					
	Right	16	0	0	0	16	0	1	18	0	0	0	18	0	0		18		0
	Left-Through-Right		1							1				1					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		310	*North-South:*		316	*North-South:*			325	*North-South:*			331	*North-South:*			0
		East-West:		553	*East-West:*		556	*East-West:*			587	*East-West:*			590	*East-West:*			0
		SUM:		863	*SUM:*		872	*SUM:*			912	*SUM:*			921	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.575			0.581				0.608				0.614				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.475**			**0.481**				**0.508**				**0.514**				0.000
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	∆*v/c* after mitigation:	-0.508
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	HARVARD BOULEVARD	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
6	East-West Street:	WILSHIRE BOULEVARD	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	17		**17**	0	17	**17**	24	42	0	42	0	42	0	42		42		**0**
Left-Through									0				0					
Through	146		191	0	146	191	27	179	0	**283**	0	179	0	**283**		179		0
Through-Right									0				0					
Right	28		0	0	28	0	33	62	0	0	0	62	0	0		62		0
Left-Through-Right		1							1				1					
Left-Right																		
SOUTHBOUND																		
Left	25		25	0	25	25	26	52	0	**52**	0	52	0	**52**		52		0
Left-Through									0				0					
Through	144		**214**	2	146	**216**	13	163	0	262	2	165	0	264		165		**0**
Through-Right									0				0					
Right	45		0	0	45	0	0	47	0	0	0	47	0	0		47		0
Left-Through-Right		1							1				1					
Left-Right																		
EASTBOUND																		
Left	29	1	**29**	0	29	**29**	2	32	1	**32**	0	32	1	**32**		32		0
Left-Through									0				0					
Through	1099	2	550	6	1105	553	128	1272	2	636	6	1278	2	639		1278		**0**
Through-Right									0				0					
Right	30	1	30	4	34	34	12	43	1	43	4	47	1	47		47		0
Left-Through-Right									0				0					
Left-Right																		
WESTBOUND																		
Left	53	1	53	4	57	57	47	102	1	102	4	106	1	106		106		**0**
Left-Through									0				0					
Through	1282	2	**641**	0	1282	**641**	139	1473	2	**737**	0	1473	2	**737**		1473		0
Through-Right									0				0					
Right	29	1	29	0	29	29	28	58	1	58	0	58	1	58		58		0
Left-Through-Right									0				0					
Left-Right																		
CRITICAL VOLUMES	*North-South:*		231	*North-South:*		233	*North-South:*			335	*North-South:*			335	*North-South:*			0
	East-West:		670	*East-West:*		670	*East-West:*			769	*East-West:*			769	*East-West:*			0
	SUM:		901	*SUM:*		903	*SUM:*			1104	*SUM:*			1104	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			0.601			0.602				0.736				0.736				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.501**			**0.502**				**0.636**				**0.636**				0.000
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	-0.636
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	HARVARD BOULEVARD	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
6	East-West Street:	WILSHIRE BOULEVARD	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--	0 SB--	0	NB--		SB--		NB--		SB--	
	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--	0 WB--	0	EB--		WB--		EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	32	0	32	32	16	49	0	49	0	49	0	49		49		**0**
	Left-Through		0							0				0					
	Through	163	0	**248**	0	163	**248**	27	197	0	**338**	0	197	0	**338**		197		0
	Through-Right		0							0				0					
	Right	53	0	0	0	53	0	37	92	0	0	0	92	0	0		92		0
	Left-Through-Right		1							1				1					
	Left-Right																		
SOUTHBOUND	Left	33	0	**33**	0	33	**33**	15	49	0	**49**	0	49	0	**49**		49		0
	Left-Through		0							0				0					
	Through	160	0	233	3	163	236	12	178	0	269	3	181	0	272		181		**0**
	Through-Right		0							0				0					
	Right	40	0	0	0	40	0	0	42	0	0	0	42	0	0		42		0
	Left-Through-Right		1							1				1					
	Left-Right																		
EASTBOUND	Left	45	1	45	0	45	45	0	47	1	47	0	47	1	47		47		0
	Left-Through		0							0				0					
	Through	1305	2	**653**	5	1310	**655**	194	1552	2	**776**	5	1557	2	**779**		1557		**0**
	Through-Right		0							0				0					
	Right	48	1	48	6	54	54	27	77	1	77	6	83	1	83		83		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	58	1	**58**	6	64	**64**	53	113	1	**113**	6	119	1	**119**		119		**0**
	Left-Through		0							0				0					
	Through	1279	2	640	0	1279	640	167	1498	2	749	0	1498	2	749		1498		0
	Through-Right		0							0				0					
	Right	40	1	40	0	40	40	27	69	1	69	0	69	1	69		69		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		281	*North-South:*		281	*North-South:*			387	*North-South:*			387	*North-South:*			0
		East-West:		711	*East-West:*		719	*East-West:*			889	*East-West:*			898	*East-West:*			0
		SUM:		992	*SUM:*		1000	*SUM:*			1276	*SUM:*			1285	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.661			0.667				0.851				0.857				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.561**			**0.567**				**0.751**				**0.757**				0.000
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	∆*v/c* after mitigation:	-0.751
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	HARVARD BOULEVARD	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
7	East-West Street:	8TH STREET	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	37		37	0	37	37	24	63	0	63	0	63	0	63		63		**0**
Left-Through									0				0					
Through	239		**322**	6	245	**328**	15	264	0	**400**	6	270	0	**406**		270		0
Through-Right									0				0					
Right	46		0	0	46	0	25	73	0	0	0	73	0	0		73		0
Left-Through-Right		1							1				1					
Left-Right																		
SOUTHBOUND																		
Left	47		**47**	0	47	**47**	8	57	0	**57**	0	57	0	**57**		57		0
Left-Through									0				0					
Through	120		197	0	120	197	26	151	0	255	0	151	0	255		151		**0**
Through-Right									0				0					
Right	30		0	0	30	0	16	47	0	0	0	47	0	0		47		0
Left-Through-Right		1							1				1					
Left-Right																		
EASTBOUND																		
Left	17		**17**	9	26	**26**	2	20	0	**20**	9	29	0	**29**		29		0
Left-Through		1							1				1					
Through	657		371	16	673	397	109	793	0	470	16	809	0	505		809		**0**
Through-Right		1							1				1					
Right	16		371	0	16	397	10	27	0	470	0	27	0	505		27		0
Left-Through-Right									0				0					
Left-Right																		
WESTBOUND																		
Left	18		18	0	18	18	9	28	0	28	0	28	0	28		28		**0**
Left-Through		1							1				1					
Through	885		**496**	0	885	**502**	62	983	0	**572**	0	983	0	**578**		983		0
Through-Right		1							1				1					
Right	34		496	13	47	502	13	48	0	572	13	61	0	578		61		0
Left-Through-Right									0				0					
Left-Right																		
CRITICAL VOLUMES	*North-South:*		369	*North-South:*		375	*North-South:*			457	*North-South:*			463	*North-South:*			0
	East-West:		513	*East-West:*		528	*East-West:*			592	*East-West:*			607	*East-West:*			0
	SUM:		882	*SUM:*		903	*SUM:*			1049	*SUM:*			1070	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			0.588			0.602				0.699				0.713				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.488**			**0.502**				**0.599**				**0.613**				0.000
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**B**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	∆*v/c* after mitigation:	-0.599
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	HARVARD BOULEVARD	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
7	East-West Street:	8TH STREET	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2						2				
Override Capacity			0			0			0						0				

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	41	0	**41**	0	41	**41**	19	62	0	62	0	62	0	62		62		**0**
Left-Through		0							0				0					
Through	229	0	327	9	238	336	30	268	0	**409**	9	277	0	**418**		277		0
Through-Right		0							0				0					
Right	57	0	0	0	57	0	20	79	0	0	0	79	0	0		79		0
Left-Through-Right		1							1				1					
Left-Right																		
SOUTHBOUND																		
Left	80	0	80	0	80	80	1	84	0	**84**	0	84	0	**84**		84		0
Left-Through		0							0				0					
Through	229	0	**375**	0	229	**375**	23	261	0	422	0	261	0	422		261		**0**
Through-Right		0							0				0					
Right	66	0	0	0	66	0	8	77	0	0	0	77	0	0		77		0
Left-Through-Right		1							1				1					
Left-Right																		
EASTBOUND																		
Left	31	0	31	14	45	45	16	48	0	48	14	62	0	62		62		0
Left-Through		1							1				1					
Through	1010	0	**585**	12	1022	**619**	103	1154	0	**706**	12	1166	0	**740**		1166		**0**
Through-Right		1							1				1					
Right	35	0	585	0	35	619	29	65	0	706	0	65	0	740		65		0
Left-Through-Right		0							0				0					
Left-Right																		
WESTBOUND																		
Left	56	0	**56**	0	56	**56**	32	90	0	**90**	0	90	0	**90**		90		**0**
Left-Through		1							1				1					
Through	662	0	517	0	662	527	116	805	0	694	0	805	0	704		805		0
Through-Right		1							1				1					
Right	36	0	517	20	56	527	5	42	0	694	20	62	0	704		62		0
Left-Through-Right		0							0				0					
Left-Right																		
CRITICAL VOLUMES	*North-South:*		416	*North-South:*		416	*North-South:*			493	*North-South:*			502	*North-South:*			0
	East-West:		641	*East-West:*		675	*East-West:*			796	*East-West:*			830	*East-West:*			0
	SUM:		1057	*SUM:*		1091	*SUM:*			1289	*SUM:*			1332	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			0.705			0.727				0.859				0.888				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.605**			**0.627**				**0.759**				**0.788**				0.000
LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.029	∆*v/c* after mitigation:	-0.759
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	HARVARD BOULEVARD	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
8	East-West Street:	JAMES M. WOOD BOULEVARD	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	22		22	0	22	22	0	23	0	23	0	23	0	23		23		**0**
Left-Through									0				0					
Through	255		**315**	2	257	**317**	4	269	0	**332**	2	271	0	**334**		271		0
Through-Right									0				0					
Right	38		0	0	38	0	0	40	0	0	0	40	0	0		40		0
Left-Through-Right		1							1				1					
Left-Right																		
SOUTHBOUND																		
Left	19		**19**	0	19	**19**	1	21	0	**21**	0	21	0	**21**		21		0
Left-Through									0				0					
Through	127		159	0	127	159	23	155	0	194	0	155	0	194		155		**0**
Through-Right									0				0					
Right	13		0	0	13	0	4	18	0	0	0	18	0	0		18		0
Left-Through-Right		1							1				1					
Left-Right																		
EASTBOUND																		
Left	23		23	2	25	25	4	28	0	28	2	30	0	30		30		0
Left-Through									0				0					
Through	292		**346**	3	295	**351**	6	310	0	**370**	3	313	0	**375**		313		**0**
Through-Right									0				0					
Right	31		0	0	31	0	0	32	0	0	0	32	0	0		32		0
Left-Through-Right		1							1				1					
Left-Right																		
WESTBOUND																		
Left	27		**27**	0	27	**27**	0	28	0	**28**	0	28	0	**28**		28		**0**
Left-Through									0				0					
Through	215		281	0	215	283	13	237	0	308	0	237	0	310		237		0
Through-Right									0				0					
Right	39		0	2	41	0	2	43	0	0	2	45	0	0		45		0
Left-Through-Right		1							1				1					
Left-Right																		
CRITICAL VOLUMES	*North-South:*		334	*North-South:*		336	*North-South:*			353	*North-South:*			355	*North-South:*			0
	East-West:		373	*East-West:*		378	*East-West:*			398	*East-West:*			403	*East-West:*			0
	SUM:		707	*SUM:*		714	*SUM:*			751	*SUM:*			758	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			0.471			0.476				0.501				0.505				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.371**			**0.376**				**0.401**				**0.405**				0.000
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	∆*v/c* after mitigation:	-0.401
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	HARVARD BOULEVARD	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
8	East-West Street:	JAMES M. WOOD BOULEVARD	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				
Override Capacity			0			0			0			0			0				

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	22	0	**22**	0	22	**22**	0	23	0	**23**	0	23	0	**23**		23		**0**
Left-Through		0							0				0					
Through	264	0	307	3	267	310	23	298	0	343	3	301	0	346		301		0
Through-Right		0							0				0					
Right	21	0	0	0	21	0	0	22	0	0	0	22	0	0		22		0
Left-Through-Right		1							1				1					
Left-Right																		
SOUTHBOUND																		
Left	30	0	30	0	30	30	3	34	0	34	0	34	0	34		34		0
Left-Through		0							0				0					
Through	279	0	**338**	0	279	**338**	11	301	0	**370**	0	301	0	**370**		301		**0**
Through-Right		0							0				0					
Right	29	0	0	0	29	0	5	35	0	0	0	35	0	0		35		0
Left-Through-Right		1							1				1					
Left-Right																		
EASTBOUND																		
Left	23	0	23	3	26	26	4	28	0	28	3	31	0	31		31		0
Left-Through		0							0				0					
Through	315	0	**380**	2	317	**385**	9	337	0	**409**	2	339	0	**414**		339		**0**
Through-Right		0							0				0					
Right	42	0	0	0	42	0	0	44	0	0	0	44	0	0		44		0
Left-Through-Right		1							1				1					
Left-Right																		
WESTBOUND																		
Left	25	0	**25**	0	25	**25**	0	26	0	**26**	0	26	0	**26**		26		**0**
Left-Through		0							0				0					
Through	236	0	301	0	236	304	9	255	0	324	0	255	0	327		255		0
Through-Right		0							0				0					
Right	40	0	0	3	43	0	1	43	0	0	3	46	0	0		46		0
Left-Through-Right		1							1				1					
Left-Right																		
CRITICAL VOLUMES	*North-South:*		360	*North-South:*		360	*North-South:*			393	*North-South:*			393	*North-South:*			0
	East-West:		405	*East-West:*		410	*East-West:*			435	*East-West:*			440	*East-West:*			0
	SUM:		765	*SUM:*		770	*SUM:*			828	*SUM:*			833	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			0.510			0.513				0.552				0.555				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.410**			**0.413**				**0.452**				**0.455**				0.000
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	*Δv/c* after mitigation:	-0.452
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	IROLO STREET	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
9	East-West Street:	7TH STREET	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases				2				2				2				2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?								0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--		SB--
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--		WB--
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2			
Override Capacity				0				0				0				0			

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	108		108	0	108	108	9	121	0	121	0	121	0	121		121		**0**
Left-Through									0				0					
Through	502		**647**	0	502	**647**	89	611	0	**771**	0	611	0	**771**		611		0
Through-Right									0				0					
Right	37		0	0	37	0	0	39	0	0	0	39	0	0		39		0
Left-Through-Right		1							1				1					
Left-Right																		
SOUTHBOUND																		
Left	31		**31**	0	31	**31**	14	46	0	**46**	0	46	0	**46**		46		0
Left-Through		1							1				1					
Through	431		462	4	435	466	79	528	0	574	4	532	0	578		532		**0**
Through-Right									0				0					
Right	93	1	61	0	93	58	0	97	1	64	0	97	1	61		97		0
Left-Through-Right									0				0					
Left-Right																		
EASTBOUND																		
Left	64	1	**64**	6	70	**70**	0	67	1	**67**	6	73	1	**73**		73		0
Left-Through									0				0					
Through	105		160	0	105	160	2	111	0	184	0	111	0	184		111		**0**
Through-Right		1							1				1					
Right	55		0	0	55	0	16	73	0	0	0	73	0	0		73		0
Left-Through-Right									0				0					
Left-Right																		
WESTBOUND																		
Left	27	1	27	0	27	27	0	28	1	28	0	28	1	28		28		**0**
Left-Through									0				0					
Through	94		**169**	0	94	**169**	1	99	0	**178**	0	99	0	**178**		99		0
Through-Right		1							1				1					
Right	75		0	0	75	0	1	79	0	0	0	79	0	0		79		0
Left-Through-Right									0				0					
Left-Right																		
CRITICAL VOLUMES	*North-South:*		678	*North-South:*		678	*North-South:*			817	*North-South:*			817	*North-South:*			0
	East-West:		233	*East-West:*		239	*East-West:*			245	*East-West:*			251	*East-West:*			0
	SUM:		911	*SUM:*		917	*SUM:*			1062	*SUM:*			1068	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			0.607			0.611				0.708				0.712				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.507**			**0.511**				**0.608**				**0.612**				0.000
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	∆*v/c* after mitigation:	-0.608
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	IROLO STREET	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
9	East-West Street:	7TH STREET	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2						2				
Override Capacity			0			0			0						0				

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	40	0	40	0	40	40	20	62	0	62	0	62	0	62		62		**0**
Left-Through		0							0				0					
Through	519	0	**598**	0	519	**598**	108	648	0	**751**	0	648	0	**751**		648		0
Through-Right		0							0				0					
Right	39	0	0	0	39	0	0	41	0	0	0	41	0	0		41		0
Left-Through-Right		1							1				1					
Left-Right																		
SOUTHBOUND																		
Left	87	0	**87**	0	87	**87**	5	96	0	**96**	0	96	0	**96**		96		0
Left-Through		1							1				1					
Through	431	0	518	6	437	524	114	563	0	659	6	569	0	665		569		**0**
Through-Right		0							0				0					
Right	249	1	226	0	249	224	0	259	1	235	0	259	1	233		259		0
Left-Through-Right		0							0				0					
Left-Right																		
EASTBOUND																		
Left	46	1	46	5	51	51	0	48	1	48	5	53	1	53		53		0
Left-Through		0							0				0					
Through	213	0	**312**	0	213	**312**	1	223	0	**336**	0	223	0	**336**		223		**0**
Through-Right		1							1				1					
Right	99	0	0	0	99	0	10	113	0	0	0	113	0	0		113		0
Left-Through-Right		0							0				0					
Left-Right																		
WESTBOUND																		
Left	32	1	**32**	0	32	**32**	0	33	1	**33**	0	33	1	**33**		33		**0**
Left-Through		0							0				0					
Through	122	0	200	0	122	200	16	143	0	224	0	143	0	224		143		0
Through-Right		1							1				1					
Right	78	0	0	0	78	0	0	81	0	0	0	81	0	0		81		0
Left-Through-Right		0							0				0					
Left-Right																		
CRITICAL VOLUMES *North-South:*			685			685				847				847				0
CRITICAL VOLUMES *East-West:*			344			344				369				369				0
CRITICAL VOLUMES *SUM:*			1029			1029				1216				1216				0
VOLUME/CAPACITY *(V/C)* RATIO:			0.686			0.686				0.811				0.811				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.586**			**0.586**				**0.711**				**0.711**				0.000
LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	-0.711
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	IROLO STREET	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
10	East-West Street:	8TH STREET	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0			0			0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--				
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--				
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							
Override Capacity			0			0			0			0							

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32		32	4	36	36	12	45	0	45	4	49	0	49		49		**0**
	Left-Through									0				0					
	Through	818		**899**	0	818	**903**	42	893	0	**992**	0	893	0	**996**		893		0
	Through-Right									0				0					
	Right	49		0	0	49	0	3	54	0	0	0	54	0	0		54		0
	Left-Through-Right		1							1				1					
	Left-Right																		
SOUTHBOUND	Left	39		**39**	0	39	**39**	29	70	0	**70**	0	70	0	**70**		70		0
	Left-Through									0				0					
	Through	627		750	0	627	754	57	709	0	876	0	709	0	880		709		**0**
	Through-Right									0				0					
	Right	84		0	4	88	0	10	97	0	0	4	101	0	0		101		0
	Left-Through-Right		1							1				1					
	Left-Right																		
EASTBOUND	Left	53		53	0	53	53	31	86	0	86	0	86	0	86		86		0
	Left-Through		1							1				1					
	Through	546		**338**	9	555	**346**	109	677	0	**452**	9	686	0	**460**		686		**0**
	Through-Right		1							1				1					
	Right	24		338	6	30	346	30	55	0	452	6	61	0	460		61		0
	Left-Through-Right									0				0					
	Left-Right																		
WESTBOUND	Left	34		**34**	0	34	**34**	2	37	0	**37**	0	37	0	**37**		37		**0**
	Left-Through		1							1				1					
	Through	440		274	6	446	277	53	511	0	363	6	517	0	366		517		0
	Through-Right		1							1				1					
	Right	39		274	0	39	277	26	67	0	363	0	67	0	366		67		0
	Left-Through-Right									0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		938	*North-South:*		942	*North-South:*			1062	*North-South:*			1066	*North-South:*			0
		East-West:		372	*East-West:*		380	*East-West:*			489	*East-West:*			497	*East-West:*			0
		SUM:		1310	*SUM:*		1322	*SUM:*			1551	*SUM:*			1563	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.873			0.881				1.034				1.042				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.773**			**0.781**				**0.934**				**0.942**				0.000
LEVEL OF SERVICE (LOS):				**C**			**C**				**E**				**E**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	*Δv/c* after mitigation:	-0.934
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	IROLO STREET	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
10	East-West Street:	8TH STREET	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2						2				
Override Capacity			0			0			0						0				

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	0	**49**	6	55	**55**	25	76	0	**76**	6	82	0	**82**		82		**0**
	Left-Through		0							0				0					
	Through	595	0	682	0	595	688	70	689	0	807	0	689	0	813		689		0
	Through-Right		0							0				0					
	Right	38	0	0	0	38	0	2	42	0	0	0	42	0	0		42		0
	Left-Through-Right		1							1				1					
	Left-Right																		
SOUTHBOUND	Left	31	0	31	0	31	31	36	68	0	68	0	68	0	68		68		0
	Left-Through		0							0				0					
	Through	895	0	**1038**	0	895	**1044**	53	984	0	**1203**	0	984	0	**1209**		984		**0**
	Through-Right		0							0				0					
	Right	112	0	0	6	118	0	34	151	0	0	6	157	0	0		157		0
	Left-Through-Right		1							1				1					
	Left-Right																		
EASTBOUND	Left	54	0	54	0	54	54	20	76	0	76	0	76	0	76		76		0
	Left-Through		1							1				1					
	Through	521	0	**331**	7	528	**337**	75	617	0	**484**	7	624	0	**490**		624		**0**
	Through-Right		1							1				1					
	Right	33	0	331	5	38	337	12	46	0	484	5	51	0	490		51		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	28	0	**28**	0	28	**28**	3	32	0	**32**	0	32	0	**32**		32		**0**
	Left-Through		1							1				1					
	Through	471	0	277	8	479	281	113	603	0	398	8	611	0	402		611		0
	Through-Right		1							1				1					
	Right	26	0	277	0	26	281	37	64	0	398	0	64	0	402		64		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		1087	*North-South:*		1099	*North-South:*			1279	*North-South:*			1291	*North-South:*			0
		East-West:		359	*East-West:*		365	*East-West:*			516	*East-West:*			522	*East-West:*			0
		SUM:		1446	*SUM:*		1464	*SUM:*			1795	*SUM:*			1813	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.964			0.976				1.197				1.209				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.864**			**0.876**				**1.097**				**1.109**				0.000
LEVEL OF SERVICE (LOS):				**D**			**D**				**F**				**F**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	∆*v/c* after mitigation:	-1.097
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	NORMANDIE AVENUE	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
11	East-West Street:	8TH STREET	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				
Override Capacity			0			0			0			0			0				

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	31		31	0	31	31	0	32	0	32	0	32	0	32		32		**0**
Left-Through									0				0					
Through	196		**301**	0	196	**301**	0	204	0	**313**	0	204	0	**313**		204		0
Through-Right									0				0					
Right	74		0	0	74	0	0	77	0	0	0	77	0	0		77		0
Left-Through-Right		1							1				1					
Left-Right																		
SOUTHBOUND																		
Left	26		**26**	0	26	**26**	0	27	0	**27**	0	27	0	**27**		27		0
Left-Through									0				0					
Through	52		103	0	52	103	0	54	0	107	0	54	0	107		54		**0**
Through-Right									0				0					
Right	25		0	0	25	0	0	26	0	0	0	26	0	0		26		0
Left-Through-Right		1							1				1					
Left-Right																		
EASTBOUND																		
Left	16		**16**	0	16	**16**	0	17	0	**17**	0	17	0	**17**		17		0
Left-Through		1							1				1					
Through	732		406	9	741	411	140	902	0	511	9	911	0	515		911		**0**
Through-Right		1							1				1					
Right	16		406	0	16	411	0	17	0	511	0	17	0	515		17		0
Left-Through-Right									0				0					
Left-Right																		
WESTBOUND																		
Left	29		29	0	29	29	1	31	0	31	0	31	0	31		31		**0**
Left-Through		1							1				1					
Through	865		**513**	6	871	**516**	58	958	0	**564**	6	964	0	**567**		964		0
Through-Right		1							1				1					
Right	44		513	0	44	516	0	46	0	564	0	46	0	567		46		0
Left-Through-Right									0				0					
Left-Right																		
CRITICAL VOLUMES	*North-South:*		327	*North-South:*		327	*North-South:*			340	*North-South:*			340	*North-South:*			0
	East-West:		529	*East-West:*		532	*East-West:*			581	*East-West:*			584	*East-West:*			0
	SUM:		856	*SUM:*		859	*SUM:*			921	*SUM:*			924	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:			0.571			0.573				0.614				0.616				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.471**			**0.473**				**0.514**				**0.516**				0.000
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	∆*v/c* after mitigation:	-0.514
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	NORMANDIE AVENUE	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019
11	East-West Street:	8TH STREET	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	HS	Project:	The Parks at LA

No. of Phases			2			2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--		SB--	NB--	0	SB-- 0	NB--		SB--	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--		WB--	EB--	0	WB-- 0	EB--		WB--	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2						2				
Override Capacity			0			0			0						0				

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	**15**	0	15	**15**	0	16	0	**16**	0	16	0	**16**		16		**0**
	Left-Through		0							0				0					
	Through	103	0	162	0	103	162	0	107	0	169	0	107	0	169		107		0
	Through-Right		0							0				0					
	Right	44	0	0	0	44	0	0	46	0	0	0	46	0	0		46		0
	Left-Through-Right		1							1				1					
	Left-Right																		
SOUTHBOUND	Left	52	0	52	0	52	52	0	54	0	54	0	54	0	54		54		0
	Left-Through		0							0				0					
	Through	167	0	**246**	0	167	**246**	0	174	0	**256**	0	174	0	**256**		174		**0**
	Through-Right		0							0				0					
	Right	27	0	0	0	27	0	0	28	0	0	0	28	0	0		28		0
	Left-Through-Right		1							1				1					
	Left-Right																		
EASTBOUND	Left	13	0	**13**	0	13	**13**	0	14	0	**14**	0	14	0	**14**		14		0
	Left-Through		1							1				1					
	Through	857	0	469	7	864	473	88	980	0	533	7	987	0	537		987		**0**
	Through-Right		1							1				1					
	Right	29	0	469	0	29	473	0	30	0	533	0	30	0	537		30		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	81	0	81	0	81	81	0	84	0	84	0	84	0	84		84		**0**
	Left-Through		1							1				1					
	Through	771	0	**565**	8	779	**569**	145	947	0	**743**	8	955	0	**747**		955		0
	Through-Right		1							1				1					
	Right	34	0	565	0	34	569	0	35	0	743	0	35	0	747		35		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		*North-South:*		261	*North-South:*		261	*North-South:*			272	*North-South:*			272	*North-South:*			0
		East-West:		578	*East-West:*		582	*East-West:*			757	*East-West:*			761	*East-West:*			0
		SUM:		839	*SUM:*		843	*SUM:*			1029	*SUM:*			1033	*SUM:*			0
VOLUME/CAPACITY *(V/C)* RATIO:				0.559			0.562				0.686				0.689				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.459**			**0.462**				**0.586**				**0.589**				0.000
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	*Δv/c* after mitigation:	-0.586
Significant impacted?	NO	Fully mitigated?	N/A

APPENDIX K.2
Supplemental Vehicle Miles Traveled Analysis

300 Corporate Pointe, Suite 470, Culver City, CA 90230
T: (310) 473-6508 | www.crainandassociates.com

Email Transmittal

May 29, 2020

Mr. Wes Pringle
Transportation Engineering Associate III
Metro Development Review
City of Los Angeles Department of Transportation
100 S. Main Street, 9th Floor
Los Angeles, CA 90012

Re: The Parks at LA (3433 W. 8th Street) Mixed-Use Project Supplemental Vehicle Miles Traveled Analysis, City of Los Angeles

Dear Wes,

In September 2019, Crain & Associates prepared a transportation impact study for the Parks at LA Mixed-Use project. The Project is proposing to develop 223 apartments, 28 affordable residential units, 15,500 square feet of office and 25,000 square feet of shopping center uses (the "Project") at 3433 W. 8th Street in the Wilshire Community in the City of Los Angeles (the "City"). Currently, the Project site contains one single-family home and 22,000 square feet of shopping center uses, which will be removed to accommodate the Project. The results of the transportation analysis determined that the addition of Project-related traffic would not result in significant impacts at any of the seven study intersections, any Congestion Management Program (CMP) monitoring locations, public transit, or residential street facilities. The transportation impact study was conducted based on the procedures outlined in the City of Los Angeles Department of Transportation (LADOT) Transportation Impact Study Guidelines (December 2016), which determined impact significance based on intersection level of service (LOS) and Project-related change in intersection volume-to-capacity (V/C) ratio. LADOT prepared an assessment letter in July 2019 agreeing with the findings of the transportation impact study.

Following the passage of Senate Bill 743 (SB 743), the State of California's Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under the California Environmental Quality Act (CEQA). These guidelines are intended to promote the reduction of greenhouse gas emissions and develop multimodal and diverse transportation networks by shifting the transportation performance metric from automobile delay and LOS to vehicle miles traveled (VMT).

In response to the updates to the CEQA guidelines, LADOT updated the City's Transportation Assessment Guidelines (TAG) in July 2019 to conform to the requirements of SB 743. The TAG replaced the Transportation Impact Study Guidelines (December 2016) and shifted the performance metric for evaluating

transportation impacts under CEQA from LOS to VMT for studies completed within the City. The TAG establishes thresholds to identify development projects that would cause substantial VMT.

While the transportation impact study for the Project has been approved by LADOT, a supplemental VMT analysis has been performed per the July 2019 TAG in the event that the Project does not receive entitlements prior to July 1, 2020 (the State's official deadline for required VMT compliance for all development projects). This technical letter presents the supplemental VMT analysis for the proposed Project.

PROJECT DESCRIPTION

The Project is located at the north side of 8th Street, between Hobart Boulevard and Harvard Boulevard at 3433 W. 8th Street. Located within the Wilshire Community Plan Area, the area surrounding the Project site is primarily developed with commercial and medium- to high-density residential uses. The Project is proposing to develop 223 apartments, 28 affordable residential units, 15,500 square feet of office, and 25,000 square feet of shopping center uses in a multi-story building. The existing on-site land uses that include a 22,000 square foot shopping center and one single-family home will be removed in conjunction with construction of the Project. The Project per the City Municipal Code (the "Code") is required to provide a total of 413 vehicle parking spaces. Per Code Section 12.21.A(4), projects are allowed to reduce the number of vehicle parking spaces by replacement with additional bicycle parking. The Project will be incorporating the replacement of bicycle parking to reduce the total number of vehicle parking spaces to a total of 340 vehicle parking spaces and will be providing a total of 324 bicycle parking (296 long-term and 28 short-term).

VMT IMPACT CRITERIA AND VMT CALCULATOR

The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criteria for determining significant transportation impacts based on VMT:

> *For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?*

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate whether further analysis of a land use project's impact based on VMT is required. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. The land use project would generate a net increase of 250 or more daily vehicle trips.

2. The project would generate a net increase in daily VMT.

In addition, the TAG provides specific instructions for evaluating the VMT contribution of retail and restaurant uses. Should a land use project contain retail or restaurant components that are small-scale or local-serving in nature, the retail/restaurant portion of the land use project can be assumed not to result in a significant VMT impact. The retail/restaurant component of a land use project can be considered small-scale or local-serving if the total retail and restaurant square footage does not exceed 50,000 square feet. For a mixed-use development, if the retail/restaurant component does not exceed 50,000 square feet in size, the retail/restaurant portion of the land use project can be considered to have a less-than-significant VMT impact; however, the remaining portions of the land use project are subject to further VMT analysis if the above two screening criteria are met.

After the initial screening, the TAG provides guidance for further analysis of the VMT contribution of a land use project. Under the updated TAG, two forms of VMT are analyzed: (1) household VMT per capita and (2) work VMT per employee. The household VMT per capita is the home-based VMT produced by the residential component of a land use project divided by the number of residents within the development. The work VMT per employee is the home-based work VMT attracted by the non-residential uses of a land use project divided by the number of employees within the development. As outlined in the updated TAG, in order for a proposed land use project to have a less-than-significant VMT impact, two criteria must be met: (1) the land use project's household VMT per capita must not exceed 15 percent below the average household VMT per capita, and (2) the land use project's work VMT per employee must not exceed 15 percent below the average work VMT per employee. The thresholds corresponding to 15 percent below the average household VMT per capita and average work VMT per capita were individually determined for each of the seven Area Planning Commission (APC) areas within the City and are shown in Table 1. The Area Planning Commission area in which a land use project is located determines the appropriate significance thresholds to be applied.

Table 1
VMT Significant Impact Thresholds

Area Planning Commission	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

To screen and calculate VMT impacts of a project, LADOT developed the City of Los Angeles VMT Calculator Version 1.2 (the "VMT Calculator"), which calculates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency's (EPA's) Mixed-Use (MXD) Model and the City's Travel Demand Forecasting (TDF) Model.

The VMT Calculator also determines population and employment estimates for a land use project based on rates developed from U.S. Census data for the City of Los Angeles and employment data from a variety of sources, including the Los Angeles Unified School District and the San Diego Association of Governments (SANDAG). The VMT Calculator then uses trip length information from the TDF Model, in combination with the daily trips and population/employment estimates, to calculate the land use project's daily VMT, household VMT per capita, and work VMT per capita. The VMT Calculator also provides a menu of Transportation Demand Management (TDM) strategies that can be implemented for a land use project, either as project features or mitigation measures, to reduce the project's daily vehicle trips and VMT. Further detail on the VMT Calculator can be found in the *City of Los Angeles VMT Calculator Documentation* (November 2019).

PROJECT VMT CALCULATIONS

To determine whether the Project requires further VMT analysis, the Project's existing and proposed land uses were inputted into the VMT Calculator. As shown in Attachment 1, the Housing (Multi-Family and Affordable Housing-Family), Office (General Office), and Retail (General Retail) land use rates were applied to the corresponding proposed Project uses. For screening purposes, the Housing (Single Family) and Retail (General Retail) land use rates were applied to the existing land uses. As shown, based on the VMT Calculator, the Project would generate 959 net daily trips and 5,816 net daily VMT (proposed minus existing). As the Project would generate more than 250 net daily trips, would result in a net increase in daily VMT, and is not exclusively a small-scale/local-serving retail/restaurant use (50,000 square feet or less), the Project would meet screening criteria and further VMT analysis is required.

The VMT Calculator was then utilized to determine household VMT per capita and the work VMT per employee. The Project proposes to incorporate TDM strategies (such as reducing the Project parking supply from the standard amount required per the Code by replacing vehicle parking spaces with bicycle parking spaces [413 parking spaces required by the Code, actual parking provision is 340 parking spaces], providing short- and long-term bicycle parking supplies, and providing secure bike parking and showers) as Project features. Additional TDM strategies that will be implemented as mitigation include unbundled parking at $200 per month and the implementation/improvement of on-street bicycle facility with the contribution of

a one-time fixed fee of $50,000 that will be deposited into the City's Bicycle Plan Trust fund to implement bicycle improvements in the vicinity of the Project. The VMT Calculator determined that the residential portion of the Project would generate a household VMT per capita of 5.6 and with additional mitigation would generate a household VMT of 4.2 per capita, as shown in Attachment 1. Since the Project is located within the Central Area Planning Commission area, the appropriate threshold of significance with which to compare the Project's household VMT estimate is 6.0 daily household VMT per capita, as shown in Table 1. Therefore, the Project is expected to have a less-than-significant VMT impact based on the residential component. As for the Project's retail and office commercial components, the VMT Calculator determined that the commercial portion of the Project would generate a work VMT per employee of 5.8 under both the proposed Project and with mitigation scenarios, refer to Attachment 1. The threshold of significance with which to compare the Project's household VMT estimate is 7.6 daily work VMT per employee, as shown in Table 1. Thus, the residential and retail components of the proposed Project would result in less-than-significant VMT impacts.

CONCLUSIONS

Per the updated TAG, a project is required to perform a VMT analysis when a project would generate more than 250 net daily trips, would result in a net increase in daily VMT, and is not exclusively a small scale-/local-serving retail/restaurant use (50,000 square feet or less). The Project met all the screening criteria and conducted additional analysis that included evaluating TDM strategies. With consideration of TDM strategies that incorporate the proposed Project's features and additional mitigation, the Project is not expected to result in a significant VMT impact to the transportation system.

Please contact me if you have any questions.

Sincerely,

George Rhyner, T.E.
Senior Transportation Engineer
TR 2143, CE 47763

GR:hm
C22682
attachment

300 Corporate Pointe, Suite 470, Culver City, CA 90230
T: (310) 473-6508 | www.crainandassociates.com

ATTACHMENT 1

VMT CALCULATOR OUTPUT REPORTS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 3433 8th Street Mixed-Use

Scenario: With Project

Address: 3433 W 8TH ST, 90005



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	20	ksf
Housing | Single Family	1	DU
Retail | General Retail	22.000	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	15.5	ksf
Housing | Multi-Family	223	DU
Retail | General Retail	25	ksf
Office | General Office	15.5	ksf
Housing | Affordable Housing - Family	28	DU

☐ 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
580 Daily Vehicle Trips	1,539 Daily Vehicle Trips
3,810 Daily VMT	9,626 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	959 Net Daily Trips
The net increase in daily VMT ≤ 0	5,816 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	25.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

5/11/2020

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 3433 8th Street Mixed-Use

Scenario: With Project

Address: 3433 W 8TH ST, 90005



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	223	DU
Retail | General Retail	25	ksf
Office | General Office	15.5	ksf
Housing | Affordable Housing - Family	28	DU

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

413 city code parking provision for the project site

340 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☑ Mitigation

200 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)

25 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
1,385 Daily Vehicle Trips	**1,243** Daily Vehicle Trips
8,665 Daily VMT	**7,823** Daily VMT
5.6 Household VMT per Capita	**4.2** Household VMT per Capita
5.8 Work VMT per Employee	**5.8** 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

5/11/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 9, 2020
Project Name: 3433 8th Street Mixed-Use
Project Scenario: With Project
Project Address: 3433 W 8TH ST, 90005

Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	223	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	28	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	25.000	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	0.000	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	15.500	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 9, 2020
Project Name: 3433 8th Street Mixed-Use
Project Scenario: With Project
Project Address: 3433 W 8TH ST, 90005

Version 1.2

Analysis Results			
Total Employees: 112 Total Population: 590			
Proposed Project		***With Mitigation***	
1,385	**Daily Vehicle Trips**	**1,243**	**Daily Vehicle Trips**
8,665	**Daily VMT**	**7,823**	**Daily VMT**
5.6	**Household VMT per Capita**	**4.2**	**Household VMT per Capita**
5.8	**Work VMT per Employee**	**5.8**	**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)	413	413
		Actual parking provision (spaces)	340	340
	Unbundle parking	Monthly cost for parking ($)	*$0*	$200
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$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*	Yes
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
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: May 9, 2020
Project Name: 3433 8th Street Mixed-Use
Project Scenario: With Project
Project Address: 3433 W 8TH ST, 90005

Version 1.2

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	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	24%	0%	0%	0%	24%	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%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: May 9, 2020
Project Name: 3433 8th Street Mixed-Use
Project Scenario: With Project
Project Address: 3433 W 8TH ST, 90005

Version 1.2

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%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*10%*	*32%*	*10%*	*11%*	*10%*	*32%*	*10%*	*11%*	*10%*	*11%*	*10%*	*11%*
MAX. TDM EFFECT	*10%*	*32%*	*10%*	*11%*	*10%*	*32%*	*10%*	*11%*	*10%*	*11%*	*10%*	*11%*

= 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: May 9, 2020
Project Name: 3433 8th Street Mixed-Use
Project Scenario: With Project
Project Address: 3433 W 8TH ST, 90005

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	338	-30.2%	236	7.5	2,535	1,770
Home Based Other Production	904	-58.0%	380	5.0	4,520	1,900
Non-Home Based Other Production	252	-14.7%	215	8.3	2,092	1,785
Home-Based Work Attraction	162	-34.6%	106	6.8	1,102	721
Home-Based Other Attraction	736	-58.0%	309	5.0	3,680	1,545
Non-Home Based Other Attraction	343	-14.6%	293	6.5	2,230	1,905

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	-10.0%	212	1,593	-32.0%	160	1,203
Home Based Other Production	-10.0%	342	1,710	-32.0%	258	1,292
Non-Home Based Other Production	-10.0%	194	1,607	-10.5%	192	1,597
Home-Based Work Attraction	-10.0%	95	649	-10.5%	95	645
Home-Based Other Attraction	-10.0%	278	1,391	-10.5%	276	1,382
Non-Home Based Other Attraction	-10.0%	264	1,715	-10.5%	262	1,704

MXD VMT Methodology Per Capita & Per Employee

Total Population: 590
Total Employees: 112
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**3,303**	**2,495**
Total Home Based Work Attraction VMT	**649**	**645**
Total Home Based VMT Per Capita	**5.6**	**4.2**
Total Work Based VMT Per Employee	**5.8**	**5.8**

APPENDIX L
LADOT Review Letter

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

3433 W 8th St
DOT Case No. CEN20-49928

Date: June 29, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT VMT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 3433 WEST 8TH STREET (ENV-2019-2568-EAF)**

On September 12, 2019, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning for the proposed mixed-use project located at 3433 West 8th Street. The proposed project was subject to a transportation analysis, prepared by Crain & Associates, dated September 9, 2019, in which the study included the detailed analysis of 11 signalized intersections and determined that under the previous traffic impact criteria, one of these study intersections would be significantly impacted by project-related traffic prior to mitigation. The previous transportation analysis concluded by identifying the transportation mitigation measures designed to reduce the project's traffic impacts to no impacts. However, subsequent to the releasing of the report, pursuant to the Senate Bill (SB 743) and the recent changes to the 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, the applicant submitted a VMT analysis for the proposed project on May 29, 2020 in addition to the analysis submitted in September 9, 2019. Therefore, please replace the previous December 19, 2018 DOT assessment, in its entirety, with this report.

DOT has reviewed the transportation analysis prepared by Crain & Associates, dated May 29, 2020, for proposed mixed-use project located at 3433 West 8th Street. In compliance with SB 743 and CEQA, a VMT analysis is required to identify the project's ability to promote the reductions of green-house gas emissions, 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 proposed mixed-use development will remove one single-family home and 22,000 square feet (sf) of shopping center space to construct a multi-story building consisting of 223 apartment units; of which 28 will be affordable housing units, approximately 25,000 sf of retail, and 15,500 sf of creative office space. Vehicle access to the project site, as illustrated in **Attachment A** will be

provided via two one-way driveways. The driveway located on Harvard Boulevard will have ingress operation. The driveway located on Hobart Boulevard will have egress operation. The project is expected to be completed by 2023.

B. 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's) Trip Generation, 9th Edition manual 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. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

C. Transportation Impacts

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 a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (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

As cited in the VMT Analysis report prepared by Crain & Associates, the VMT projections for the proposed project, without mitigation, are 5.6 for the Household VMT per capita and 5.8 for the Work VMT per employee. The VMT projections for the proposed project with mitigation are 4.2 Household VMT per capita and 5.8 Work VMT per employee. Therefore, it is concluded that implementation of the Project would result with no significant impacts in Household or Work VMT. A copy of the VMT Calculator summary reports is provided as **Attachment B** to this report.

D. Safety, Access, and Circulation

During the 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 Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and 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 likely result in adverse circulation conditions at one location. 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 are provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. Corrective Measures (Non-CEQA Analysis)
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. Transportation Demand Management (TDM) Program
The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- Provide an on-site transportation coordinator to promote the TDM program and alternatives to the car and facilitate rideshare;
- Transportation Information Center, educational programs, kiosks and/or other measures;
- Implementation of vehicle trip reduction incentives and services for Project employees and/or tenants; provide on-site education on alternative transportation modes;
- Parking incentives and support for formation of carpools/vanpools;
- Incentives such as discounted transit passes for using alternative travel modes;
- Unbundling and lease of parking spaces for residents;
- Contribute a one-time fixed fee contribution of **$50,000** to be deposited into the City's Bicycle Plan Trust fund to implement bicycle improvements in the vicinity of the project;
- Record a Covenant and Agreement to ensure that the TDM program will be maintained;

2. Transportation Systems Management (TSM) Improvements

Some of the signalized intersections within the project study area require an upgrade to the traffic signal equipment and hardware. Many of the traffic signals at these intersections currently operate using newer controllers (Type 2070), which provide for enhanced and real-time operation of the traffic signal timing. When supplemented by additional roadway system loops and closed circuit television (CCTV) cameras, DOT can identify the causes of delay and implement instant signal timing remedies to improve the flow of vehicles and buses. Collectively, these traffic signal upgrades provide a system-wide benefit by reducing delays experienced by motorists at the study intersections. To enhance the traffic signal system in the area and improve the network capacity for real-time video monitoring of intersection, corridor, transit, and pedestrian operations by reducing delays experienced by motorists at study intersections, the following TSM improvement was identified:

Install new CCTV at the following intersection:

- Irolo Street and 8th Street

Should the project be approved, then a final determination on how to implement the CCTV installation will be made by DOT prior to the issuance of the first building permit. The installation will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee to DOT to fund the cost of the upgrade. If DOT selects the payment option, then the applicant would be required to pay DOT, and DOT shall design and construct the upgrade.

If the upgrade is implemented by the applicant through the B-Permit process, then this TSM improvement must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

3. Implementation of Improvements and Mitigation Measures

The applicant should be responsible for the cost and implementation of any necessary traffic equipment modifications associated with the proposed TSM improvements described above. All proposed TSM improvements within the City of Los Angeles must be **guaranteed** through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email DOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project.

If a proposed traffic mitigation measure does not receive the required approval during plan

review, a substitute mitigation measure may be provided subject to the approval of LADOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.

B. Additional Requirements and Considerations

To comply with the transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the improvements listed below.

1. Parking Requirements

The project is required to provide a total of 413 vehicle parking spaces, but will be incorporating the replacement of bicycle parking to reduce the total number of vehicle parking spaces to a total of 340 vehicle parking spaces and will be providing a total of 324 bicycle parking (296 long-term and 28 short-term). The applicant should also check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

2. Highway Dedication and Street Improvements

Per the new Mobility Element, **8th Street** has been designated as Avenue II that would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. **Harvard Boulevard** has been designated as Collector that would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. **Hobart Boulevard** has been designated as Local Street – Standard that would require a 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation

The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of the driveway locations, dimensions, access, and circulation scheme, and loading/unloading area for the project. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section at 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. The applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design efforts so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. If any project driveway will be signalized, the applicant should contact DOT's Permit Plan Review Section ladot.planprocessing@lacity.org for review of the traffic signal plan. All new driveways should be Case 2 driveways and 30 feet for two-way operations and any security gates should be a minimum 30 feet from the property line. Should the project include a supermarket, DOT recommends that a dock manager and/or flag person be employed to assist delivery truck access to the loading area. DOT may recommend additional requirements once a complete review of the loading operations is conducted.

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/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.

5. Development Review Fees
   Section 19.15 of the Los Angeles Municipal Code 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 Kevin Arucan of my staff (213) 972-4970.

Attachments

J:\Letters\2020\CEN20-49928_3433 W 8th St_MU_vmt update_ltr.docx

c: Jordan Beroukhim, Council District No. 10
Bhuvan Bajaj Hollywood-Wilshire, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Hilary Mau, Crain & Associates



FIGURE 2

4/25/2019

FN: 8th(3433W)MixedUse\SITE PLAN

PROJECT SITE PLAN

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 3433 8th Street Mixed-Use

Scenario: With Project

Address: 3433 W 8TH ST, 90005



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	20	ksf
Housing | Single Family	1	DU
Retail | General Retail	22.000	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	15.5	ksf
Housing | Multi-Family	223	DU
Retail | General Retail	25	ksf
Office | General Office	15.5	ksf
Housing | Affordable Housing - Family	28	DU

☐ 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
580 Daily Vehicle Trips	1,539 Daily Vehicle Trips
3,810 Daily VMT	9,626 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	959 Net Daily Trips
The net increase in daily VMT ≤ 0	5,816 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	25.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

5/11/2020

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 3433 8th Street Mixed-Use

Scenario: With Project

Address: 3433 W 8TH ST, 90005



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	223	DU
Retail | General Retail	25	ksf
Office | General Office	15.5	ksf
Housing | Affordable Housing - Family	28	DU

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

413 city code parking provision for the project site

340 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☑ Mitigation

200 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)

25 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
1,385 Daily Vehicle Trips	**1,243** Daily Vehicle Trips
8,665 Daily VMT	**7,823** Daily VMT
5.6 Household VMT per Capita	**4.2** Household VMT per Capita
5.8 Work VMT per Employee	**5.8** 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

5/11/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 9, 2020
Project Name: 3433 8th Street Mixed-Use
Project Scenario: With Project
Project Address: 3433 W 8TH ST, 90005

Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	223	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	28	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	25.000	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	0.000	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	15.500	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 9, 2020
Project Name: 3433 8th Street Mixed-Use
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Version 1.2

Analysis Results			
Total Employees: 112 Total Population: 590			
Proposed Project		***With Mitigation***	
1,385	**Daily Vehicle Trips**	**1,243**	**Daily Vehicle Trips**
8,665	**Daily VMT**	**7,823**	**Daily VMT**
5.6	**Household VMT per Capita**	**4.2**	**Household VMT per Capita**
5.8	**Work VMT per Employee**	**5.8**	**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)	413	413
		Actual parking provision (spaces)	340	340
	Unbundle parking	Monthly cost for parking ($)	*$0*	$200
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$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*	Yes
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
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: May 9, 2020
Project Name: 3433 8th Street Mixed-Use
Project Scenario: With Project
Project Address: 3433 W 8TH ST, 90005

Version 1.2

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	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	24%	0%	0%	0%	24%	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%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: May 9, 2020
Project Name: 3433 8th Street Mixed-Use
Project Scenario: With Project
Project Address: 3433 W 8TH ST, 90005

Version 1.2

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%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*10%*	*32%*	*10%*	*11%*	*10%*	*32%*	*10%*	*11%*	*10%*	*11%*	*10%*	*11%*
MAX. TDM EFFECT	*10%*	*32%*	*10%*	*11%*	*10%*	*32%*	*10%*	*11%*	*10%*	*11%*	*10%*	*11%*

= 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: May 9, 2020
Project Name: 3433 8th Street Mixed-Use
Project Scenario: With Project
Project Address: 3433 W 8TH ST, 90005

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	338	-30.2%	236	7.5	2,535	1,770
Home Based Other Production	904	-58.0%	380	5.0	4,520	1,900
Non-Home Based Other Production	252	-14.7%	215	8.3	2,092	1,785
Home-Based Work Attraction	162	-34.6%	106	6.8	1,102	721
Home-Based Other Attraction	736	-58.0%	309	5.0	3,680	1,545
Non-Home Based Other Attraction	343	-14.6%	293	6.5	2,230	1,905

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	-10.0%	212	1,593	-32.0%	160	1,203
Home Based Other Production	-10.0%	342	1,710	-32.0%	258	1,292
Non-Home Based Other Production	-10.0%	194	1,607	-10.5%	192	1,597
Home-Based Work Attraction	-10.0%	95	649	-10.5%	95	645
Home-Based Other Attraction	-10.0%	278	1,391	-10.5%	276	1,382
Non-Home Based Other Attraction	-10.0%	264	1,715	-10.5%	262	1,704

MXD VMT Methodology Per Capita & Per Employee

Total Population: 590
Total Employees: 112
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**3,303**	**2,495**
Total Home Based Work Attraction VMT	**649**	**645**
Total Home Based VMT Per Capita	**5.6**	**4.2**
Total Work Based VMT Per Employee	**5.8**	**5.8**

Table 10
Level of Service (LOS) Summary
Future (2023) Without and With Project

No.	Intersection	Peak Hour	Without Project V/C	Without Project LOS	With Project V/C	With Project LOS	Impact	Adverse Queuing
1	Western Avenue &	AM	0.817	D	0.823	D	0.006	No
	8th Street	PM	0.789	C	0.797	C	0.008	No
2	Oxford Avenue &	AM	0.555	A	0.560	A	0.005	No
	8th Street	PM	0.519	A	0.523	A	0.004	No
3	Hobart Boulevard &	AM	0.659	B	0.663	B	0.004	No
	Wilshire Boulevard	PM	0.674	B	0.684	B	0.010	No
4	Hobart Boulevard &	AM	0.503	A	0.513	A	0.010	No
	8th Street	PM	0.680	B	0.705	C	0.025	No
5	Hobart Boulevard &	AM	0.252	A	0.255	A	0.003	No
	James M. Wood Boulevard	PM	0.508	A	0.514	A	0.006	No
6	Harvard Boulevard &	AM	0.636	B	0.636	B	0.000	No
	Wilshire Boulevard	PM	0.751	C	0.757	C	0.006	No
7	Harvard Boulevard &	AM	0.599	A	0.613	B	0.014	No
	8th Street	PM	0.759	C	0.788	C	0.029	No
8	Harvard Boulevard &	AM	0.401	A	0.405	A	0.004	No
	James M. Wood Boulevard	PM	0.452	A	0.455	A	0.003	No
9	Irolo Street &	AM	0.608	B	0.612	B	0.004	No
	7th Street	PM	0.711	C	0.711	C	0.000	No
10	Irolo Street &	AM	0.934	E	0.942	E	0.008	No
	8th Street	PM	1.097	F	1.109	F	0.012	Yes
11	Normandie Avenue &	AM	0.514	A	0.516	A	0.002	No
	8th Street	PM	0.586	A	0.589	A	0.003	No

Table 12
Level of Service (LOS) Summary
Future (2023) Without and With Project Mitigation Measures

No.	Intersection	Peak Hour	Without Project V/C	Without Project LOS	With Project With Mitigation V/C	With Project With Mitigation LOS	Impact	Adverse Queuing
10	Irolo Street &	AM	0.934	E	0.932	E	-0.002	No
	8th Street	PM	1.097	F	1.099	F	0.002	No